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1898.

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1898,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN THREE VOLUMES.

VOL. III.

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LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1898.

(IN THREE VOLUMES.)

TABLE OF CONTENTS.

VOL. III.

	PAGE.
Title-page.	
Table of Contents.	
POSTAL—TELEGRAPHIC—	
Postal and Telegraphic Conference—Report of, held in Hobart, March-April, 1898	1
POLICE—PRISONS—	
Police Department—Report for 1897... ..	107
Charges against Senior-Constable Quelch preferred by Mr. J. R. Dacey, M.L.A.—Report of Royal Commission... ..	117
Prisons Department—Report for 1897	401
PUBLIC WORKS—	
Report of Department for year ended 30th June, 1897	465
Parliamentary Standing Committee on Public Works—Thirteenth General Report	585
Summary of Special Works carried out by Day-labour from 2nd August, 1894, to 14th June, 1898	723
Statement showing ordinary Day-labour continuously employed by Department	725
HARBOURS—	
Proposed Works at Tweed River—Report from Parliamentary Standing Committee on Public Works	727
Proposed Works at Macleay River—Report from Parliamentary Standing Committee on Public Works	811
Proposed Works at Manning River—Report from Parliamentary Standing Committee on Public Works	899
Proposed Works at Bellinger River—Report from Parliamentary Standing Committee on Public Works	967
Proposed Works at Hastings River—Report from Parliamentary Standing Committee on Public Works	1059
Proposed Works at Nambucca River—Report from Parliamentary Standing Committee on Public Works	1125
MUNICIPAL—	
Corporation of the City of Sydney—Statement of Receipts and Expenditure for 1897	1181
Borough Council of Rookwood—Petition from John Groves, Ex-Auditor, respecting his position when Auditor	1185
Borough Council of Rookwood—Petition from Ratepayers respecting alleged evasions of the Municipalities Act, 1897	1187

PUBLIC HEALTH—	PAGE.
Leprosy—Report for 1896	1189
GOVERNMENT INSTITUTIONS—	
Aborigines—Report for 1897	1193
Coast Hospital, Little Bay—Report for 1896	1207
Do do do 1897	1215
Home-teaching Society for the Blind, Strathfield—Report of Royal Commission	1227
Methods of Carrying on Government Charitable Institutions—Part I, Blind, Deaf, and Dumb— Report of Royal Commission	1245
State Children's Relief Board—Report for year ended 5th April, 1898	1341
MISCELLANEOUS—	
Factories and Shops Act—Report on working of during 1897	1371
Friendly Societies and Trade Unions—Report for 1896	1413
Fire Brigades Board, Sydney—Report for 1897	1419
Pharmacy Board—Report from 1st July to 31st December, 1897... ..	1459
Hay Irrigation Trust—Statement of Receipts and Expenditure for 1897	1461

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

INDEX

TO THE
VOTES AND PROCEEDINGS
AND
PAPERS LAID UPON THE TABLE
DURING THE SESSION
OF
1898.

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REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
	VOL.	PAGE.
A		
ABATTOIRS :—		
GLEBE ISLAND :—		
Additional Order and Regulation under Act 14 Victoria No. 36, for control of, laid on Table, 47		
ABORIGINES :—		
Report of Board for 1897, laid on Table, 34	3	1193
ADDRESSES :—		
Alphabetical Register of, and Orders—Sessional Paper	1	87
IN REPLY TO GOVERNOR'S OPENING SPEECH :—		
Committee appointed to prepare, and Address brought up and read by Clerk, 6; motion made (<i>Mr. Rigg</i>) for adoption, and amendment moved (<i>Mr. Lyne</i>) to add paragraph, and Debate adjourned (<i>to take precedence</i>), 6; Debate resumed and adjourned (<i>to take precedence</i>), 10; amendment negatived, and motion agreed to, 12-13; Reply to Address, 15.		
ADJOURNMENT :—		
OF THE HOUSE :—		
Motion made for, and passed, 7, 13, 35, 59, 68.		
By Clerk, in absence of Mr. Speaker and Mr. Deputy-Speaker, 43.		
MOTION MADE FOR, UNDER 49TH STANDING ORDER, AND NEGATIVED :—		
Relief to the Aged and Poor (<i>Mr. Haynes</i>), 48.		
ADMINISTRATION OF JUSTICE (See also "GAOLS") :—		
DISTRICT COURTS ACT OF 1858 :—		
Annual Returns under 103rd Section, laid on Table, 25.		
CONVICTIONS UNDER LICENSING ACT :—		
Return (<i>in part</i>) to an Order (<i>Session 1891-2</i>), laid on Table, 25.		
RULES OF THE SUPREME COURT :—		
In Equity Jurisdiction, laid on Table, 26 (2).		
In Divorce Jurisdiction, laid on Table, 64.		
AGRICULTURE :—		
Report on Agriculture and Forestry for 1897, laid on Table, 25.....	2	329
Minute of the Executive Council authorising transfer of amount from "Prospecting Vote" to supplement Vote for, laid on Table, 9, 37.		
ALPHABETICAL REGISTER OF ADDRESSES AND ORDERS :—		
Sessional Paper	1	87
ALPHABETICAL REGISTERS OF BILLS :—		
Sessional Paper	1	85
APPROPRIATION BILL :—		
Assent to (<i>Session 1897</i>) reported, 2.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.		PAPERS ORDERED TO BE PRINTED.	
		VOL.	PAGE.
A			
ARDGLEN (See "RAILWAYS.")			
ARTESIAN WELLS BILL:—			
Assent to (<i>Session 1897</i>) reported, 4.			
Regulations under Act, laid on Table, 25.			
ASHTON, JAMES, ESQUIRE, M.P.:—			
Appointed a Temporary Chairman of Committees, 9.			
ASSEMBLY (See also "ADJOURNMENT"; also "CHAIRMAN OF COMMITTEES"; also "SPEAKER") :—			
Opening of the Session, 1.			
Usher of the Black Rod delivers Message, 2.			
<i>Pro forma</i> Bill, 4.			
Members sworn, 1 (?).			
Governor's Opening Speech, 4; Address in Reply, 6, 10, 13; Reply to Address, 15.			
Elections and Qualifications Committee, 10, 37.			
Sittings after Midnight, 10, 13, 29.			
Standing Orders Suspended, 28, 41 (urgency), 48 (urgency), 67.			
Votes and Proceedings, Nos. 1 to 9			1
Weekly Report of Divisions in Committee, No. 1			83
Reports from Printing Committee, Nos. 1 to 3			91-101
Proclamation proroguing Parliament			69
Proclamation dissolving Parliament			71
SESSIONAL PAPERS:—			
Business undisposed of at close of Session	1		73
Attendances of Members in Divisions and Counts Out			79
Business of the Session			81
Alphabetical Register of Bills			85
Alphabetical Registers of Addresses and Orders			87
Standing and Select Committees appointed during Session			89
ASSENT TO BILLS (See "MESSAGES.")			
AUCTIONEERS' LICENSING BILL:—			
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 56-7.			
AUDIT BILL:—			
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 49.			
AUDITOR-GENERAL:—			
PUBLIC ACCOUNTS:—			
Statement of Receipts and Expenditure of the Consolidated Revenue Fund for year ended 30th June, 1897, laid on Table, 9			645
AUSTRALASIAN FEDERAL CONVENTION:—			
Proceedings of Second Session, held at Sydney, September, 1897, laid on Table, 40	1		111
Official Record of the Debates, Second Session, held at Sydney, September, 1897, laid on Table, 40.			
Proceedings of Third Session, held at Melbourne, January to March, 1898, laid on Table, 40.....			333
Official Record of the Debates of Third Session, held at Melbourne, January to March, 1898, laid on Table, 40.			
AUSTRALASIAN FEDERATION ENABLING ACTS, 1895-1897:—			
Regulations under, laid on Table, 26.			
B			
BANKS AND BANK HOLIDAYS BILL:—			
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 51.			
BANK LIABILITIES AND ASSETS:—			
General Abstracts of, for Quarter ended 31st December, 1897, laid on Table, 27.			
Do do 31st March, 1898, laid on Table, 27.			
BANKING, LAND, BUILDING, AND INVESTMENT COMPANIES:—			
General Abstracts of Liabilities and Assets for Quarter ended 31st December, 1897, laid on Table, 27.			
General Abstracts of Liabilities and Assets for Quarter ended 31st March, 1898, laid on Table, 27			
BANKRUPTCY BILL:—			
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 57.			
BELLINGER RIVER (See "HARBOURS").			
BILLABONG LEASEHOLD AREA (See "CROWN LANDS").			
BILLS:—			
Alphabetical Registers of—Sessional Paper	1		85
Assent to, reported, of last Session, 2 (6), 3 (6), 4 (4).			
Message from Council requesting Assembly to proceed with, under 296th Standing Order, 7.			
Of last Session proceeded with under the 409th Standing Order, 10, 25 (?).			
Message to Council requesting Bills of last Session to be proceeded with, 29, 34.			
Passed through all stages in one day as a matter of urgency, 48 (2 ^o).			
Amendments of Council considered as matter of urgency, 67.			
Standing Orders suspended, 28, 41, 48, 67.			
BILLS OF SALE BILL:—			
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 51.			
BLACK ROD:—			
Usher of, delivers Message from Governor, 2.			
BLIND AND DEAF AND DUMB:—			
Report of Royal Commission on Government Institutions for, laid on Table, 34.....			1245
BLIND INSTITUTION, STRATHFIELD:—			
Report of Royal Commission of Inquiry, laid on Table, 26.....	3		1227
BLOOMFIELD (See "RAILWAYS").			

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
	VOL.	PAGE.
B		
BOTANIC GARDENS AND DOMAINS :—		
Report for 1897, laid on Table, 34	1	971
Minute of Executive Council transferring amount from Vote, "Nursery Garden, Campbelltown," to supplement Vote for Botanic Gardens, 37.		
BREWARRINA (See "RAILWAYS").		
BRIDGES (See "GLEBE ISLAND BRIDGE BILL") :—		
COALBAGGIE CREEK :—		
Notification of resumption of land, under the Public Works Act, laid on Table, 27.		
MACLEAY RIVER AT KEMPSEY :—		
Notification of resumption of land, under Public Works Act, laid on Table, 27.		
BROKEN HILL TRADES HALL SITE BILL :—		
Motion made (<i>Mr. Cann</i>) for leave to bring in, presented and read 1 ^o , 12; read 2 ^o , committed, reported with an amendment, report adopted, 59; read 3 ^o , passed, and sent to Council, 66-7.		
BUILDING AND INVESTMENT SOCIETIES (See "FINANCE").		
BUSINESS :—		
Undisposed of at close of Session—Sessional Paper	1	73
Of the Session—Sessional Paper		81
Fixed for a future day to take precedence of all other business, 6, 10.		
Days of Meeting of House (<i>Sessional Order</i>), 12.		
Precedence of Business (<i>Sessional Order</i>), 12.		
Government Business takes precedence at 7 o'clock, 28.		
BURRA BURRA LEASEHOLD AREA (See "CROWN LANDS").		
BY-LAWS :—		
LAI D ON TABLE :—		
Municipalities Act :—		
Central Illawarra, 26.	Lane Cove, 26.	Nyngan, 26.
Newcastle, 26.	Vaucluse, 26.	Ballina, 26.
Jamberoo, 26.	Newcastle, 26.	Bathurst, 26.
Petersham, 26.	Junee, 26.	Strathfield, 26.
Ermington and Rydalmere, 26.	Concord, 26.	Dungog, 26.
Adamstown, 26.	Penrith, 26.	Dubbo, 26.
Wallendbeen, 26.	Bourke, 26.	Hamilton, 26.
Enfield, 26.	Canterbury, 26.	Narrandera, 35.
Burwood, 26.	Murrurundi, 26.	Cobar, 35.
Nuisances Prevention Act :—		
Burwood, 27.	Ballina, 27.	Yass, 27.
Newcastle Paving and Public Vehicles Regulation Act, 26.		
Sydney Hospital, 26.		
Metropolitan Water and Sewerage Acts, 27, 64 (?).		
Metropolitan Drainage, Willoughby Falls, Careening Cove, and Neutral Bay Storm-water Drains, 27.		
Hunter District Water Supply and Sewerage Acts, 27.		
Public Vehicles Regulation Act, 1873, 35.		
University of Sydney, 40.		
BYROCK (See "RAILWAYS").		
C		
CANN, JOHN HENRY, ESQUIRE, M.P. :—		
Appointed a Temporary Chairman of Committees, 9.		
CAREENING COVE (See "DRAINAGE").		
CATTLE-DRIVING BILL :—		
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , Committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 55.		
CEMETERIES :—		
PUBLIC, AT WINTON :—		
Notification of resumption of land, under the Lands for Public Purposes Acquisition Act, laid on Table, 11.		
CHAIRMAN OF COMMITTEES :—		
Mr. McCourt elected, 10.		
Takes Chair in the unavoidable absence of Speaker, 11, 45, 61.		
Temporary Chairmen appointed by Speaker, 9.		
Commission to, as Deputy Speaker, to administer Oath of Allegiance, 15.		
Clerk adjourns House in absence of Speaker and Deputy Speaker, 43.		
CHARGES MADE BY MR. LEVIEN, M.P., AGAINST MR. SLEATH, M.P., AND MR. FERGUSON, M.P. (See also "PRIVILEGE") :—		
The Honorable Member for Wilcannia (<i>Mr. Sleath</i>) called attention to certain charges made by Mr. Levien, and requested the Government to appoint a Royal Commission to investigate the charges; Mr. Levien being heard, he implicated both Mr. Sleath and Mr. Ferguson, the Honorable Member for Sturt, on which the Premier promised to appoint a Royal Commission as requested, 13.		
Report of Royal Commission, laid on Table, 64	1	103
On motion (<i>Mr. Reid</i>), read by Clerk, 64.		
Mr. Levien made personal explanation, 68.		
Motion made (<i>Mr. Reid</i>), that House considers the Hon. Members, Messrs. Sleath and Ferguson, are exonerated from the charges made against them, and that portion of the speech of Mr. Levien relating to such charges be expunged from the official report of the debates; Mr. Sleath addressed the House, 68.		
CHURCH AND SCHOOL LANDS ACT, 1897 :—		
Forms and Regulations, laid on Table, 11.		
CITY AND NORTH SYDNEY RAILWAY BILL :—		
Motion made (<i>Mr. Parkes</i>) for leave to proceed with, under the 409th Standing Order, 25.		
CITY AND NORTH SYDNEY TUNNEL-ROADWAY BILL :—		
Motion made (<i>Mr. Parkes</i>) for leave to proceed with, under the 409th Standing Order, 25.		
CIVIL SERVICE (See also "PUBLIC SERVICE") :—		
THE CIVIL SERVICE :—		
Return to Order (<i>Session 1897</i>), laid on Table, 27.		
Actuarial Report on condition of the Superannuation Account on 31st December, 1897, laid on Table, 64	1	959
CLAIMS FOR GRATUITIES UNDER THE PUBLIC SERVICE ACT :—		
Return to Order (<i>Session 1897</i>), laid on Table, 40	1	969

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.		
	VOL.	PAGE.	
C			
CLERK OF ASSEMBLY:—			
Reads Proclamation on Opening of Parliament, 1.			
Informs House of unavoidable absence of Speaker, 11, 45, 61.			
Swears Members of Elections and Qualifications Committee, 37.			
Adjourns House in the absence of Speaker and Deputy Speaker, 43.			
Reads Report of Royal Commission on charges made by Mr. Levien against Messrs. Sleath and Ferguson, Ms.P., 64.			
COALBAGGIE CREEK (See "BRIDGES").			
COAST HOSPITAL (See "HOSPITALS").			
COLLARENDABRI (See "RAILWAYS").			
COLLINS, CHARLES, ESQUIRE:—			
Death of, while Member for Narrabri, reported, 1; issue and return of writ, and election of Hugh Ross, Esquire, reported, and Mr. Ross sworn, 1.			
COMMISSIONS:—			
Deputy Speaker's, to administer Oath of Allegiance, 15.			
ROYAL:—			
Report on Institution for Blind, Strathfield, laid on Table, 26	}	1227	
Report on charges against Senior-constable Quelch, laid on Table, 26		3	117
Report on Deaf, Dumb, and Blind Institutions, laid on Table, 34			1245
Report on Charges made by Mr. Levien against Messrs. Sleath and Ferguson, Ms.P., laid on Table, 64	1	103	
COMMITTEES (See also "CHAIRMAN OF COMMITTEES"):—			
Standing and Select, appointed during Session—Sessional Paper	1	89	
GOVERNOR'S OPENING SPEECH:—			
Appointed to prepare Address in Reply, and report brought up, 6.			
ELECTIONS AND QUALIFICATIONS:—			
Speaker's Warrant appointing, laid on Table, 10; Maturity reported, 37; Members sworn, 37 (3).			
OF THE WHOLE:—			
Resolutions reported, 41, 42.			
Resolutions agreed to, 41, 42.			
Motion to go into, negatived, 59.			
SUPPLY:—			
Motion made (<i>Mr. Reid</i>) for House to go into Committee, 13.			
House in Committee (<i>Financial Statement</i>), 29.			
Resolution reported, 29.			
Resolution agreed to, 30.			
Order of the Day postponed, 35, 58.			
WAYS AND MEANS:—			
Motion made (<i>Mr. Reid</i>) for House to go into Committee, 13.			
House in Committee, 30.			
Resolution reported, 30.			
Resolution agreed to, 30.			
Order of the Day postponed, 35, 58.			
STANDING ORDERS:—			
Sessional Order appointing, passed, 29.			
REFRESHMENT:—			
Sessional Order appointing, passed, 29.			
LIBRARY:—			
Sessional Order appointing, passed, 29.			
PRINTING:—			
Sessional Order appointing, passed, 29.			
Leave given to sit during sitting of House, 48.			
Reports 1 to 3 brought up, 40, 58, 68.	1	91-101	
COMMONS REGULATION BILL:—			
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 53.			
COMPANIES (See "JOINT STOCK COMPANIES ARRANGEMENT (CONTINUATION) BILL").			
CONDITIONAL LEASES (See "CROWN LANDS").			
CONDITIONAL PURCHASES (See "CROWN LANDS").			
CONSOLIDATED REVENUE FUND BILL:—			
Message from Governor, 12; Standing Orders suspended, 28; Ordered (<i>Mr. Reid</i>), founded on resolution of Ways and Means (No. 1), presented, read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and sent to Council, 30; returned without amendment, 41; assent reported, 45.			
CONSOLIDATED REVENUE FUND (MUNICIPAL GRANT) BILL:—			
Assent to (<i>Session 1897</i>) reported, 3.			
CONVEYANCING AND LAW OF PROPERTY BILL:—			
Standing Orders suspended (urgency), 48; received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council, 54.			
COOK'S RIVER, TEMPE:—			
Notification of resumption of land, under the Public Works Act, for improvement of, laid on Table, 26.			
COOLAMAN (See "RAILWAYS").			
COONAMBLE (See "RAILWAYS").			
COOTAMUNDRA (See "WATER SUPPLY").			
CORAMBA (See "POLICE").			
CORONERS' BILL:—			
Standing Orders suspended (urgency), 48; received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 50-51.			
CORPORATION OF THE CITY OF SYDNEY:—			
Statement of Receipts and Expenditure for 1897, laid on Table, 26	3	1181	
COUNTS OUT (See also "NO QUORUM"):—			
Attendance of Members in Divisions and—Sessional Paper	1	79	
COURT-HOUSE, TAMWORTH:—			
Notification of resumption of land, under the Public Works Act, for additions, laid on Table, 26			
CROPS (See "LIENS ON CROPS AND WOOL AND STOCK MORTGAGES BILL").			

INDEX.

v

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
	VOL.	PAGE.
C		
CROWN LANDS (See "REAL PROPERTY (CROWN LANDS) BILL") :—		
Report of Department for 1897, laid on Table, 26	2	1257
DEDICATION OF CERTAIN LAND UNDER THE 105TH SECTION OF ACT :—		
<i>Gazette</i> Notices, laid on Table, 11, 34.		
DEDICATED TO PUBLIC PURPOSES :—		
Abstract of, laid on Table, 11.		
ALTERATIONS AND CANCELLATION OF DESIGNS FOR CITIES, TOWNS, AND VILLAGES :—		
Abstract of, laid on Table, 11, 47.		
SITES FOR CITIES, TOWNS, AND VILLAGES :—		
Abstract of, laid on Table, 11, 47.		
PRESERVATION OF WATER SUPPLY AND OTHER PUBLIC PURPOSES :—		
Abstract of, laid on Table, 11, 47.		
OWNERSHIP OF TRUNDLE DAM :—		
Return to Order (<i>Session</i> 1897), laid on Table, 26.		
ACTS :—		
Amended Regulations Nos. 76, 251, 252, 253, 257, 258, 213, and Amended Forms 23, 24, 68, 51 ; also Regulations and Forms under the Church and Schools Lands Act, 1897, laid on Table, 11.		
Notification under Act of 1895 that Conditional Purchase and Conditional Lease shall not be voidable, 12.		
SURVEY OF LANDS :—		
Minute of Executive Council transferring amount from Vote "Land Agents, Appraisers, &c.," to supplement Vote for, laid on Table, 45.		
NOTIFICATIONS OF WITHDRAWAL OF LAND FROM LEASE UNDER ACT OF 1895 FOR SETTLEMENT BY OTHER HOLDINGS :—		
From Burra Burra leasehold area, laid on Table, 12.		
From Werai leasehold area, laid on Table, 12.		
From Ganmain leasehold area, laid on Table, 12.		
From Kooba leasehold area, laid on Table, 12.		
From Tubbo leasehold area, laid on Table, 34.		
From Billabong leasehold area, laid on Table, 35.		
From Mungary West leasehold area, laid on Table, 47.		
From Mimosa leasehold area, laid on Table, 47.		
CROWN LANDS BILL :—		
Motion made (<i>Mr. Carruthers</i>) for Message to Council requesting Council to proceed with, under the 295th Standing Order, 34; motion made (<i>Mr. Carruthers</i>), as matter of urgency, that Message from Council insisting on its amendments be considered on same day as received, and Standing Orders suspended, 67; Assembly insists on its disagreements to Council's amendments, and requests a Free Conference, and appoints Managers, 67.		
CUSTOMS :—		
Return respecting Excise Revenue and, received during 1892 and 1893, laid on Table, 47.		
D		
DAY LABOUR :—		
Summary of special works carried out by Works Department, from 2nd August, 1894, to 14th June, 1898, laid on Table, 27	3	723
Statement showing ordinary, continuously employed by Works Department, laid on Table, 27 ...		725
DEAF AND DUMB AND BLIND (See "BLIND AND DEAF AND DUMB").		
DEBATES, OFFICIAL :—		
Portions of Speech of Member expunged from Report, 68.		
DEDICATION (See "CROWN LANDS").		
DENIZATION (See "NATURALIZATION AND DENIZATION BILL").		
DENTISTS BILL :—		
Message from Council requesting Assembly to proceed with, under 296th Standing Order, 7.		
DEPUTY SPEAKER (See "SPEAKER").		
DESIGNS FOR CITIES, TOWNS, AND VILLAGES (See "CROWN LANDS").		
DESPATCHES :—		
LAID ON TABLE :—		
Extradition and Fugitive Offenders, 25.		
DISORDER :—		
The Hon. Member for Fitzroy, Mr. Norton, having interjected certain disorderly words, was, by direction of Mr. Speaker, removed from Chamber, 13.		
DISTRICT COURTS ACT OF 1858 :—		
Annual Returns under 103rd section, laid on Table, 25.		
DIVISIONS :—		
Attendance of Members in, and Counts Out—Sessional Paper	1	79
IN THE HOUSE.		
Address in Reply to Governor's Opening Speech, 6, 13.		
Port Kembla Harbour Bill, 34.		
Freetrade and Protection Referendum Bill, 42.		
Sunday Trading Bill, 59.		
IN COMMITTEE OF THE WHOLE :—		
Weekly Report of, No. 1	1	83
Parliamentary Elections (Polling) Bill (<i>Resolution</i>), 81.		
DIVORCE (See "SUPREME COURT").		
DRAINAGE :—		
JOHNSTONE'S BAY STORM-WATER SEWERS :—		
Notification of resumption of land under the Public Works Act, laid on Table, 27.		
WILLOUGHBY FALLS, CABERNING COVE, AND NEUTRAL BAY STORM-WATER :—		
Metropolitan By-laws, laid on Table, 27.		
EUROKA CREEK STORM-WATER CHANNEL :—		
Additional By-law, laid on Table, 64.		
DURAL (See "RAILWAYS").		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
	VOL.	PAGE.
E		
EDUCATION :—		
Report of the Minister of Public Instruction for 1897, laid on Table, 40.....	1	995
NATIONAL ART GALLERY :—		
Report of Trustees for 1897, laid on Table, 40		1121
PUBLIC LIBRARY :—		
Report of Trustees for 1897, laid on Table, 40		1123
UNIVERSITY OF SYDNEY :—		
Report of, for 1897, laid on Table, 40.....		1107
By-laws, laid on Table, 40.		
SYDNEY GRAMMAR SCHOOL :—		
Report of, for 1897, laid on Table, 40		1119
NAUTICAL SCHOOL SHIP "SOBRAON" :—		
Report for year ended 30 April, 1898, laid on Table, 40	1133	
LAND FOR PUBLIC SCHOOL PURPOSES :—		
Notification of resumption, under Public Works Act, laid on Table, 40.		
PUBLIC INSTRUCTION ACT :—		
Regulations under, laid on Table, 40.		
ELECTIONS AND QUALIFICATIONS (See "ELECTORAL").		
ELECTORAL (See also "PARLIAMENTARY ELECTIONS (POLLING) BILL").		
NARRABRI :—		
Death of Charles Collins, Esquire, issue and return of Writ and Election of Hugh Ross, Esquire, reported, 1; Mr. Ross sworn, 1; proclamation validating Election reported, 1.		
SYDNEY-FITZROY DIVISION :—		
Death of John McElhone, Esquire, issue and return of Writ and Election of John Norton, Esquire, reported, 1; Mr. Norton sworn, 1.		
ELECTIONS AND QUALIFICATIONS COMMITTEE :—		
Speaker's Warrant laid on Table, 10; maturity reported, 37; Members sworn, 37 (*).		
EUROKA CREEK (See "DRAINAGE").		
EVIDENCE BILL :—		
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 52.		
EVIDENCE (PENALTIES) BILL :—		
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 52.		
EXCISE :—		
Return of Customs Revenue and, during 1892 and 1893, laid on Table, 47.		
EXPORT BOARD :—		
Minute of the Executive Council transferring amount from the Prospecting Vote to supplement Vote for, laid on Table, 9.		
EXTRADITION (See "DESPATCHES").		
F		
FEDERATION (See "AUSTRALASIAN FEDERAL CONVENTION").		
FERGUSON, WILLIAM JOHN, ESQ., M.P. (See "PRIVILEGE," also "CHARGES MADE BY MR. LEVIEN, M.P., AGAINST MR. SLEATH, M.P., AND MR. FERGUSON, M.P.).		
FINANCE (See also "LOAN BILL"; also "APPROPRIATION BILL"; also "CONSOLIDATED REVENUE FUND (MUNICIPAL GRANT) BILL"; also "CONSOLIDATED REVENUE FUND BILL") :—		
RECEIPTS AND EXPENDITURE OF THE CONSOLIDATED REVENUE (PUBLIC ACCOUNTS) :—		
Colonial Treasurer's Statement for year ended 30 June, 1897, together with Auditor-General's Report thereon, laid on Table, 9	1	645
MINUTES OF THE EXECUTIVE COUNCIL :—		
Speaker lays on Table copy of, authorising transfer of amounts from one head of Service to supplement other Votes, 9 (1 ⁴), 37 (*), 45 (2).		
VOTE OF CREDIT :—		
Message from Governor, 12.		
CUSTOMS AND EXCISE REVENUE :—		
Return respecting, during 1892 and 1893, laid on Table, 47.		
LAND AND INCOME TAX REVENUE :—		
Return respecting, during 1896 and 1897, laid on Table, 47.....	1	879
SUPPLY :—		
Motion made (<i>Mr. Reid</i>) for House to go into Committee, 13.		
House in Committee (<i>Financial Statement</i>), 29.		
Resolution reported, 29.		
Resolution agreed to, 30.		
Order of Day the postponed, 35, 58.		
WAYS AND MEANS :—		
Motion made (<i>Mr. Reid</i>) for House to go into Committee, 13.		
House in Committee, 30.		
Resolution reported, 30.		
Resolution agreed to, 30.		
Order of the Day postponed, 35, 58.		
CORPORATION OF THE CITY OF SYDNEY :—		
Statement of Receipts and Expenditure for 1897, laid on Table, 26.....	3	1181
TREASURER'S ADVANCE ACCOUNT :—		
Statement of payments for November, 1897, laid on Table, 27	1	881
Do December, 1897, laid on Table, 27		883
Do January, 1898, laid on Table, 27		885
Do February, 1898, laid on Table, 27		887
Do March, 1898, laid on Table, 27		889
Do April, 1898, laid on Table, 27.....		891
Do May, 1898, laid on Table, 27		893

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.		PAPERS ORDERED TO BE PRINTED.	
		VOL.	PAGE.
F			
FINANCE (continued) :—			
BANK LIABILITIES AND ASSETS :—			
General Abstracts, for quarter ended 31st December, 1897, laid on Table, 27.			
Do do 31st March, 1898, laid on Table, 27.			
BANKING, LAND, BUILDING, AND INVESTMENT COMPANIES :—			
General Abstracts of Liabilities and Assets for quarter ended 31st December, 1897, laid on Table, 27			
Do do 31st March, 1898, laid on Table, 28.			
TRUST MONIES DEPOSIT ACCOUNTS :—			
Statement from 1st April, 1897, to 31st March, 1898, laid on Table, 28.			
FIRE BRIGADES :—			
GOULBURN :—			
Twelfth Annual Report, laid on Table, 26.			
WOLLONGONG :—			
Report of Board for 1897-8, laid on Table, 26.			
SYDNEY :—			
Report of Board for 1897, laid on Table, 35		3	1419
FISHERIES :—			
Report for 1897, laid on Table, 26		2	1
Regulations under Act, laid on Table, 26.			
INSPECTOR'S RESIDENCE, TUGGERAH LAKE :—			
Notification of resumption of land, under the Public Works Act, laid on Table, 27.			
TRAWLING OPERATIONS ON THE COAST OF NEW SOUTH WALES :—			
Report by Mr. Frank Farnell, M.P., together with Scientific Report on the Fishes, by Edgar R. Waite, F.L.S., laid on Table, 64		2	25
FORBES (See "RAILWAYS").			
FORESTRY (See "AGRICULTURE").			
FREE CONFERENCE :—			
Requested by Legislative Assembly on Amendments in the Crown Lands Bill, 67.			
Message from Council regretting that it is not practicable, at this late period of the Session, to hold a Conference, 68.			
FREE-TRADE AND PROTECTION REFERENDUM BILL :—			
Message from Governor, 28; motion made (<i>Mr. Reid</i>) for Committee of the Whole, 35; House in Committee, resolution agreed to, Bill presented and read 1 ^o , 41-2; Order of the Day postponed, 58.			
FRIENDLY SOCIETIES AND TRADES UNIONS :—			
Report of Registrar for 1896, laid on Table, 26.....		3	1413
FUGITIVE OFFENDERS :—			
Despatch respecting, laid on Table, 25.			
G			
GANMAIN LEASEHOLD AREA (See "CROWN LANDS").			
GAOLS :—			
Report of Prisons Department for 1897, laid on Table, 26		3	401
Additional and Amended Regulations, laid on Table, 25(4).			
TRIAL BAY :—			
Notification of resumption of land, under the Public Works Act, for Warders' Quarters, laid on Table, 27.			
GLEBE ISLAND (See "ABATTOIRS").			
GLEBE ISLAND BRIDGE BILL :—			
Assent to (<i>Session 1897</i>), reported, 4.			
GOULBURN (See "FIRE BRIGADES").			
GOVERNMENT ARCHITECT :—			
Minute of Executive Council transferring amount for Vote for "Roads and Bridges" to supplement Vote for, 37.			
GOVERNOR, THE :—			
Proclamation by, opening Parliament, 1.			
Message of, delivered by Usher of Black Rod, 2.			
Opening Speech, 4; Address in Reply, 6, 10, 12; Reply to Address, 15.			
GOVERNMENT SAVINGS BANK :—			
Statement of Accounts for 1897, laid on Table, 64.		1	895
GRAVING DOCK (See "STOCKTON GRAVING DOCK (LEASING) BILL").			
GRENFELL (See "RAILWAYS").			
GROVES, JOHN (See "MUNICIPAL").			
H			
HANSARD (See "DEBATES, OFFICIAL").			
HARBOURS (See also "PORT KEMBLA HARBOUR BILL") :—			
WORKS AT TWEED RIVER :—			
Report of Public Works Committee, with Plan, laid on Table, 11			727
WORKS AT MACLEAY RIVER :—			
Report of Public Works Committee, with Plans, laid on Table, 47			811
WORKS AT MANNING RIVER :—			
Report of Public Works Committee, with Plan, laid on Table, 47			899
WORKS AT BELLINGER RIVER :—			
Report of Public Works Committee, with Plan, laid on Table, 47.....		3	967
WORKS AT HASTINGS RIVER :—			
Report of Public Works Committee and Plan, laid on Table, 47.			1059
WORKS AT NAMBUCCA RIVER :—			
Report of Public Works Committee, with Plan, laid on Table, 64			1125

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
	VOL.	PAGE.
H		
HASTINGS RIVER (See "HARBOURS").		
HAY IRRIGATION ACT OF 1892 :—		
Regulations under, laid on Table, 11.		
Statement of Receipts and Expenditure of Trust for 1897, laid on Table, 26	3	1461
HOSPITALS (See also "PUBLIC HOSPITALS BILL") :—		
SYDNEY :—		
By-law, laid on Table, 26.		
COAST, LITTLE BAY :—		
Report for 1896, laid on Table, 25	3	1207
Report for 1897, laid on Table, 47		
Regulations in reference to Nursing Staff, laid on Table, 27.		
HUNTER DISTRICT WATER SUPPLY AND SEWERAGE ACTS, 1892 AND 1897 (See "BY-LAWS").		
HUNTLEY (See "RAILWAYS").		
I		
IMMIGRATION RESTRICTION BILL :—		
Motion made (<i>Mr. Reid</i>) for Message to Council requesting that the Bill of last Session be proceeded with, 29; returned from Council with Amendments, Council's Amendments agreed to, 67-8.		
IMPOUNDING BILL :—		
Standing Orders suspended (urgency) 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, Report adopted, read 3 ^o , passed, and returned to Council without amendment, 50.		
IMPORTED STOCK ACTS OF 1871-1896 :—		
Regulations under, laid on Table, 25.		
INCOME TAX (See also "LAND AND INCOME TAX ASSESSMENT ACT OF 1895") :—		
Motion made (<i>Mr. Molesworth</i>) for Return showing number of persons who have paid, during 1897, 28.		
INSCRIBED STOCK ACT OF 1883 :—		
Fifteenth Annual Report under, laid on Table, 23.....	1	869
INTERNATIONAL PATENTS AND TRADE MARKS ARRANGEMENTS BILL :—		
Assent to (<i>Session 1897</i>) reported, 3.		
IRRIGATION (See "HAY IRRIGATION ACT OF 1892").		
J		
JOHNSTONE'S BAY (See "DRAINAGE").		
JOINT STOCK COMPANIES ARRANGEMENT (CONTINUATION) BILL :—		
Assent to (<i>Session 1897</i>), reported, 2.		
JUSTICE DEPARTMENT :—		
Minute of the Executive Council transferring an amount from "Petty Sessions—Contingencies," to supplement Vote for, laid on Table, 9.		
K		
KEMPSEY (See "BRIDGES").		
KNOX PARK, MURWILLUMBAH (See "PARKS").		
KOOPA LEASEHOLD AREA (See "CROWN LANDS").		
KOORAWATHA (See "RAILWAYS").		
L		
LAKE ILLAWARRA (See "PARKS").		
LAND AND INCOME TAX ASSESSMENT ACT OF 1895 :—		
Regulations and Substituted Forms D, E, and K, laid on Table, 27.		
Return respecting Revenue for, during 1896 and 1897, laid on Table, 47	1	879
LANDS DEPARTMENT :—		
Minute of Executive Council, transferring amount from, to supplement Vote for Reorganisation of the Public Service, laid on Table, 9 (2).		
Minute of Executive Council transferring Vote from, to supplement Vote for Legal Expenses, laid on Table, 9 (2).		
Minute of Executive Council transferring amount from Department of Mines, to, laid on Table, 9.		
LANDS FOR PUBLIC PURPOSES ACQUISITION ACT :—		
NOTIFICATIONS OF RESUMPTIONS OF LANDS UNDER, LAID ON TABLE :—		
Public Park at Lake Illawarra, 11.		
Public Cemetery at Winton, 11.		
Water Supply, City of Sydney and Suburbs, 26.		
Water Supply, Districts North of Parramatta River, 27.		
Water Supply, Town of Cootamundra, 27.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
	VOL.	PAGE.
L		
LEE, CHARLES ALFRED, ESQUIRE, M.P.:— Appointed a Temporary Chairman of Committees, 9.		
LEGAL EXPENSES:— Minute of Executive Council, transferring an amount from Vote "Department of Lands—Contingencies," to supplement Vote for, laid on Table 9 (2).		
LEGAL PRACTITIONERS BILL:— Standing Orders suspended (urgency), 48; Received from Legislative Council 2, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 56.		
LEGISLATIVE COUNCIL AND ASSEMBLY:— Minute of the Executive Council, transferring amounts from Votes "Legislative Assembly," to supplement Vote for, laid on Table, 9.		
LEPROSY:— Report on, in New South Wales, for 1896, laid on Table, 28	3	1189
LEVIEN, ROBERT HENRY, ESQ., M.P. (See "PRIVILEGE"; also "CHARGES MADE BY MR. LEVIEN, M.P., AGAINST MR. SLEATH, M.P., AND MR. FERGUSON, M.P.").		
LIBRARY COMMITTEE:— Sessional Order appointing, passed, 29.		
LICENSING (See also "SUNDAY TRADING BILL"; also "AUCTIONEERS' LICENSING BILL"):— CONVICTIONS UNDER ACT:— Return (<i>in part</i>) to an Order (<i>Session</i> 1891-2), laid on Table, 25.		
LIENS ON CROPS AND WOOL AND STOCK MORTGAGES BILL:— Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 50.		
LIQUOR BILL:— Standing Orders suspended (urgency), 48; Received from the Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 54.		
LITHGOW CO-OPERATIVE COAL COMPANY RAILWAY BILL:— Petition presented (<i>Mr. Hogue</i>) for leave to proceed with, under 499th Standing Order, 10; Bill read 2 ^o , committed, reported with amendments, report adopted, 35; read 3 ^o , passed, and sent to Council, 41.		
LOAN (See "NORTH SYDNEY LOAN ENABLING BILL").		
LOAN BILL:— Assent to (<i>Session</i> 1897), reported, 2.		
M		
MACLEAY RIVER (See "HARBOURS").		
MAITLAND (See "RAILWAYS").		
MANNING RIVER (See "HARBOURS").		
MCCOURT, WILLIAM, ESQUIRE, M.P.:— Elected Chairman of Committees, 10. Commission to, as Deputy Speaker, to administer the Oath of Allegiance, 15.		
MCLEHON, JOHN, ESQUIRE:— Death of, while Member for Sydney-Fitzroy Division, reported, 1; issue and return of writ and election of John Norton, Esquire, Mr. Norton sworn, 1.		
MEASURES (See "WEIGHTS AND MEASURES BILL").		
MEDICAL PRACTITIONERS' BILL:— Standing Orders suspended (urgency), 48; Received from Legislative Council and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 57-8.		
MEMBERS:— Death of, reported, 1 (2). Sworn, 1 (2). Sworn as Members of the Elections and Qualifications Committee, 37 (2).		
MESSAGES:— FROM GOVERNOR:— Delivered by the Usher of the Black Rod, 2. 1. Assent to Primitive Methodist Church Property Bill (<i>Session</i> 1897), 2. 2. " Loan Bill (<i>Session</i> 1897), 2. 3. " Appropriation Bill (<i>Session</i> 1897), 2. 4. " Joint Stock Companies Arrangement (Continuation) Bill (<i>Session</i> 1897), 2. 5. " Sydney Water Supply Conduit Additional Works Bill (<i>Session</i> 1897), 2. 6. " International Patents and Trade Marks Arrangements Bill (<i>Session</i> 1897), 3. 7. " North Sydney Loan Enabling Bill (<i>Session</i> 1897), 3. 8. " Trust Property (Amendment) Bill (<i>Session</i> 1897), 3. 9. " Consolidated Revenue Fund (Municipal Grant) Bill (<i>Session</i> 1897), 3. 10. " Stockton Graving-dock (Leasing) Bill (<i>Session</i> 1897), 3. 11. " Vegetation Diseases Bill (<i>Session</i> 1897) 3. 12. " Glebe Island Bridge Bill (<i>Session</i> 1897), 4. 13. " Nyngan Town Hall (Mortgage) Bill (<i>Session</i> 1897), 4. 14. " Artesian Wells Bill (<i>Session</i> 1897), 4. 15. " Real Property (Crown Lands) Bill (<i>Session</i> 1897), 4. 16. Vote of Credit, 12. 17. Parliamentary Elections (Polling) Bill, 28. 18. Freetrade and Protection Referendum Bill, 28. 19. Assent to Consolidated Revenue Fund Bill, 45. FROM ASSEMBLY TO COUNCIL:— Transmitting Consolidated Revenue Fund Bill, 30. " Lithgow Co-operative Coal Company Railway Bill, 41. " Parliamentary Elections (Polling) Bill, 41.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.		PAPERS ORDERED TO BE PRINTED.	
		VOL.	PAGE.
M			
MESSAGES (continued) :—			
FROM ASSEMBLY TO COUNCIL (continued) :—			
Transmitting Broken Hill Trades Hall Site Bill, 67.			
Returning Trustee Bill, without amendment, 49.			
" Audit Bill, without amendment, 50.			
" Impounding Bill, without amendment, 50.			
" Liens on Crops and Wool and Stock Mortgages Bill, without amendment, 50.			
" Coroners' Bill, without amendment, 51.			
" Banks and Bank Holidays Bill, without amendment, 51.			
" Bills of Sale Bill, without amendment, 51.			
" Evidence Bill, without amendment, 52.			
" Evidence (Penalties) Bill, without amendment, 52.			
" Wills, Probate, and Administration Bill, without amendment, 53.			
" Pastures and Stock Protection Bill, without amendment, 53.			
" Commons Regulation Bill, without amendment, 53.			
" Public Hospitals Bill, without amendment, 54.			
" Conveyancing and Law of Property Bill, without amendment, 54.			
" Liquor Bill, without amendment, 54.			
" Weights and Measures Bill, without amendment, 55.			
" Cattle Driving Bill, without amendment, 55.			
" Naturalization and Denization Bill, without amendment, 56.			
" Legal Practitioners Bill, without amendment, 56.			
" Newspapers Bill, without amendment, 56.			
" Auctioneers' Licensing Bill, without amendment, 57.			
" Bankruptcy Bill, without amendment, 57.			
" Medical Practitioners' Bill, without amendment, 58.			
" Stamp Duties Bill, without amendment, 58.			
" Statute Law Revision Bill, without amendment, 58.			
Requesting Council to proceed with the Immigration Restriction Bill, 29.			
" " to consider Message in reference to amendments in the Crown Lands Bill, 34.			
Insisting on its disagreements to Council's amendments in the Crown Lands Bill, and requesting a Free Conference, 67.			
Agreeing to Council's amendments in the Immigration Restriction Bill, 68.			
FROM COUNCIL TO ASSEMBLY :—			
Transmitting Trustee Bill, 49.			
" Audit Bill, 49.			
" Impounding Bill, 50.			
" Liens on Crops and Wool and Stock Mortgages Bill, 50.			
" Coroners' Bill, 50.			
" Banks and Bank Holidays Bill, 51.			
" Bills of Sale Bill, 51.			
" Evidence Bill, 52.			
" Evidence (Penalties) Bill, 52.			
" Wills, Probate, and Administration Bill, 52.			
" Pastures and Stock Protection Bill, 53.			
" Commons Regulation Bill, 53.			
" Public Hospitals Bill, 53.			
" Conveyancing and Law of Property Bill, 54.			
" Liquor Bill, 54.			
" Weights and Measures Bill, 55.			
" Cattle Driving Bill, 55.			
" Naturalization and Denization Bill, 55.			
" Legal Practitioners Bill, 56.			
" Newspapers Bill, 56.			
" Auctioneers' Licensing Bill, 56.			
" Bankruptcy Bill, 57.			
" Medical Practitioners' Bill, 57.			
" Stamp Duties Bill, 58.			
" Statute Law Revision Bill, 58.			
Returning Consolidated Revenue Fund Bill, without amendment, 41.			
" Parliamentary Elections (Polling) Bill, without amendment, 43.			
" Immigration Restriction Bill, with amendments, 67.			
Requesting Assembly to proceed with the Dentists Bill, 7.			
Insisting on amendments in the Crown Lands Bill, 67.			
Regretting, that owing to the late period of the Session, it declines to hold a Free Conference on the amendments in the Crown Lands Bill, 68.			
METROPOLITAN WATER AND SEWERAGE ACTS, 1880-1889 (See "BY-LAWS"; also "SEWERAGE").			
MIDDLE BILLABONG (See "WEIRS.")			
MIDNIGHT :—			
Sittings after, 10, 13, 29.			
MILITARY :—			
RIFLE RANGE, ORANGE :—			
Notification of resumption of land, under the Public Works Act, laid on Table, 27.			
NAVAL DEFENCE FORCES :—			
Report of Captain commanding, for 1897, laid on Table, 35 (<i>Order for printing countermanded</i>).			
RIFLE SHOOTING :—			
Report on, under Active Service conditions, laid on Table, 47.....	2		1381
MILLTHORPE (See "RAILWAYS").			
MIMOSA LEASEHOLD AREA (See "CROWN LANDS").			
MINING ACT OF 1874 :—			
Regulations under, laid on Table, 25 (?).			
MINING :—			
Annual Report of Department, for 1897, laid on Table, 25.....	2		73
MUDGE (See "WATER SUPPLY").			
MUNGARY WEST LEASEHOLD AREA (See "CROWN LANDS").			
MUNICIPAL (See "BY-LAWS"; also "CORPORATION OF THE CITY OF SYDNEY"; also "CONSOLIDATED REVENUE FUND (MUNICIPAL GRANT) BILL") :—			
BOROUGH COUNCIL OF ROOKWOOD :—			
Petition presented (<i>Mr. Schey</i>) from ratepayers in reference to alleged evasions of the Act, 48 ...	3		1187
Petition presented (<i>Mr. Schey</i>) from John Groves, in reference to his position as auditor for the borough, 48.....		1185	

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
	VOL.	PAGE.
N		
NAMBUCCA RIVER (See "HARBOURS").		
NARRABRI (See "ELECTORAL"; also "RAILWAYS").		
NARRANDERA (See "POSTAL"; also "TELEGRAPHS").		
NATIONAL ART GALLERY :—		
Report for 1897, laid on Table, 40	} 1	1121
NATIONAL PARK :—		993
Report of Trustees for 1897, laid on Table, 64		
NATURALIZATION AND DENIZATION BILL :—		
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (Mr. Gould), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 55-6.		
NAVAL DEFENCE FORCES (See "MILITARY").		
NEUTRAL BAY (See "DRAINAGE").		
NEWCASTLE PAVING AND PUBLIC VEHICLES REGULATION ACT (See "BY-LAWS").		
NEWSPAPERS BILL :—		
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (Mr. Gould), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 56.		
NO QUORUM :—		
Reported from Committee of Supply, 29.		
NORTH SYDNEY LOAN ENABLING BILL :—		
Assent to (Session 1897), reported, 3.		
NORTON, JOHN, ESQUIRE, M.P. :—		
Election as Member for Sydney-Fitzroy Division, sworn, 1.		
Removed from the Chamber, by direction of Mr. Speaker, by Sergeant-at-Arms, 13.		
NOXIOUS TRADES AND CATTLE-SLAUGHTERING ACT OF 1894 :—		
Regulations under, laid on Table, 27.		
NUISANCES PREVENTION ACT (See "BY-LAWS").		
NYNGAN TOWN HALL (MORTGAGE) BILL :—		
Assent to (Session 1897), reported, 4.		
O		
OAKS, VILLAGE OF THE (See "WATER SUPPLY").		
OATH OF ALLEGIANCE :—		
Deputy Speaker's Commission to administer, read by Clerk, 15.		
OLD-AGE PENSIONS :—		
Adjournment moved (Mr. Haynes) in reference to pushing on the question, and relieving the present costly system of relief to the aged poor, and negatived, 48.		
OPENING OF THE SESSION :—		
Proclamation read by Clerk, 1.		
Governor's Opening Speech, 4, 10, 12; Reply to Address, 15.		
ORANGE (See "MILITARY").		
ORDNANCE LANDS TRANSFER BILL :—		
Presented and read 1 ^o , <i>pro forma</i> , 4.		
O'SULLIVAN, EDWARD WILLIAM, ESQUIRE, M.P. :—		
Appointed a Temporary Chairman of Committees, 9.		
OYSTER FISHERIES ACT OF 1884 :—		
Regulations under, laid on Table, 26 (2).		
P		
PARKS :—		
LAKE ILLAWARRA :—		
Notification of resumption, under Lands for Public Purposes Acquisition Act, laid on Table, 11.		
KNOX PARK, MURWILLUMBAH :—		
Copy of <i>Gazette</i> Notice showing mode of dealing with street or lane through, laid on Table, 11.		
PARLIAMENT :—		
Opening of Session, 1.		
Proclamation proroguing	} 1	69
Proclamation dissolving		71
PARLIAMENTARY ELECTIONS (POLLING) BILL :—		
Message from Governor, 28; Motion made (Mr. Reid) for Committee of the Whole, 35; Standing Orders suspended, House in Committee, Resolution agreed to, Bill presented and read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and sent to Council, 41; returned without amendment, 48.		
PARLIAMENTARY ELECTORATES AND ELECTIONS ACT OF 1893 :—		
Regulations under, laid on Table, 26, 47.		
PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS :—		
Thirteenth General Report, laid on Table, 34	3	585
RAILWAY FROM WARREN TO COONAMBLE :—		
Report and Plan, laid on Table, 11	2	409
HARBOUR WORKS, TWEED RIVER :—		
Report and Plan, laid on Table, 11	3	727
RAILWAY, ROSEHILL RAILWAY TO DURAL :—		
Report and Plan, laid on Table, 11	} 2	529
RAILWAY, KOORAWATHA TO GRENFELL :—		645
Report and Plan, laid on Table, 11		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
P	VOL.	PAGE.
PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS (continued) :—		
RAILWAY, BYROCK TO BREWARRINA :— Report and Plan (<i>not printed</i>), laid on Table, 11	}	759
RAILWAY FROM NARRABRI TO PILLIGA :— Report and Plan (<i>not printed</i>), laid on Table, 34		2	923
RAILWAY FROM WOOLABRA TO COLLARENDABRI :— Report and Plan (<i>not printed</i>), laid on Table, 34	}	1035
HARBOUR WORKS AT MACLEAY RIVER :— Report and Plans, laid on Table, 47		8	811
RAILWAY FROM MAITLAND TO TARBE :— Report and Plan (<i>not printed</i>), laid on Table, 47	2	1085
HARBOUR WORKS AT MANNING RIVER :— Report and Plan, laid on Table, 47	}	899
HARBOUR WORKS AT BELLINGER RIVER :— Report and Plan, laid on Table, 47		967
HARBOUR WORKS AT HASTINGS RIVER :— Report and Plan, laid on Table, 47		3	1059
HARBOUR WORKS AT NAMBUCCA RIVER :— Report and Plan, laid on Table, 64	}	1125
PASTURES AND STOCK PROTECTION BILL :— Standing Orders Suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 53.		
PATENTS (See "INTERNATIONAL PATENTS AND TRADE MARKS ARRANGEMENTS BILL").		
PATENTS LAW AMENDMENT ACTS, 1887-1895 :— Regulations, laid on Table, 25.		
PATENTS OFFICE—EXAMINER OF PATENTS :— Return to Order (<i>Session, 1897</i>), laid on Table, 25.		
PHARMACY BOARD OF NEW SOUTH WALES :— Report from 1st July to 31st December, 1897, laid on Table, 28	3	1450
PIDDINGTON, ALBERT BATHURST, ESQUIRE, M.P. :— Appointed a Temporary Chairman of Committees, 9.		
PILLIGA (See "RAILWAYS").		
POINT OF ORDER :— Reported from Committee of Supply, 29.		
RULINGS OF SPEAKER :— That Acting Chairman of Committee of Supply was incorrect in ruling <i>Mr. Dacey</i> in order when reading extracts from the Royal Commission on charges against Senior-constable Quelch, during the Financial Debate, as no item was relevant to matter, 29.		
POLICE :— Report of Department for 1897, laid on Table, 26	}	107
CHARGES AGAINST SENIOR-CONSTABLE QUELCH :— Report of Royal Commission, laid on Table, 26		3	117
BUILDINGS AT CORAMBA :— Notification of resumption of land, under the Public Works Act, for erection of, laid on Table, 27.		
PORT KEMBLA HARBOUR BILL :— Motion made (<i>Mr. Young</i>) for Message to Council requesting that Bill of last Session be proceeded with, 34.		
POSTAL :— OFFICE, NARRANDERA :— Notification of resumption of land, under Public Works Act, for erection of, laid on Table, 27.		
CONFERENCE HELD IN HOBART, MARCH-APRIL, 1898 :— Report of, laid on Table, 64	3	1
PRECEDENCE OF BUSINESS (See "BUSINESS").		
PRIMITIVE METHODIST CHURCH PROPERTY BILL :— Assent to (<i>Session 1897</i>), reported, 2.		
PRINTING COMMITTEE :— Sessional Order appointing, passed, 29. Leave given to sit during Sitting of House, 48. Reports Nos. 1 to 3 brought up, 40, 58, 68	1	91-101
PRISONS (See "GAOLS").		
PRIVILEGE (See also "CHARGES MADE BY MR. LEVIEN, M.P., AGAINST MR. SLEATH, M.P., AND MR. FERGUSON, M.P.") :— The Honorable Member for Wilcannia (<i>Mr. Sleath</i>) called attention to certain charges made by <i>Mr. Levien</i> , and requested the Government to appoint a Royal Commission to investigate the charges; <i>Mr. Levien</i> being heard, he implicated both <i>Mr. Sleath</i> and <i>Mr. Ferguson</i> , the Honorable Member for Sturt, on which the Premier promised to appoint a Royal Commission as requested, 13.		
PROBATE (See "WILLS, PROBATE, AND ADMINISTRATION BILL").		
PROCLAMATIONS :— On Opening Session of Parliament, 1. Validating Narrabri Election, 1. Proroguing Parliament	}	69
Dissolving Parliament		1	71
PRO FORMÂ BILL :— Presented and read 1 ^o , 4.		
PROPERTY (See "CONVEYANCING AND LAW OF PROPERTY BILL").		
PROSPECTING VOTE :— Minute of the Executive Council, transferring amount from, to supplement Vote for "Imported Stock," laid on Table, 9. Minute of the Executive Council, transferring amount from, to supplement the Vote for Board of Exports, laid on Table, 9. Minute of the Executive Council, transferring an amount from, to supplement Vote for School of Mines and Assay Works, laid on Table, 9. Minute of the Executive Council, transferring amount from, to supplement Vote for "Agriculture," laid on Table, 9.		
PUBLIC ACCOUNTS (See "AUDITOR-GENERAL").		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.		
	VOL.	PAGE.	
P			
PUBLIC HEALTH ACT, 1896 :— Regulations, laid on Table, 28 (?).			
PUBLIC HOSPITALS BILL :— Standing Orders suspended (urgency), 48; Received from Legislative Council, and on motion (<i>Mr Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed and returned to Council without amendment, 53-4.			
PUBLIC PURPOSES (See "CROWN LANDS").			
PUBLIC LIBRARY :— Report for 1897, laid on Table, 40		1123	
PUBLIC SERVICE :— Report of Board (dated 30th November, 1897), laid on Table, 28	} 1	897	
Minute of the Executive Council, transferring amount from "Department of Lands," to supplement Vote for Reorganization of, laid on Table, 9 (?). Regulations under Act, laid on Table, 27, 28 (?).			
PATENTS OFFICE—EXAMINER OF PATENTS :— Return to Order (<i>Session 1897</i>), laid on Table, 25.			
SICK LEAVE TO MR. G. J. SKINNER, DEPARTMENT OF LANDS :— Statement showing reasons for, laid on Table, 26.			
SICK LEAVE TO MR. E. S. VAUTIN, DEPARTMENT OF LANDS :— Statement showing reasons for, laid on Table, 26.			
THE CIVIL SERVICE :— Return to Order (<i>Session 1897</i>) laid on Table, 27.			
CLAIMS FOR GRATUITIES UNDER THE PUBLIC SERVICE ACT :— Return to Order (<i>Session 1897</i>), laid on Table, 40	1	969	
SUPERANNUATION FUND :— Actuarial Report on condition of, on 31st December, 1897, laid on Table, 64	1	959	
PUBLIC TRUSTS ACT, 1897 :— Copies of <i>Gazette</i> Notices, dealing with dedications of land, laid on Table, 12.			
PUBLIC VEHICLES REGULATION ACT OF 1873 (See "BY-LAWS").			
PUBLIC WORKS (See also "PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS") :— Report of Department for 1896-7, laid on Table, 47..	} 3	465	
Statement of Special Works carried out by Department by day labour from 2nd August, 1894, to 14th June, 1898, laid on Table, 27			723
Statement showing ordinary day labour continuously employed by Department, laid on Table, 27...			725
PUBLIC WORKS ACT OF 1888 :— NOTIFICATIONS OF RESUMPTIONS OF LAND UNDER, LAID ON TABLE :— Board of Water Supply and Sewerage, Sydney, 26. Reserve for Access to Water at the Village of The Oaks, 26. Improvement of Cook's River near Tempe, 26. Additions to Tamworth Court-house Premises, 26. Middle Billabong Weir, 27. Weir near Warren, 27 (?). Post and Telegraph Office, Narrandera, 27. Water Supply, Mudgee, 27. Police Buildings, Cooramba, 27. Residence, Fisheries Inspector, at Tuggerah Lake, 27. Rifle Range, Orange, 27. Bridge over Coalbaggie Creek, 27. Bridge over Macleay River, Kempsey, 27. Buildings for Warders' Quarters at Trial Bay, 27. Storm-water Sewers discharging into Johnstone's Bay, 27. Grades between Huntley and Bloomfield, Great Western Railway, 27. Grade Improvements, Millthorpe, Great Western Railway, 27. Trucking Yards, Forbes, 27. Improving Railway Grade near Coolaman, 27. Railway Grades near Quirindi, 28. Railway Ballast Siding near Ardglan, 28. Public School Purposes, 40.			
Q			
QUELCH, SENIOR-CONSTABLE (See "POLICE").			
QUIRINDI (See "RAILWAYS").			
QUORUM (See "NO QUORUM").			

Q

QUESTIONS :—

- ACACIA CREEK :—Severity of "Tick-pest" Regulations, 25.
 ADMINISTRATION OF JUSTICE :—
 Fines for breach of Tobacco Act, 21.
 Paragraph in *Bulletin* re Juries at Albury, 64.
 ALBURY :—Paragraph in *Bulletin* re Juries, 64.
 ALCOHOLIC DISEASE :—Institution for cure of Inebriates, 17.
 ALLORA SPRING WHEAT :—Distribution to farmers, 46.
 AMATEUR FISHERMAN'S ASSOCIATION :—Fishing off Bare Island, 39.
 AMMUNITION FACTORY :—Established by State, 31.
 ANDERSON AND HOWLETT, MESSRS. :—Contract on New Line Road, 19.
 ARBITRATION :—McSharry Case, 16 (?), 19, 23, 31, 32, 40.
 ARTS AND SCIENCES :—Bequest of late Alfred Nobel for encouragement of inventions, 18.
 AUSTRALIAN AGRICULTURAL CO. :—Payment of land tax, 18.
 BARE ISLAND :—Fishing off, 39.
 BAROOGA :—Bridge over Murray River, 37.
 BARTON, HON. EDMUND :—Amount of State money paid to, and amount in connection with McSharry Case, 31.
 BEAR, MR. :—Superintendent of Fire Brigades, 33, 61.
 BOMEN :—Wheat grown at Experimental Farm, 39.
 BOTANY :—Proposed Railway line, 32.
 BRIDGES :—
 Bumble's Creek, 19, 20.
 Terrigal Lake, 20.
 Clarence River, at Tabulam, 25.
 Murray River, Barooga, 37.
 BUCKLAND MR. :—School teacher, Kingswood, 22.
 BULLETIN :—Paragraph re Juries at Albury, 64.
 BUMBLE'S CREEK :—Bridge over, 19, 20.
 CANOWINDRA :—
 Land settlement in vicinity, 33.
 Mail service to Toogong, 62.
 CASUAL EMPLOYEES (See "PUBLIC SERVICE").
 CIRCULAR QUAY :—
 Landing of coal at wharfs, 21, 39.
 Leases of jetties of North Shore Ferry Co., 21.
 Waiting accommodation, 21.
 CIVIL SERVICE (See "PUBLIC SERVICE").
 CEMETERIES :—Apportionment of vote, 38.
 CLARENCE RIVER :—Bridge over, at Tabulam, 25.
 COAL MINES REGULATION ACT :—Administration of, 47.
 COMMISSIONS :—Report on dangers of coal cargoes, 39.
 COAL CARGOES :—Report of Royal Commission, 39.
 COAL :—Landed at Circular Quay wharfs, 21, 39.
 COMMONWEALTH BILL :—Total cost to country under, 37.
 CONTRACTS :—Subletting on Tamworth-Manilla Railway line, 23.
 CORONERS' INQUESTS :—Payment of witnesses, 17.
 CROWN LANDS :—
 Homestead selection of J. R. Gilfillan, Forbes, 18.
 Statement by Premier at Bodalla re settlement, 18.
 Settlement, near Canowindra, 33.
 Application by Mr. McCulloch for exchange, 33.
 Timber leases, Jervis Bay, 38.
 CUMNOCK :—Telephone from Rock Ponds, 62.
 CUNDY, CALEB :—Case of Inspector of Stock against, 45.
 CUSTOMS AND EXCISE :—Revenue for 1892 and 1893, 24.
 DAIRY CATTLE :—Purchased in England for Government farms, 46.
 DAWES' POINT :—Shelter-shed for cyclists and foot passengers by horse-ferry, 21.
 DISEASES IN SHEEP ACTS :—
 Repealing of, 39.
 Decision in case, Inspector of Stock *v.* Cundy, 45.
 EARLY CLOSING BILL :—Preparation of, 22.
 EAST MINTO :—Public School, 63.
 EDUCATION :—
 Industrial Schools Act, 21.
 Mr. Buckland, school teacher, Kingswood, 22.
 Public School, Mosman, 62.
 East Minto Public School, 63.
 Fort-street Public School, 63.
 EIGHT HOUR PRINCIPLE :—Establishment on Railway system, 20.
 ELECTORAL :—
 Names on Rolls of electors who have changed residence, 17.
 Amendment of Act, to minimise personating and plural voting, 20.
 Notification of polling places for Federal Referendum in country press, 24.
 Fees allowed presiding officers and poll clerks, 24.

QUESTIONS (continued) :—

- ELECTORAL (continued) :—
 Voting by Railway employees, 47.
 Voting by members of Police Force, 61.
 Voting by members of Permanent Volunteer Staff on Referendum day, 64.
 ELECTRICITY :—Supply by Railway Commissioners, 33, 46.
 ERSKINEVILLE :—Proposed Railway Line to Eastern suburbs, 32.
 EXPERIMENTAL FARM :—Wheat grown at Bomen or Wagga Wagga, 39.
 EXPORTS :—Fumigation of citrus fruit, 22.
 FACTORIES AND SHOPS ACT :—Power under, to deal with Strikes against long hours and low wages, 22.
 FARMERS :—Distribution of Allora Spring wheat, 46.
 FEDERATION :—Total cost to country, 37.
 FEDERAL REFERENDUM :—Notice of polling places in country press, 24.
 FINANCE :—
 Revenue from Customs and Excise for 1892 and 1893, 24.
 Land and Income Tax, Revenue for 1896 and 1897, 24.
 Vote for Parks, Reserves, and Cemeteries, 38.
 Duties on sugar, 40.
 FLOODS :—Hunter River, 38, 47.
 FORT-STREET :—Public School, 63.
 FRUIT :—Fumigation of citrus, prior to export, 22.
 GAOL :—Alleged mutiny, Maitland, 32.
 GILFILLAN, J. R. :—Homestead selection of, Forbes, 18.
 GOVERNMENT AID :—In cases of shipwreck, 39.
 GOVERNMENT EMPLOYEES :—Wages on Railway deviation works, 39.
 GOVERNMENT FARMS :—Purchase of dairy cattle, 46.
 GRATUITIES (See "PUBLIC SERVICE").
 HARBOUR LIGHT RATES :—Sydney and Newcastle, 24.
 HORSE-FERRY, DAWES' POINT :—Shelter shed for cyclist and foot passengers, 21.
 HUNTER RIVER :—Mitigation of floods, 38, 47.
 INCOME TAX (See "LAND AND INCOME TAX ASSESSMENT ACT").
 INDUSTRIAL SCHOOLS ACT :—Grades of punishment for offenders, 21.
 INEBRIATES :—State institution for cure of, 17.
 INQUESTS :—Witnesses' expenses at Coroners', 17.
 INSPECTOR OF STOCK *v.* CUNDY :—Decision in case, 45.
 INSPECTORS :—Under Vegetation Diseases Act, 22.
 INVENTIONS (See "ARTS AND SCIENCES.")
 IRONSIDES, MR. F. :—Document respecting Parliamentary Printing, 32.
 JERVIS BAY :—Land held by Mr. Withers, 38.
 JETTIES :—
 Lease of, Circular Quay, 21.
 Waiting-room, Dawes Point, 21.
 Storage of coal, Circular Quay, 21.
 Waiting-room, Circular Quay, and Milson's Point, 21.
 JONES, J. :—Deviation through land at Mount View, 18.
 KING, EX-TRAM-GUARD :—Papers re dismissal, 40.
 KINGSWOOD :—Mr. Buckland, school teacher, 22.
 LAND AND INCOME TAX ASSESSMENT ACT :—
 Opening of Land Tax books for public inspection, 18.
 Payment of Land Tax by A. A. Company, and Peel River Co., 18.
 Revenue from Land and Income Taxes for 1896 and 1897, 24.
 Taxation of improvements of lessees, 32.
 Appeal Cases heard at Nowra, 63.
 LAND SETTLEMENT (See "CROWN LANDS").
 LAND TAX (See "LAND AND INCOME TAX ASSESSMENT ACT").
 LIBEL LAW :—Amendment of Act, 31.
 LIFE-BOAT SERVICE :—Sydney and Newcastle, 24.
 LOCK-UP :—Manildra, 33.
 LUDDENHAM ROAD :—Grant to trustees, 37, 63.
 MAILS (See "POSTAL").
 MAITLAND GAOL :—Alleged mutiny, 32.
 MANILDRA :—Lock-up, 33.
 MCCULLOCH, MR. :—Application for Exchange of Land, Buckimbah, 33.
 MCSHARRY ARBITRATION CASE :—
 Fees in connection with, 16.
 Amounts paid to Hon. E. Barton, Hon. R. E. O'Connor, and Mr. Bruce Smith, 31.
 Cost to Government, 19.
 Particulars respecting, 23.
 Original claim against Works Department, 32.
 Mr. B. C. Simpson, 40.

QUESTIONS (continued):—

- MILITARY** :—
 State Ammunition Factory, 31.
 Rifle-shooting under Service Conditions, 38, 46.
 N.S.W. Rifle Association, 45.
 Capitation Grant to Officers of 4th Regiment, 61.
 Voting by Members of Permanent Volunteer Staff on Referendum Day, 64.
- MILSON'S POINT** :—Waiting Accommodation, 21.
- MINING** :—
 Amendment of Act, 25.
 Administration of Coal Mines Act, 47.
 The Stockton Inquiry, 47.
- MOLONG** :—School of Arts, 62.
- MOSMANS** :—Public School, 62.
- MOUNT VIEW** :—Deviation through J. Jones's land, 18.
- MUNICIPAL** :—
 Hours for closing of Polls, under Consolidation Act, 24.
 Administration of Public Health Act, 24.
 Special Endowment of 2s. 6d. in £, 24.
- NARRABEEN LAKES** :—Recreation Ground, 63.
- NATIVE ANIMALS** :—Bill protecting, 39.
- NAVIGATION ACT** :—Amendment of, 23.
- NEWCASTLE** :—
 Life-boat Service at Port, 24.
 Danger to Shipping at Port entrance, 61.
- NEW GUINEA** :—Land alienation, 31.
- NEW LINE ROAD** :—Anderson and Howlett's Contract, 19.
- NEWSPAPER SORTERS** :—Hours worked by, at G.P.O., 17.
- NOBEL, ALFRED** :—Bequests in encouragement of inventions in Arts and Sciences, 18.
- NORTH SHORE FERRY CO.** :—
 Railway and Tramway passengers who travel on boats 20.
 Renewal of leases of jetties, Circular Quay, 21.
 Accommodation for passengers by boats, 21.
 Strike of lads against long hours and low wages, 22.
- NOWRA** :—Land Appeal Cases heard at, 63.
- OBLEY** :—Telephone to Rocky Ponds, 62.
- O'CONNOR, HON. R. E.** :—Amount of State money paid to, and amount in connection with McSharry Case, 31.
- PADDINGTON** :—Fines for breach of Tobacco Act in Suburb, 21.
- PARKS** :—Apportionment of vote, 38.
- PARLIAMENTARY** :—Document by Mr. F. Ironside *re* printing, 32.
- PARLIAMENTARY ALLOWANCE** :—To Mr. Bruce Smith, 19.
- PARLIAMENTARY ELECTORATES AND ELECTIONS ACT** (See "ELECTORAL").
- PEEL RIVER CO.** :—Payment of land-tax, 18.
- POLLS** (See "ELECTORAL"; also "MUNICIPAL").
- POLICE** :—
 Superannuation Fund, 17.
 Inquiry into alleged evils in connection with Force, 18.
 Leave to, in country districts, 18.
 Payment of pensions, 40.
 Voting by members of Force, 61.
 Holidays to Members of Force, 62.
- PORT KEMBLA HARBOUR BILL** :—Consideration of, 39.
- POSTAL** :—
 Hours worked by Newspaper Sorters, 17.
 Allowance to Officials, Western District, 32.
 Mail Service, Canowindra to Toogong, 62.
- PRESIDING OFFICERS** (See "ELECTORAL").
- PRINTING** (See "PARLIAMENTARY").
- PUBLIC HEALTH ACT** :—Administration by Municipalities, 24.
- PUBLIC HOLIDAYS** :—Railway employees on duty, 46.
- PUBLIC SERVICE** :—
 Telegraph Messengers, 16.
 Officers affected by decision in case Russell *v.* Reid, 20.
 Pay of temporary officers during public holidays, 21.
 Order for names and claims for gratuities of casual employees, 22.
 Allowance to Postal Officials, Western Districts, 32.
 Mr. Bear, Superintendent of Fire Brigades, 33, 61.
 Case of ex-Tramguard King, 40.
- PUNTS** :—Abolition of Tolls, 38.
- QUEENSLAND** :—Means for prevention of spread of Tick-pest, 19.
- RAILWAYS** :—
 Establishment of Eight-hour principle, 20.
 Passengers who travel on North Shore Ferry, 20.
 Subletting of contracts, Tamworth-Manilla line, 23.
 Proposed line to Botany, 32.
 Supply of Electricity by Commissioners, 33, 46.
 Wages of employees on deviations, 39.
 Employees on duty on Public Holidays, 46, 47.
 Improvement of Grades and Curves, 46.

QUESTIONS (continued):—

- RAILWAYS (continued)** :—
 Voting by employees on Polling-day, 47.
 Indebtedness of Member of House for Passes, 63.
 Passes issued by Colonial Secretary's Department to Mr. Willis, M.P., 64.
 Rosehill Line, 64.
- RECORD REIGN CELEBRATIONS** :—Salaries of Public Officers, 21.
- RECREATION GROUND** :—Narrabeen Lakes, 63.
- REGISTRATION OFFICES** :—Bill dealing with inspection of, 24.
- REID, RIGHT HON. G. H.** :—Statement at Bodalla *re* Land Settlement, 18.
- RESERVES** :—Apportionment of Vote, 38.
- RIFLE ASSOCIATION** :—Continuance of, 45.
- RIFLE-SHOOTING** :—Under Service conditions, 38, 46.
- ROADS** :—
 Deviation through J. Jones's land, Mount View, 18.
 Messrs. Anderson and Howlett's contract, New Line Road, 19.
 Deviation on, to Homestead Selections from Tuggerah Beach Road, 20.
 Grant to Trustees of Luddenham, 37, 63.
- ROCKY PONDS** :—Telephone to Cumnock or Obley, 62.
- ROLLS** (See "ELECTORAL").
- ROSEHILL RAILWAY** :—Purchase of Line, 64.
- SAVINGS BANKS OF NEW SOUTH WALES** :—Regulation *re* cheques, 31.
- SCHOOL OF ARTS** :—Trustees of Molong, 62.
- SHIPPING** :—Danger to, at Port of Newcastle, 61.
- SHIPWRECKS** :—Relief of distress through, 39.
- SIMPSON, MR. B. C.** :—Occupation and position of, 40.
- SMITH, MR. BRUCE** :—
 Money paid under Parliamentary Representative's Allowance Act, 19.
 Amount of State money paid to, and amount in connection with McSharry Case, 31.
- STOCK** :—
 Tick-pest, or Texas Fever, 19.
 Tick-pest regulations, 25.
 Diseases in Sheep Acts, 39.
 Case of Caleb Cundy under Act, 45.
 Dairy cattle purchased in England, 46.
- STOCKTON DISASTER** :—Coroner's Inquiry, 47.
- STRIKES** :—North Shore Ferry Co., 22.
- SUBLETTING** (See "CONTRACTS").
- SUGAR** :—Duties on, 40.
- SUPERANNUATION FUND** :—
 Of Police Force, 17.
 Civil Servants affected by decision in case Russell *v.* Reid, 20.
- TABULAM** :—Bridge over Clarence River, 25.
- TAMWORTH-MANILLA RAILWAY** :—Sub-letting of Contracts, 23.
- TELEGRAPHS** :—Dismissal of Messengers, 16.
- TELEPHONES** :—Rocky Ponds to Cumnock or Obley, 62.
- TERRIGAL LAKE** :—Bridge over, 20.
- TICK-PEST OR TEXAS FEVER** :—
 Appointment of Veterinary Board, 19.
 Severity of Regulations, 25.
- TOBACCO ACT** :—Fines for breach of, 21.
- TOLLS** :—On punts, 38.
- TOOGONG** :—Mail Service to Canowindra, 62.
- TOWER WAGGONS** :—For Tramway Department, 62.
- TRAMWAYS** :—
 Passengers who travel on North Shore Ferry, 20.
 Alteration of Time-table for certain districts, 61.
 Contract for Tower Waggon, 62.
- TUGGERAH BEACH ROAD** :—Deviation on road to homestead selections, 20.
- UNEMPLOYED, THE** :—Registered on books of Labour Bureau, 46.
- VEGETATION DISEASES ACT** :—Appointment of Inspectors, 22.
- WAGGA WAGGA** :—Wheat grown at Experimental Farm, 39.
- WHARVES** :—Storing Coal on Sydney, 21, 39.
- WHEAT** :—
 Grown at Experimental Farm, Bomen and Wagga Wagga, 46.
 Distribution of Allora Spring, 46.
 Cost of growing in New South Wales, 46.
- WHITE SWAMP** :—Severity of "Tick-pest" Regulations, 25.
- WILLIS, W. N., M.L.A.** :—Railway passes for destitute persons, 64.
- WISE, MR. B. R.** :—Amount of State money paid to, 31.
- WITHERS, MR.** :—Land held, near Jervis Bay, 38.
- WITNESSES** :—At Coroner's Inquests, 17.

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.		PAPERS ORDERED TO BE PRINTED.	
		VOL.	PAGE.
R			
RAILWAYS (See also "LITHGOW CO-OPERATIVE COAL COMPANY RAILWAY BILL" also "CITY AND NORTH SYDNEY RAILWAY BILL") :—			
Report of Commissioners for quarter ending 31st December, 1897, laid on Table, 28.....			393
Do do 31st March, 1898, laid on Table, 28			401
WARREN TO COONAMBLE :—			
Report of Public Works Committee and Plan, laid on Table, 11			409
ROSEHILL RAILWAY TO DURAL :—			
Report of Public Works Committee and Plan, laid on Table, 11	2		529
KOORAWATHA TO GRENPELL :—			
Report of Public Works Committee and Plan, laid on Table, 11			645
BYROCK TO BREWARRINA :—			
Report of Public Works Committee and Plan (<i>not printed</i>), laid on Table, 11			759
GRADES BETWEEN HUNTLEY AND BLOOMFIELD :—			
Notification of resumption of land, under Public Works Act, laid on Table, 27.			
GRADE IMPROVEMENTS AT MILLTHORPE :—			
Notification of resumption of land, under Public Works Act, laid on Table, 27.			
TRUCKING YARDS, FORBES :—			
Notification of resumption of land, under Public Works Act, laid on Table, 27.			
IMPROVING GRADE NEAR COOLAMAN :—			
Notification of resumption of land, under Public Works Act, laid on Table, 27.			
GRADES NEAR QUIRINDI :—			
Notification of resumption of land, under Public Works Act, laid on Table, 28.			
BALLAST SIDING NEAR ARDGLEN :—			
Notification of resumption of land, under Public Works Act, laid on Table, 28.			
NARRABRI TO PILLIGA :—			
Report of Public Works Committee and Plan (<i>not printed</i>), laid on Table, 34			923
WOOLABRA TO COLLARENDABRI :—			
Report of Public Works Committee and Plan (<i>not printed</i>), laid on Table, 34	2		1035
MAITLAND TO TAREE :—			
Report of Public Works Committee and Plan (<i>not printed</i>), laid on Table, 47.....			1085
REAL PROPERTY (CROWN LANDS) BILL :—			
Assent to (<i>Session 1897</i>), reported, 4.			
REFERENDUM (See "FREE TRADE AND PROTECTION REFERENDUM").			
REFRESHMENT COMMITTEE :—			
Sessional Order appointing, passed, 29.			
REGULATIONS :—			
LAI D ON TABLE :—			
Hay Irrigation Act, 11.			
Crown Land Acts, 11.			
Church and School Lands Act, 1897, 11.			
Imported Stock Acts, 1871, 1896, 25.			
Mining Act of 1874, 25.			
Renewal of Mineral Leases, under Mining Act of 1874, 25.			
Artesian Wells Act of 1897, 25.			
Gaol, 25 (4).			
Patents Acts, 1887-1895, 25.			
Fisheries Act of 1881, and Oyster Fisheries Act of 1884, 26.			
Oyster Fisheries Act, 26.			
State Children's Relief Acts, 1881 and 1896, 26.			
Australasian Federation Enabling Acts, 1895-1897, 26.			
Parliamentary Electorates and Elections Act of 1893, 26, 47.			
Volunteer Force Regulation Act, 26.			
Public Service Act, 27, 28 (2).			
Land and Income Tax Assessment Act, 27.			
Noxious Trades and Cattle Slaughtering, 27.			
Public Health Act, 28 (2).			
Public Instruction Act, 40.			
Telephone and Telegraphic, 64.			
REPORTS :—			
LAI D ON TABLE :—			
Stock and Brands Branch of the Department of Mines and Agriculture, for 1897, 25			293
Agriculture and Forestry, for 1897, 25	2		329
Department of Mines and Agriculture, for 1897, 25.....			73
Prisons, for 1897, 26	3		401
Department of Lands, for 1897, 26.....	2		1257
Royal Commission on Institution for Blind, Strathfield, 26.....			1227
Do Charges against Senior-constable Quelch, 26	3		117
Police Department, for 1897, 26			107
Wollongong Fire Brigades Board, for 1897-8, 26.			
Goulburn Fire Brigades Board (Twelfth), 26.			
Fisheries Commission, for 1897, 26	2		1
Friendly Societies and Trades Unions, for 1896, 26			1413
Coast Hospital Little Bay, for 1896, 26			1207
Do do for 1897, 47	3		1215
Pharmacy Board of New South Wales, for half-year ended 31st December, 1897, 28.....			1459
Public Service Board (Second Annual), dated 30th November, 1897, 28	1		897
Railway Commissioners, for quarter ending 31st December, 1897, 28			393
Do do 31st March, 1898, 28	2		401
Leprosy in New South Wales, for 1896, 28.....	3		1189
Inscribed Stock Act of 1883 (Fifteenth), 28	1		869
Completion of Sewerage Works, 34 (2).			
Royal Commission on Government Institutions (Blind and Deaf and Dumb), 34	3		1245
Aborigines Board, for 1897, 34.....			1193
Botanic Gardens and Domain, for 1897, 34	1		971
Naval Defence Forces, for 1897, 35 (<i>Order for Printing countermanded</i>)			

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.
	VOL. PAGE.
R	
REPORTS (<i>continued</i>):—	
LAI'D ON TABLE (<i>continued</i>):—	
Sydney Fire Brigades Board, 1897, 35	3 1419
National Art Gallery, 1897, 40	1121
Public Library, 1897, 40	1123
University of Sydney, 1897, 40	1107
Sydney Grammar School, 1897, 40	1119
Nautical School Ship "Sobraon," for year ended 30th April, 1898, 40	1133
Factories and Shops Act, for 1897, 40	3 1371
Minister for Public Instruction, for 1897, 40	1 995
Rifle Shooting under Active Service Conditions, 47	2 1381
Public Works Department, for 1896-7, 47	3 465
Postal and Telegraph Conference held in Hobart, March-April, 1898, 64	3 1
Civil Service Superannuation Account, on 31st December, 1897 (Actuarial), 64	1 959
State Children's Relief Board, for year ended 5th April, 1898, 64	3 1341
Trawling Operations and Fishes, on the Coast of New South Wales (Messrs. Frank Farnell and Waite), 64	2 25
Completion of Euroka Creek Channel, 64	
National Park, for 1897, 64	1 993
Royal Commission on Charges made by Mr. Levien, M.P., against Messrs. Sleath and Ferguson, Ms.P., 64	1 103
FROM PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS:—	
Thirteenth General, 34	3 585
Railway from Warren to Coonamble, 11	2 409
Harbour Works at Tweed River, 11	3 727
Railway, Rosehill Railway to Dural, 11	529
Do Koorawatha to Grenfell, 11	645
Do Byrock to Brewarrina, 11	759
Do Narrabri to Pilliga, 34	923
Do Woolabra to Collarendabri, 34	1035
Harbour Works, Macleay River, 47	3 811
Railway, Maitland to Taree, 47	2 1085
Harbour Works at Manning River, 47	899
Do Bellinger River, 47	967
Do Hastings River, 47	1059
Do Nambucca River, 64	1125
PRINTING COMMITTEE:—	
Nos. 1 to 3, brought up, 40, 58, 68	1 91-101
SELECT COMMITTEES:—	
The Governor's Opening Speech, 6.	
RESOLUTIONS:—	
COMMITTEE OF THE WHOLE:—	
Reported, 41, 42.	
Agreed to, 41, 42.	
SUPPLY:—	
Reported, 29.	
Agreed to, 30.	
WAYS AND MEANS:—	
Reported, 30.	
Agreed to, 30.	
RESUMPTIONS OF LAND (See "PUBLIC WORKS ACT"; also "LANDS FOR PUBLIC PURPOSES ACQUISITION ACT").	
RIFLE RANGE (See "MILITARY").	
RIFLE SHOOTING:—	
Report on, under Active Service Conditions, laid on Table, 47.	2 1381
ROADS (See also "CITY AND NORTH SYDNEY TUNNEL-ROADWAY BILL"):—	
SOUTH HEAD ROADS TRUST:—	
Accounts for the half-year ended 31st December, 1897, laid on Table, 27.	
COMPENSATION UNDER ACT OF 1897:—	
Minute of Executive Council, transferring amount from Vote, "Department of Lands—Contingencies," to supplement Vote for, laid on Table, 45.	
ROOKWOOD (See "MUNICIPAL").	
ROSEHILL (See "RAILWAYS").	
ROSS, HUGH, ESQUIRE:—	
Elected as Member for Narrabri, sworn, 1.	
Proclamation validating election for Narrabri, 1.	
RULES (See "SUPREME COURT").	
RULINGS OF SPEAKER (See "SPEAKER").	
S	
SAVINGS BANK (See "GOVERNMENT SAVINGS BANK").	
SCHOOL OF MINES AND ASSAY WORKS:—	
Minute of Executive Council, transmitting amount from "Prospecting Vote," to supplement Vote for, laid on Table, 9.	
SESSIONAL ORDERS:—	
Business Days, 12.	
Precedence of Business, 12.	
Standing Orders Committee appointed, 29.	
Refreshment Committee appointed, 29.	
Printing Committee appointed, 29.	
Library Committee appointed, 29.	

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
	VOL.	PAGE.
S		
SEWERAGE :—		
PREMISES OF BOARD, PITT AND WILMOT STREETS, SYDNEY — Notification of resumption of land, under Public Works Act, laid on Table, 26.		
JOHNSTONE'S BAY STORM-WATER SEWERS :—		
Notification of resumption of land, under the Public Works Act, laid on Table, 27.		
COMPLETION OF WORKS :—		
Report on, laid on Table, 34 (5).		
WESTERN SUBURBS OUTFALL SEWER AT ROCKDALE :—		
Additional By-law, laid on Table, 64.		
MAIN OUTFALL SEWER AT MIDDLE HARBOUR :—		
Additional By-law, laid on Table, 64.		
SITES FOR CITIES, TOWNS, AND VILLAGES (See "CROWN LANDS").		
SKINNER, MR. G. J. (See "PUBLIC SERVICE").		
SLEATH, RICHARD, ESQ., M.P. (See "PRIVILEGE"; also "CHARGES MADE BY MR. LEVIEN, M.P., AGAINST MR. SLEATH, M.P., AND MR. FERGUSON, M.P.")		
"SOBRAON" NAUTICAL SCHOOL SHIP :—		
Report for year ended 30th April, 1897, laid on Table, 40	1	1133
SOUTH HEAD ROADS TRUST :—		
Accounts of, for half-year ended 31st December, 1897, laid on Table, 27.		
SPEAKER :—		
Reports issue of Writs, 1.		
Reports return of Writs, 1.		
Lays Papers on Table, 9 (2), 37 (3), 45 (2).		
Appoints Temporary Chairmen of Committees, 9.		
Lays on Table Warrant appointing Elections and Qualifications Committee, 10; maturity reported, 37.		
Clerk reports unavoidable absence of, and Deputy Speaker takes Chair, 11, 45, 61.		
Takes Chair after meeting of House, and apologises for his unavoidable absence, 13.		
Directs Sergeant-at-Arms to remove Member from Chamber, 13.		
Commission of Deputy, to administer Oath of Allegiance, reported and read by Clerk, 15.		
Clerk adjourns House in absence of Speaker and Deputy Speaker, 43.		
RULINGS OF :—		
That Acting Chairman of Committee of Supply was incorrect in ruling Mr. Dacey in order when reading extracts from the Royal Commission on charges against Senior-constable Quelch, during the Financial Debate, as no item was relevant to matter, 29.		
STAMP DUTIES BILL :—		
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 58.		
STANDING ORDERS :—		
Sessional Order appointing, passed, 29.		
Suspended to pass Bill through all stages in one day, 28, 41.		
Suspended, as matter of urgency, to pass Bills through all stages in one day, 48.		
Suspended, as matter of urgency, to consider Message from Council in respect to amendments in Crown Lands Bill, 67.		
STATE CHILDREN'S RELIEF ACTS, 1881-96 :—		
Report of Board for year ended 5th April, 1898, laid on Table, 64	3	1341
Regulations under, laid on Table, 26.		
STATUTE LAW REVISION BILL :—		
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 58.		
STOCK (See also "LENS ON CROPS AND WOOL AND STOCK MORTGAGES BILL"; also "PASTURES AND STOCK PROTECTION BILL") :—		
Annual Report of the Stock and Brands Branch of the Department of Mines for 1897, laid on Table, 25	2	293
Minute of the Executive Council, transferring amount from "Prospecting Vote to Supplement Vote for Imported Stock," laid on Table, 9 (2).		
STOCKTON GRAVING-DOCK (LEASING) BILL :—		
Assent to (<i>Session 1897</i>), reported, 3.		
STORES AND STATIONERY :—		
Minute of the Executive Council, transferring amounts from various heads of Service to supplement Vote for, laid on Table, 9.		
SUNDAY TRADING BILL :—		
Motion made (<i>Mr. Copeland</i>) for Committee of Whole, 28; motion made for House to go into Committee, and negatived, 59.		
SUPPLY :—		
Point of Order reported from Committee, 29.		
No quorum reported from Committee, 29.		
Motion made (<i>Mr. Reid</i>) for House to go into Committee of, 13.		
House in Committee (<i>Financial Statement</i>), 29.		
Resolution reported, 29.		
Resolution agreed to, 30.		
Order of the Day postponed, 35, 58.		
SUPREME COURT :—		
Rules in Equity Jurisdiction, laid on Table, 26 (2).		
Rules in Divorce, laid on Table, 64.		
SYDNEY (See "WATER SUPPLY").		
SYDNEY-FITZROY DIVISION (See "ELECTORAL").		
SYDNEY GRAMMAR SCHOOL :—		
Report for 1897, laid on Table, 40	1	1119
SYDNEY WATER SUPPLY CONDUIT ADDITIONAL WORKS BILL :—		
Assent to (<i>Session 1897</i>), reported, 2.		
SUPERANNUATION FUND (See "CIVIL SERVICE").		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—17TH PARLIAMENT—SESSION 1898.	PAPERS ORDERED TO BE PRINTED.	
	VOL.	PAGE.
W		
WAYS AND MEANS :—		
Motion made (<i>Mr. Reid</i>) for House to go into Committee, 13.		
House in Committee, 30.		
Resolution reported, 30.		
Resolution agreed to, 30.		
Order of the Day postponed, 35, 53.		
WEIGHTS AND MEASURES BILL :—		
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 55.		
WEIRS :—		
MIDDLE BILLABONG :—		
Notification of resumption of land, under Public Works Act, for construction of, laid on Table, 27.		
WARREN :—		
Notifications of resumptions of land, under Public Works Act, construction of, laid on Table, 27 (°)		
WERAI LEASEHOLD AREA (See "CROWN LANDS").		
WHARFAGE RATES AND TONNAGE DUES :—		
Return to Order (<i>Session 1897</i>), laid on Table, 27.		
WILLOUGHBY FALLS (See "DRAINAGE").		
WILLS PROBATE AND ADMINISTRATION BILL :—		
Standing Orders suspended (urgency), 48; Received from Legislative Council, and, on motion (<i>Mr. Gould</i>), read 1 ^o , 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and returned to Council without amendment, 52-3.]		
WINTON (See "CEMETERIES").		
WOOL (See "LIENS ON CROPS AND WOOL AND STOCK MORTGAGES BILL").		
WOOLABRA (See "RAILWAYS").		
WOLLONGONG (See "FIRE BRIGADES").		
WRITS :—		
Speaker reports issue and return of, for Narrabri, 1; proclamation validating election reported, 1		
Do do Sydney-Fitzroy Division, 1.		

1898.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAL AND TELEGRAPHIC
CONFERENCE, 1898.

REPORT OF PROCEEDINGS

OF THE

CONFERENCE HELD IN HOBART, MARCH—APRIL, 1898.

MINUTES OF PROCEEDINGS;

AMENDMENTS OF POSTAL UNION CONVENTION, WASHINGTON CONGRESS, 1897;

PAPERS LAID BEFORE THE CONFERENCE;

REPORT OF HEADS OF DEPARTMENTS;

AND REPORT OF DEBATES.

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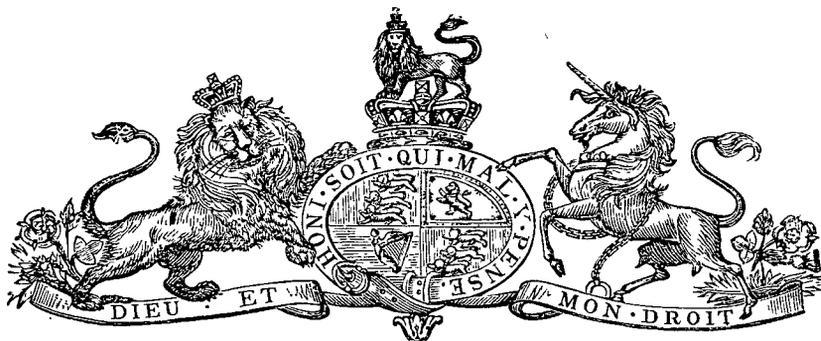
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1898.

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C O N T E N T S.



	PAGE
Report of the Delegates	5
Minutes of the Proceedings	9
Amendments of Postal Union Convention, and Detailed Regulations, Washington Congress, 1897	43
Returns relative to the Telegraph Service.....	55
Report and Recommendations by Heads of Departments	63
Report of the Debates	89



POSTAL AND TELEGRAPH CONFERENCE, 1898.

REPORT OF THE DELEGATES TO THE INTERCOLONIAL POSTAL AND TELEGRAPHIC CONFERENCE HELD IN HOBART DURING MARCH AND APRIL, 1898.

PRESIDENT: THE HON. SIR PHILIP FYSH, K.C.M.G., M.H.A., OF TASMANIA.

- I. The following Colonies were represented :—New South Wales, Victoria, South Australia, Queensland, and Tasmania.
- II. The Conference sat on the 28th, 29th, 30th, and 31st March, and 1st, 2nd, and 4th April.

The following were the principal Resolutions adopted ; viz. :—

RELATING TO POSTAL SERVICE.

1. That in the opinion of this Conference it would be inadvisable to make any further reduction of the over-sea postage rate until the way is clear for a reduction in the present large subsidies paid for the carriage of such mails, and the present inland and intercolonial rates.
2. That this Conference is of opinion that the word “specimen” be placed across all stamps issued to collectors. That all Postage Stamps issued to the Berne Postal Bureau or between Post Offices shall bear an obliteration with the date-stamp.
3. That an inset or a hand-bill should not be regarded as coming within the definition of a Newspaper Supplement under the Post Office Acts.
4. That representations be made from this Conference to the Post Office authorities at Queensland, pointing out that the high rates charged on newspapers coming from other Colonies is an unjustifiable restriction on the Australian press.
5. That this Conference hereby records its appreciation of the zealous and able manner in which the Hon. J. Gavan Duffy, Postmaster-General of Victoria, discharged the duty of representing Australasia at the Washington Postal Convention.

6. That this Conference recommend to the Governments of Australasia the ratification of the Treaty entered into at Washington at the last Universal Postal Congress.

7. That this Conference recommends to the Governments of Australasia that no alteration in International Postal Rates be made without the Colony proposing to make such alterations advising the other Colonies and endeavouring to arrange for uniformity of action.

8. That the various Agents-General Delegates to the Postal Conference in London be instructed to oppose the proposal to reduce the rate of postage to all parts of the British Empire from $2\frac{1}{2}d.$ per $\frac{1}{2}$ oz. to $2d.$, and also the Canadian proposal to reduce her outgoing rate from 5 cents. per $\frac{1}{2}$ oz. to 3 cents. per oz., for the following reasons:—

1. The present rate is not an unreasonably high one, having in view the large cost to the Colonies involved in the maintenance of the present means of Postal communication with the various portions of the Empire.
2. Because of the anomaly which would be created by carrying letters 14,000 miles for the same rate as now charged for delivery within the limits of the Town where posted.

Regarding the proposal of Canada to reduce her outgoing postage, this Conference is strongly of opinion that no reduction should take place which would be a departure from the present uniform rate, for the following reason, *inter alia*, at present a charge of $2d.$ per half-ounce is made in Australia for the carriage of letters to however small a distance, while the Canadian proposal would involve the carrying of letters over the same routes at a greatly reduced cost. This would, in the opinion of the Conference, lead to confusion and dissatisfaction.

TELEGRAPHIC—ALTERATION IN RATES.

9. That this Conference recommends to the Governments of Australasia that no alteration in International Telegraphic Rates be made without the Colony proposing to make such alterations advising the other Colonies, and endeavouring to arrange for uniformity of action.

10. That this Conference regrets that, owing to the financial loss involved, the question of a general reduction in the prices of Intercolonial Telegrams must stand over for the present, and make no suggestion on the question of the limitation of addresses; but it is suggested that the Governments of New South Wales and Queensland arrange between themselves as to rates and limitations of words in addresses.

The following proposal by the Representative of Queensland, which was not agreed to, was ordered to be recorded:—"That any re-arrangement of charges should be on the basis of either charging for every word, whether in addresses or text, such being the International principle, or, of allowing the address and signature to the number of twelve words to be sent free."

SHARE-DEALING BY OPERATORS.

11. That, in the opinion of this Conference, telegraphic employees should be absolutely prevented from speculating in shares.

12. That, in the absence of any satisfactory proposal from the Eastern Extension Telegraph Company, and of any proposal at all, except on the basis of an alternative cable *viâ* Africa, this Conference is unable to make any fresh arrangement with that Company.

13. That this Conference re-affirms the opinion that in the interests of Australasia the Pacific Cable project should be consummated as speedily as practicable, and that the Governments of the various Australasian Colonies be requested to represent to the Imperial and Dominion Governments the foregoing opinion, together with the proposal of the Premiers as agreed to at their recent Conference held in Melbourne, viz. :— That if Great Britain and Canada would each contribute one-third of the cost, the Colonies would be prepared to contribute the remaining one-third.

14. That the question in reference to the Overland Telegraph Lines between South Australia and Queensland be referred to the Governments of those Colonies.

15. That this Conference has heard with satisfaction from the representative of South Australia of the intention of the Government to take immediate steps for the improvement of the Overland Telegraph Line, and urges him to impress upon his Government to lose no time in effecting the improvements suggested, and hopes the Western Australian Government will take similar steps with regard to their overland line.

GENERAL.

The Reports of the Heads of Departments on subjects of detail connected with Postal and Telegraphic matters were received and adopted.

Other matters were considered and withdrawn, for which see Minutes of Proceedings.

Appended to this Report will be found :—

1. Minutes of Proceedings.
2. Amendments of Postal Union Convention, and detailed Regulations, Washington Congress, 1897.
3. Papers laid before the Conference.
4. Report of Heads of Departments.
5. Report of the Debates.

Signed on behalf of New South Wales,
JOSEPH COOK.

Signed on behalf of Victoria,
JOHN GAVAN DUFFY.

Signed on behalf of South Australia,
J. G. JENKINS.

Signed on behalf of Queensland,
JAMES R. DICKSON.

Signed on behalf of Tasmania,
P. O. FYSH.

C O R R I G E N D A .

On page 23, last line, *for* "out-territory" *read* "one territory."

After Article 90, page 37, strike out "(See other side)."

Page 54, Article 40, strike out the eighth word "of."

POSTAL AND TELEGRAPH CONFERENCE,
HOBART, 1898.

MINUTES OF THE PROCEEDINGS.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

MONDAY, 28TH MARCH, 1898.

The Conference met at 11 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

- New South Wales* : The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M. Inst. C.E., M.I.E.E., Chief Electrician and
Engineer-in-Chief Telegraph Department.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
F. L. OUTTRIM, Esq., Deputy Postmaster-General, Secretary to
Postal Department, and Superintendent of Telegraphs.
- South Australia* : Sir CHARLES TODD, K.C.M.G., Postmaster-General.
- Queensland* : The Hon. J. R. DICKSON, C.M.G., M.L.A., Home Secretary and
Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph
Department and Superintendent of Electric Telegraphs.
JOHN HESKETH, Esq., Electrical Engineer.
- Tasmania* : The Hon. Sir PHILIP FYSH, M.H.A., Treasurer and Postmaster-
General.
H. V. BAYLY, Esq., Secretary to the Post Office.

ELECTION OF PRESIDENT.

The Honorable JOSEPH COOK moved, and the Honorable J. R. DICKSON seconded,—
“That the Honorable Sir Philip Fysh, K.C.M.G., be appointed President of the
Conference.”

Sir Philip Fysh acknowledged the honor, and took the Chair.

SECRETARY.

The Honorable JOHN GAVAN DUFFY moved, and the Honorable JOSEPH COOK
seconded,—

“That Mr. THOMAS COOK JUST be appointed Secretary to the Conference.”

Carried.

ADMISSION OF THE PRESS.

The Hon. JOHN GAVAN DUFFY moved, and the Hon. JOSEPH COOK seconded,—

“That the representatives of the Press be admitted to the deliberations of the Conference,
but not when in Committee.”

Carried.

COMMISSIONS.

The Hon. JNO. GAVAN DUFFY, the Hon. JOSEPH COOK, and the Hon. J. R. DICKSON
presented their Commissions as Representatives of Victoria, New South Wales, and Queensland
to the Conference.

REPRESENTATION OF SOUTH AUSTRALIA.

The Hon. JOHN GAVAN DUFFY reported that the Ministerial Representative of South
Australia, the Hon. J. G. Jenkins, had intimated to him that he would arrive in Hobart on
Wednesday evening next.

PAPERS.

The following Papers were tabled :—

The Hon. JOSEPH COOK : Report on Palmrya and Fanning Islands, as to their suitability and capabilities as submarine cable stations, by Capt. A. M. Field, R.N., H.M.S. *Penguin*, 1897.

Sir CHARLES TODD : Table showing contribution of the several Colonies to guarantees and subsidies, not including the duplicate cable subsidy ; also Return of International Telegraphic Traffic, 1889 to 1897.

The Hon. JOSEPH COOK : Statistical Return of Telegraphs, New South Wales, for 1897.

PRINTING COMMITTEE.

Hon. JNO. GAVAN DUFFY moved,—

“That the Hon. the President and the Hon. Joseph Cook be appointed a Printing Committee.

Hon. J. R. DICKSON seconded.

Carried.

TIME OF MEETING.

Hon. J. R. DICKSON moved,—

“That this Conference meet for the despatch of business daily (Sundays excepted) from 10:30 A.M. to 1 P.M., and from 2 to 5 P.M.

Hon. JNO. GAVAN DUFFY seconded.

Carried.

WESTERN AUSTRALIA AND NEW ZEALAND.

The Hon. JNO. GAVAN DUFFY expressed regret that the Colonies of Western Australia and New Zealand were not represented at the Conference by special Delegates, but trusted that the interests of Western Australia would be delegated to the South Australian Representatives. The Right Hon. MR. SEDDON, the Premier of New Zealand, had sent him a telegram expressing sympathy with the objects of the Conference, and requesting to be kept informed by telegram as to the proceedings.

The PRESIDENT instructed the Secretary to comply with the request.

ORDER OF BUSINESS.

The following Paper was tabled and read by the Secretary :—

MEMORANDUM of Subjects proposed to be discussed.

Postal.

1. Proposed reduction from 2½d. to 2d. per ½oz. of postage on letters passing in both directions between the United Kingdom and other parts of the British Empire. (N.S.W. 1), (Vic. 2), (Q. 4).
2. Proposal of Canada to reduce Postage on Letters to all parts of the British Empire from 5 cents to 3 cents. (Vic. 3), (Q. 5).
3. Adoption of Uniform Letter Bills and furnishing Statistics of Intercolonial Correspondence. (Q. 7.)
4. Adoption of Uniform Letter Bills for mails exchanged between (a) the principal Offices of the Australasian Colonies, and (b) Border Post Offices. (N.S.W. 6.)
5. Australian Mails Way Bill. (S.A. 7.)
6. Reply Postage Stamp. (S.A. 10), (Q. 6).
(a.) Merridew's Scheme.
(b.) Maury's Scheme.
7. The use of the “Paid-at” stamp on correspondence on which postage has been paid in cash. (Vic. 9.)
8. Inland Postage Rates Local Delivery. (S.A. 8.)
9. Rates of Postage levied by Fiji on Patterns and Samples, and on Newspapers. (Vic. 23.)
10. *Re* Berne Bureau questioning the rates charged by the Australasian Colonies on International (a) Patterns and Samples, and (b) Newspapers. (N.S.W. 7), (Q. 12).
11. Samples of Glass, &c. *Vide* London letter. (S.A. 13), (N.S.W. 36).
12. The Postage to be charged on obliterated stamps and spent letters. (Vic. 10.)
13. Bankers' parcels : need for strictly enforcing Regulations relating thereto. (N.S.W. 10.)
14. The Intercolonial Packet Post to be limited to articles of no commercial or saleable value. (Q. 9.)
15. Practice of taxing “Officially” or “Compulsorily” registered International correspondence supposed to contain money or other valuable enclosure. (N.S.W. 11.)
16. Proposed amendment of Article 12 of the Australasian Postal Convention so far as it relates to “Travellers'” Cards or Circulars. (N.S.W. 15.)

17. Permission to Commercial Travellers to post letters on trains without affixing late fee. (Vic. 11.)
18. Grocers' Price Lists, postage on. (S.A. 3.)
19. Proxy Forms or Notices, postage on. (S.A. 5.)
20. Circulars' postage. (S.A. 9.)
21. *Re* Queensland surcharging New Zealand postal matter prepaid at the $\frac{1}{2}d.$ per 2 oz. rate. (N.S.W. 16.)
22. Proposal to prohibit the enclosure of articles of a monetary denomination in parcels and packets. (N.S.W. 17.)
23. Rates levied by the respective Australasian Colonies on "Loose Ship Letters."
24. Transmission through the post of such publications as the "Wife's Guide and Friend." (Vic. 16.)
25. Transmission of Promissory Notes, Circulars, and other printed matter with Accounts. (Vic. 17.)
26. Printed communications as footnotes on Invoices, Accounts, &c. (Vic. 18.)
27. Redirection charges. (S.A. 1.)
28. The obliteration of stamps issued to Collectors. (Vic. 19.)
29. Question as to how Specimen Postage Stamps supplied to the public and the Berne Postal Bureau should be marked—whether "Specimen" or an obliteration of the date-stamp. (N.S.W. 19.)
30. Application of Union Patent Stationery Company *re* embossing combined sheet of note paper and envelope. (Vic. 20.)
31. Counterfeit postage stamps: compliance with Article No. 18 Vienna Convention. (S.A. 6.)
32. Newspaper Supplements, Advertisement Sheets Bills, with name, date, and publisher's name thereon. (Vic. 22.)
33. "Dempsters," postage on. (S.A. 4.)
34. Operation of "Suppression of Gambling and Indecent Advertisements Act" of Queensland, in connection with newspapers published outside Queensland and forwarded by post to that Colony. (Vic. 4.)
35. Postal Guides, uniformity. (S.A. 2.)
36. Territorial transit rates charged by one Australian Colony to another such Colony, proposed reduction. (N.S.W. 5.)
37. Accelerating of train service with English Mails from Brisbane. (Q. 12A), (N.S.W. 37).
38. Australasian Postal Convention. (Q. 3), (S.A. 11).
39. Ratification of Washington Congress, and consideration of the various Conventions entered into at Washington but not signed by the Australasian Delegate. (Vic. 1.)

Parcels Post.

40. Proposed arrangement for enabling senders of parcels for despatch per parcels post to places abroad to defray all Customs and other charges arising upon such parcels. (N.S.W. 2), (Vic. 12), (Q. 1).
41. Customs Declarations on Parcel Post packages. (Tas. 3.)
42. Proposed "Express Delivery" of parcels and postal packets exchanged between the United Kingdom and the Australasian Colonies. (N.S.W. 3), (Vic. 5).
43. France—Parcel Post Convention. (S.A. 12.)
44. Establishment of direct exchange of parcels between the Australasian Colonies and Cape Colony and other such South African States and Colonies. (N.S.W. 4), (Q. 11).
45. Revision of Parcel Post Rates to India and the East. Ceylon to act as intermediary. (Vic. 14.)
46. Proposed introduction of system of Insurance on Postal Parcels. (N.S.W. 8.)
47. Articles having a saleable value received by Packet Post to be transferred to Inland Parcel Post. (Q. 10.)
48. Adjustment of Postage on Intercolonial Parcels posted out of course and received in the Colony of destination by other than Parcel Post. (N.S.W. 9.)
49. Mode of charging and accounting for irregularly posted parcels. (Vic. 13.)
50. Discontinuance of registration of parcels in New South Wales. (N.S.W. 12.)
51. Intercolonial charges for certificates of posting of parcels. (N.S.W. 13.)
52. Apportionment of Intercolonial Parcel Postage equally between the Colony of origin and Colony of delivery. (Q. 8.)
53. Claim of London Office to be credited with 1*d.* per lb. for sea transit from Australia to England on parcels sent to Foreign Countries *via* the United Kingdom. (N.S.W. 14.)
54. Apportionment of postage on parcels exchanged with Foreign Countries through the intermediary of the United Kingdom. (Vic. 15), (Q. 2).
55. The practicability or otherwise of introducing the "Value Payable" or "Cash" on delivery of Parcels System into the Australasian Colonies. (N.S.W. 18.)

Money Orders and Postal Notes.

56. Rates of Commission on Money Orders from the Australasian Colonies to the United Kingdom, Cape Colony, &c. (N.S.W. 21.)

57. Reduction in rate of Commission to paying country on Money Orders exchanged between Australasian Colonies and Singapore. (Vic. 8.)
58. Treatment of Money Order Advices missent to other Colonies. (N.S.W. 22.)
59. Practice of forwarding Money Order Advices with and without lists between Colonies. (Tas. 1.)
60. Telegraph Money Order System between Colonies. (Tas. 2), (N.S.W. 38.)
61. Exchange of Money Orders with Japan. (Vic. 21), (S.A. 15.)
62. Suggested discontinuance of the issue of duplicate Postal Notes, and the payment of the face value of Postage Stamps affixed to Postal Notes. (Vic. 6.)
63. Duplicate Postal Notes. (S.A. 14.)
64. Exchange of Postal Notes between Australasia and the United Kingdom. (Vic. 7.)

Telegraphic.

65. Alternative Cable Route. (N.S.W. 23.)
66. Pacific Cable. (Q. 21.)
67. Overland Telegraph Line, South Australia. (Q. 13.)
68. Cable Subsidies and Guarantees: time of year closing. (Tas. 5.)
69. Berne's Circular *re* tabulated Telegraph Routes, and method of indicating such Routes. (Vic. 26.)
70. Fire Alarms. (S.A. 1.)
71. Sunday Telegraph Rates to Tasmania. (S.A. 5.)
72. Intercolonial Telegraph. (S.A. 9.)
73. Resolution of Conference Chambers of Commerce *re* Intercolonial Telegraph charges. (Vic. 27.)
74. Mode of counting and charging telegrams. Disputes with the public as to what are cipher words. (N.S.W. 24). (Orders for parts of Machinery). (Vic. 24.)
75. System of counting words in Inland and Intercolonial Ordinary Telegrams. (N.S.W. 25), (Vic. 28.)
76. Share-dealing. (S.A. 3.)
77. Share Telegrams between Stock Exchange. (S.A. 4.)
78. Counting double names in Telegrams. (Q. 16.)
79. *Re* word "care" being inserted in address of Message. (Tas. 4.)
80. Suggested abolition of additional charge on Cipher words contained in Inland and Intercolonial Telegrams. (N.S.W. 28), (Q. 18.)
81. Reduction of the New South Wales-Queensland Telegraph Rates; and alteration in mode of charging on Inland and Intercolonial Telegrams. (N.S.W. 34), (Q. 17.)
82. Intercolonial Telegraph repeats. (S.A. 2.)
83. Proposed omission of the word "to" from before addresses on Telegrams. (N.S.W. 35), (Vic. 25), (Q. 20.)
84. Charges for certified copies of Telegrams and Search Fees. (N.S.W. 26.)
85. *Re* numbers as well as words appearing in Telegrams. (Q. 15), (N.S.W. 27), (Vic. 30.)
86. Consideration of Berne's Circular Letter, August 3rd, 1897. (S.A. 10.)
87. The question of abolishing the system of "Urgent" Intercolonial Telegrams, or of overcoming the delays to which ordinary Telegrams are subjected in Colonies in which such system is in operation. (N.S.W. 29.)
88. Urgent Telegrams with West Australia. (Vic. 33.)
89. Urgent Telegrams, distinctive coloured forms. (S.A. 7.)
90. Question of issuing Vouchers with "Reply paid" Telegrams in terms of paragraph 1 Clause 51 of Buda-Pesth Telegraph Service Regulations. (N.S.W. 30), (Vic. 29.)
91. Typewriters for Telegrams. (S.A. 8.)
92. Code Vocabulary. Points submitted by Berne Telegraph Bureau for consideration. (N.S.W. 31), (Vic. 32), (Q. 19.)
93. Proposal that Australasian Telegraph Administrations undertake for a fee the "coding" of International Messages as is now done by Reuter's Agency. (N.S.W. 32.)
94. Adoption of uniform Charges and Regulations with respect to International Code Addresses. (N.S.W. 33.)
95. Surnames as Code Addresses. (S.A. 6.)
96. Code Addresses. (Vic. 31.)
97. Code Addresses, Registration of. (Q. 14.)
98. Telegraph Regulations. (S.A. 11.)
99. Telephone Regulations. (S.A. 12.)
100. Private Telephone Line. (S.A. 13.)
101. Free transmission of Telegrams on Postal Service over New Zealand and Bass Straits Cables. (S.A. 14.)
102. Establishment of Telephonic communication between the Capital cities of the Australian Continent. (N.S.W. 38.)

Miscellaneous.

103. Regulations regarding Uniform Letter Carriers and Messengers. (S.A. 1.)
104. Holidays, Christmas and Good Friday. (S.A. 2.)

13

It was resolved that the following subjects be considered by Ministers in Conference. Nos. 1, 2, 21, 24, 28, 29, 32, 34, 39, 65 to 68, 87 to 88, and 102.

DEPARTMENTAL COMMITTEE.

The Hon. JNO. GAVAN DUFFY moved, that the remaining subjects included in the business Paper be referred to a Sub-Committee of the Heads of Departments, with instructions to report to the Conference.

Hon. JOSEPH COOK seconded.

Carried.

THE WASHINGTON CONVENTION.

Hon. JOHN GAVAN DUFFY gave notice to move to-morrow :—

“That this Conference recommend to the Governments of Australasia the ratification of the recommendations entered into at Washington, at the last Universal Postal Convention.

That the Sub-Committee of Permanent Heads be requested to report to the Conference :—
1st. On the several matters left optional by the principal Treaty. 2nd. On the various subsidiary Treaties entered into by some Administrations at Washington, but not signed by the Australian Delegate.”

HON. JOHN GAVAN DUFFY stated that to enable the Conference to discuss this Motion he would now table a translation of the Amendments of the Postal Union Convention and detailed Regulations.

ADJOURNMENT.

The Conference adjourned at noon until 10:30 next day.

P. O. FYSH, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

TUESDAY, 29TH MARCH, 1898.

The Conference met at 10:30 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present :—

- New South Wales* : The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M. Inst. C.E., M.I.E.E., Chief Electrician and
Engineer-in-Chief Telegraph Department.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
F. L. OUTTRIM, Esq., Deputy Postmaster-General, Secretary to Postal
Department, and Superintendent of Telegraphs.
- South Australia* : Sir CHARLES TODD, K.C.M.G., Postmaster-General.
- Queensland* : The Hon. J. R. DICKSON, C.M.G., M.L.A., Home Secretary and
Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph
Department and Superintendent of Electric Telegraphs.
JOHN HESKETH, Esq., Electrical Engineer.
- Tasmania* : H. V. BAYLY, Esq., Secretary to the Post Office.

CHAIRMAN.

Hon. JNO. GAVAN DUFFY moved, and the Hon. J. R. DICKSON seconded—

“That, in the absence of the Hon. the President, the Hon. Joseph Cook do take the Chair.”

Carried.

ADJOURNMENT.

Hon. J. R. DICKSON moved, and the Hon. JNO. GAVAN DUFFY seconded—

“That, to enable the Departmental Heads to proceed with work in Committee, the Conference adjourn until 10:30 A.M. to-morrow.”

Carried.

The Conference adjourned accordingly.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

WEDNESDAY, 30TH MARCH, 1898.

The Conference met at 10·30 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present :—

- New South Wales* : The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M. Inst. C.E., M.I.E.E., Chief Electrician and
Engineer-in-Chief Telegraph Department.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
F. L. OUTTRIM, Esq., Deputy Postmaster-General, Secretary to Postal
Department, and Superintendent of Telegraphs.
- South Australia* : Sir CHARLES TODD, K.C.M.G., Postmaster-General.
- Queensland* : The Hon. J. R. DICKSON, C.M.G., M.L.A., Home Secretary and
Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph
Department and Superintendent of Electric Telegraphs.
JOHN HESKETH, Esq., Electrical Engineer.
- Tasmania* : H. V. BAYLY, Esq., Secretary to the Post Office.

CHAIRMAN.

Hon. JNO. GAVAN DUFFY moved, and the Hon. J. R. DICKSON seconded—

“That, in the absence of the Hon. the President, the Hon. Joseph Cook do take the Chair.”

Carried.

ADJOURNMENT.

Hon. J. R. DICKSON moved, and the Hon. JNO. GAVAN DUFFY seconded—

“That, to enable the Departmental Heads to proceed with work in Committee, the Conference adjourn until 10·30 A.M. to-morrow.”

Carried.

The Conference adjourned accordingly.

THOS. C. JUST, *Secretary*.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

THURSDAY, 31ST MARCH, 1898.

The President, Hon. Sir Philip Fysh, K.C.M.G., took the Chair at 10·30 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present :—

- New South Wales* : The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M. Inst. C.E., M.I.E.E., Chief Electrician and
Engineer-in-Chief Telegraph Department.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
F. L. OUTTRIM, Esq., Deputy Postmaster-General, Secretary to Postal
Department, and Superintendent of Telegraphs.
- South Australia* : Hon. J. G. JENKINS, M.P., Commissioner of Public Works.
Sir CHARLES TODD, K.C.M.G., Postmaster-General.
- Queensland* : The Hon. J. R. DICKSON, C.M.G., M.L.A., Home Secretary and
Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph
Department and Superintendent of Telegraphs.
JOHN HESKETH, Esq., Electrical Engineer.
- Tasmania* : The Hon. Sir PHILIP FYSH, K.C.M.G., M.H.A., Treasurer and
Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.

REDUCTION OF POSTAGE.

On the proposed reduction from 2½*d.* to 2*d.* per ½*oz.* of postage on letters passing in both directions between the United Kingdom and other parts of the British Empire :

15

Hon. JOSEPH COOK moved,—

“That in the opinion of this Conference it would be inadvisable to make any further reduction of the over-sea postage rate until the way is clear for a reduction in the present large subsidies paid for the carriage of such mails, and the present inland and intercolonial rates.”

Hon. J. GAVAN DUFFY seconded.

After discussion the Motion was agreed to.

CANADIAN POSTAGE RATES.

Honorable J. GAVAN DUFFY moved,—

“That the Conference resolve into Committee of the Whole to consider the proposal of Canada to reduce Postage on Letters to all parts of the British Empire from 5 cents to 3 cents.”

The PRESIDENT left the Chair, and the Conference went into Committee accordingly.

After some time spent therein,

Honorable J. GAVAN DUFFY moved,—

“That this Conference communicate by cable with the Canadian Post Office to the effect that the various Colonies cannot agree to receive Canadian Letters with only 3 cents postage thereon, and ask that the proposal be not proceeded with.”

Honorable J. R. DICKSON seconded.

After discussion the Motion was agreed to.

The Conference resumed, and the PRESIDENT reported the Motion.

POSTAL SURCHARGES.

On the subject *re* Queensland surcharging New Zealand postal matter prepaid at the $\frac{1}{2}d.$ per 2 oz. rate :

Honorable JOSEPH COOK moved,—

“That the subject be referred to the Sub-committee of the Heads of Departments for a Report.”

Honorable J. R. DICKSON seconded.

After discussion, Honorable JOSEPH COOK withdrew his Motion, and the subject lapsed.

OBLITERATION OF STAMPS.

On the obliteration of stamps issued to Collectors :

Hon. J. GAVAN DUFFY moved,—

“That this Conference is of opinion that all stamps issued to collectors should be post-marked, so as to prevent their being used for postal purposes.”

Hon. J. R. DICKSON seconded.

Hon. J. G. JENKINS moved as an Amendment,—

“That the word ‘specimen’ be placed across all stamps issued to collectors.”

Hon. JOSEPH COOK seconded.

After discussion, the Hon. Mr. DUFFY withdrew his Motion, and, on the Amendment being put, the voting was equal.

The PRESIDENT gave his casting vote in favour of the Amendment, which was carried.

On Question as to how Specimen Postage Stamps supplied to the public and the Berne Postal Bureau should be marked—whether “Specimen” or an obliteration of the date-stamp.

Hon. JOSEPH COOK moved,—

“That all Postage Stamps issued to the Berne Postal Bureau or between Post Offices shall bear an obliteration with the date-stamp.”

Hon. J. GAVAN DUFFY seconded the Motion, which was carried.

NEWSPAPER SUPPLEMENTS, &c.

Question as to circulation of Newspaper Supplements, Advertisement Sheets Bills, with name, date, and publisher's name thereon.

Hon. JOHN GAVAN DUFFY moved,—

“That an inset or a hand-bill should not be regarded as coming within the definition of a Newspaper Supplement under the Post Office Acts.”

Hon. JOSEPH COOK seconded.

After discussion the Motion was carried.

GAMBLING AND INDECENT ADVERTISEMENTS.

On the operation of "Suppression of Gambling and Indecent Advertisements Act" of Queensland, in connection with newspapers published outside Queensland and forwarded by post to that Colony:

Hon. J. GAVAN DUFFY moved,—

"That representations be made from this Conference to the Post Office Authorities of Queensland, pointing out that the operation of the "Suppression of Gambling and Indecent Advertisements Act" and the "Post Office Act" in connection with Newspapers posted out of the Colony of Queensland, and forwarded by post to that Colony, is a restriction upon the Australian press."

Honorable JOSEPH COOK seconded, but suggested an alteration in the form of the Motion. After discussion,

Hon. J. GAVAN DUFFY asked leave to withdraw his Motion and to substitute another, viz.—

"That representations be made from this Conference to the Post Office authorities of Queensland, pointing out that the high rates charged on newspapers coming from other Colonies is an unjustifiable restriction on the Australian press."

Leave was given to withdraw the original Motion, and the substituted Motion was put to the Conference.

Hon. JOSEPH COOK seconded.

Discussion took place, in the course of which Hon. the PRESIDENT gave a brief description of the amended Gambling Act of Tasmania, stating that from experience gained as to its operation he could commend it to the attention of the Delegates from other Colonies.

The Motion was then put and carried.

The Conference adjourned until 2.30 P.M.

AFTERNOON SITTING.

The President took the Chair at 2.30 P.M.

RATIFICATION OF WASHINGTON TREATY.

The Question as to the Ratification of Washington Congress, and consideration of the various Conventions entered into at Washington but not signed by the Australasian Delegate, also Hon. Mr. DUFFY'S Notice of Motion on the same subject, were postponed until next day.

TELEGRAPHIC.

Orders of the Day 10, 11, and 12 were ordered to stand over until after No. 15.

CABLE SUBSIDIES AND GUARANTEES.

The subject as to the time of year for closing Cable Subsidies and Guarantees was called on. The Hon. the PRESIDENT suggested that this subject should be referred to the Permanent Heads of Departments to report.

Hon. J. GAVAN DUFFY moved,—

"That the subject be referred accordingly."

Hon. JOSEPH COOK seconded the Motion, which was carried.

URGENT TELEGRAMS.

On the question of abolishing the system of "Urgent" Intercolonial Telegrams, or of overcoming the delays to which ordinary Telegrams are subjected in Colonies in which such system is in operation:

Hon. JOSEPH COOK moved,—

"That the system of 'Urgent' Telegrams in operation in six Colonies of Australia be abolished."

Hon. J. GAVAN DUFFY seconded the Motion *pro forma*.

Hon. J. G. JENKINS moved as an amendment,—

"That the subject be referred to the Heads of Departments for report."

Hon. J. R. DICKSON seconded.

After discussion the Amendment was put and carried.

17

The question as to despatch of Urgent Telegrams with West Australia was also referred to the Heads of Departments for a Report.

BUSINESS POSTPONED.

The question as to alternative Cable Route, the Pacific Cable, and the Overland Telegraph Lines of South Australia, were postponed until next day.

TELEPHONIC COMMUNICATION BETWEEN COLONIES.

As to the question of the establishment of telephonic communication between the Capital cities of the Australian Continent :

Hon. JOSEPH COOK moved,—

“That the subject be referred to the Heads of Departments as to the question of cost.”

Hon. J. GAVAN DUFFY seconded.

After discussion the Motion was carried.

REPORT OF HEADS OF DEPARTMENTS.

Hon. JOSEPH COOK tabled an *Interim* Report from the Sub-Committee of Heads of Departments, and moved that it stand an Order of the Day for next day.

ADJOURNMENT.

Hon. J. GAVAN DUFFY moved,—

“That the Conference adjourn until 10.30 A.M. next day.”

Hon. JOSEPH COOK seconded the Motion, which was carried.

At 3.32 P.M. the Conference adjourned accordingly.

P. O. FYSH, *President*.

THOS. C. JUST, *Secretary*.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

FRIDAY, 1ST APRIL, 1898.

The President, Hon. Sir Philip Fysh, K.C.M.G., took the Chair at 10.30 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present :—

New South Wales : The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M. Inst. C.E., M.I.E.E., Chief Electrician and
Engineer-in-Chief Telegraph Department.

Victoria : The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
F. L. OUTTRIM, Esq., Deputy Postmaster-General, Secretary to
Postal Department, and Superintendent of Telegraphs.

South Australia : Hon. J. G. JENKINS, M.P., Commissioner of Public Works.
Sir CHARLES TODD, K.C.M.G., Postmaster-General.

Queensland : The Hon. J. R. DICKSON, C.M.G., M.L.A., Home Secretary and
Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph
Department and Superintendent of Telegraphs.
JOHN HESKETH, Esq., Electrical Engineer.

Tasmania : The Hon. Sir PHILIP FYSH, K.C.M.G., M.H.A., Treasurer and
Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.

CREDENTIALS.

The Hon. J. G. Jenkins (South Australia) and the Hon. Sir Philip Fysh (Tasmania) presented their credentials as Representatives to the Conference.

TELEGRAPHIC.

The Hon. the President tabled Telegraphic Statistics for Tasmania, 1897.

THE WASHINGTON CONGRESS.

As to the ratification of Washington Congress, and consideration of the various Conventions entered into at Washington but not signed by the Australasian Delegate :

Hon. JOHN GAVAN DUFFY moved,—

“That this Conference recommend to the Governments of Australasia the ratification of the Treaty entered into at Washington, at the last Universal Postal Congress.

“That the Sub-Committee of Permanent Heads be requested to report to the Conference :—
1st. On the several matters left optional by the principal Treaty. 2nd. On the various subsidiary Treaties entered into by some Administrations at Washington, but not signed by the Australasian Delegate.”

It was resolved that the second part of the Motion should be first considered, and the question was put from the Chair,—

“That the Sub-Committee of Permanent Heads be requested to report to the Conference :—
1st. On the several matters left optional by the principal Treaty. 2nd. On the various subsidiary Treaties entered into by some Administrations at Washington, but not signed by the Australasian Delegate.”

Hon. J. R. DICKSON seconded.

After discussion ;

Hon. J. GAVAN DUFFY asked leave to amend his Motion, by adding after the word “Conference,” in the first line, “1st. On the effect of the Australasian Colonies of the proposed reductions, (a) Territorial ; (b) Maritime.”

Leave having been given, the Amendment was agreed to, and the words inserted.

The Motion, as amended, was then put as follows :—

“That the Sub-Committee of Permanent Heads be requested to report to the Conference :—
1st. On the effect to the Australasian Colonies of the proposed reductions, (a) Territorial ; (b) Maritime. 2nd. On the several matters left optional by the principal Treaty. 3rd. On the various subsidiary Treaties entered into by some Administrations at Washington, but not signed by the Australasian Delegate.”

The Motion was agreed to.

Hon. J. GAVAN DUFFY moved,—

“That the first part of the original Motion, That this Conference recommend to the Governments of Australasia the ratification of the Treaty entered into at Washington, at the last Universal Postal Congress, stand an Order of the Day for next day.”

Hon. J. G. JENKINS seconded.

Carried.

REPRESENTATION AT WASHINGTON.

Hon. JOSEPH COOK asked leave to move a Resolution without Notice.

Leave having been given ;

Hon. JOSEPH COOK moved,—

“That this Conference hereby records its appreciation of the zealous and able manner in which the Hon. J. Gavan Duffy, Postmaster-General of Victoria, discharged the duty of representing Australasia at the Washington Postal Convention.”

Hon. J. R. DICKSON seconded.

The Motion was put and carried.

Hon. J. GAVAN DUFFY thanked the Conference for the Motion.

TELEGRAPHIC.

The following Orders were called on and discharged, being made Orders of the Day for next day :—

Subjects referred to Ministers :—

(b) (65.) Alternative Cable Route. (N.S.W. 23.)

(c) (66.) Pacific Cable. (Q. 21.)

(d) (67.) Overland Telegraph Line, South Australia. (Q. 13.)

REPORT OF SUB-COMMITTEE.

The Conference proceeded to consider the Report of the Sub-Committee of Permanent Heads of Departments on questions of detail submitted to them.

The Secretary read the following paragraphs, which were agreed to with slight Amendments. The numbers are those used in the original Memorandum of Subjects to be discussed :—

19

Nos. 3 and 4.—“Adoption of uniform Letter Bills, and furnishing Statistics of Inter-colonial Correspondence.”—“Adoption of uniform Letter Bills for Mails exchanged between (a) the Principal Offices of the Australasian Colonies, and (b) Border Post Offices.”

Recommended, That the Letter Bills as prepared by New South Wales, at the request of previous Conferences, be adopted, and that, during the months of May and November in each year, the number of letters, packets, and newspapers contained in mails be stated on Letter Bills for statistical purposes.

No. 5.—“Australian Mails Way-Bill.”

No report. Can be dealt with departmentally.

No. 6.—“Reply Postage Stamp—(a) Merridew’s Scheme ; (b) Maury’s Scheme.”

It would be impossible to introduce the universal use of the Reply Postage Stamp without interfering more or less with the postal revenue of the countries concerned, and we therefore cannot advise adoption of either scheme.

No. 7.—“The use of the ‘Paid-at’ Stamp on Correspondence on which postage has been paid in cash.”

Recommended, That cash payment be accepted for *all* classes of mail matter over the value of £1, posted at one and the same time, but that the “Paid Stamp” shall indicate the postage paid for each article. The Offices authorised to accept cash payment to be determined by each respective Administration.

No. 8.—“Inland Postage Rates, Local Delivery.”

No report. The Postmaster-General, South Australia, suggests that where 1*d.* postage is introduced it should be restricted to letters posted in a town for delivery in the same town. This system already obtains in Queensland and Tasmania.

Nos. 9 and 10.—“Rates of Postage levied by Fiji on Patterns and Samples and on Newspapers” —“*Re* Berne Bureau questioning the rates charged by the Australasian Colonies on International (a) Patterns, and Samples, and (b) Newspapers.”

As our rates of postage on patterns and samples and newspapers are in strict conformity with Article 5 of the Vienna Convention, and Fiji is charging similar rates, the objections raised by Berne to the rates of Fiji are not supported by the Convention. Should the Berne contention be upheld it would involve the rates in all the Colonies being raised, in the case of packets, from 1*d.* to 1½*d.* for two ounces.

No. 11.—“Samples of Glass, &c.—*vide* London Letter, dated 21st January, 1898.”

Hitherto it has been the practice of the Australasian Colonies to permit “Queen bees, and live but harmless entomological specimens,” as well as glassware—provided such articles be properly and securely packed—to be transmitted by sample post within the Colonies and to any other country or colony where allowed by the local regulations ; but the Colonies have refused to transmit by sample post packets of liquids, oils, fatty substances, dry powders (whether dyes or not). However, from the 1st January, 1899, the transmission of the whole of the above-mentioned articles by sample post will be obligatory between union countries under the Washington Congress.

The London Office has now written to say that the Postmaster-General is willing to allow samples of glass, liquids, greases, and colouring powders (but apparently not live bees) to pass in the mails exchanged between the Australian Colonies and the United Kingdom after the 1st March, 1898, the date from which they will be allowed to pass in the inland postal service of the United Kingdom, and that Office desires to be informed whether the Colonies will agree to such exchange.

The transmission of the articles mentioned will be governed by the provisions of the Postal Union Regulations, and the limits of size and weight will be those already applicable to samples exchanged between the Australian Colonies and the United Kingdom—*viz.*, 2 feet in length by 1 foot in width and depth, and 1 lb. in weight.

As the transmission of the articles referred to by sample post will be compulsory from the 1st January, 1899, there would not seem to be any objection to the exchange with the United Kingdom taking place from the 1st July next.

No. 12.—“The Postage to be charged on obliterated stamps and spent letters.”

Recommended, That obliterated stamps and spent letters be sent at Commercial Paper Rates within the Colonies, subject to usual packet Regulations, but this cannot be done internationally, as the Rules of the Universal Postal Union Convention require letter rate to be paid.

No. 13.—“Bankers' Parcels : need for strictly enforcing Regulations relating thereto.”

We advise that intercolonially the following existing Regulation be in future strictly adhered to :—

Bankers' packets (*i.e.*, packets sent from one bank to another), containing bank-notes, cheques, cheque-books, drafts or orders, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that they contain nothing in the nature of a letter. Though not compulsory, it is strongly recommended that bank-notes should be registered. They must be registered if addressed to another Australian Colony, and cannot be forwarded at packet rates to the United Kingdom, West Australia, New Zealand, or any other country.

Bank passbooks may be sent from or to any bank at packet rates, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that “passbooks” only are being transmitted. Every such packet must be endorsed “Passbook only.”

No. 14.—“The Intercolonial Packet Post to be limited to articles of no commercial or saleable value.”

We consider that the present Regulations which admit of small packets of merchandise not exceeding 1 pound in weight being exchanged with all Colonies except Queensland, at packet rate of 1*d.* per 2 ounces should be adhered to, and, if possible, be extended to Queensland ; that Colony however objects to merchandise being sent by packet post.

A discussion took place on this subject ; the Representatives of New South Wales, Victoria, and South Australia urging the Representative of Queensland to reduce the charges and fall into line with the other Colonies.

Hon. J. R. DICKSON promised to bring the subject under the notice of the Queensland Government.

No. 15.—“Practice of taxing ‘officially’ or ‘compulsorily’ registered International correspondence supposed to contain money or other valuable enclosure.”

The Postal Laws of the Colonies provide for compulsory registration of letters containing valuable enclosures. Under the Universal Postal Union, however, it is not permissible to send coin, bullion, &c., and the principle of compulsory or official registration is not recognised under the Convention. The practice of compulsorily registering letters to Great Britain containing coin or bank notes has, however, been in operation for some time past in most of the Colonies, and, until recently, accepted by the London Post Office. We consider that, in the case of letters containing valuable enclosures posted in the ordinary way, it is more desirable in every respect to send them on charged with registration fee than to send them forward unregistered. We advise that the London Office be communicated with, and invited to accept such correspondence in future as they have done in the past, and collect the registration fee on delivery.

No. 16.—“Proposed Amendment of Article 12 of the Australasian Postal Convention so far as it relates to Travellers' Cards or Circulars.”

Under Article 12 of the Australasian Postal Convention appears the following paragraph :—

“Cards, Travellers' Cards, or Circulars may be sent at Packet rates, and, if necessary, may include a catalogue or list of prices. They may also bear the date and name of the traveller.”

We recommend that the following words be added—“the date of sending and the date of intended visit of the traveller, also the time of departure of train or steamer, and name of letter by which the goods are forwarded.”

No. 17.—“Permission to Commercial Travellers to post letters on trains without affixing Late fee.”

We consider this matter should be left to each Administration to act for itself. It is in operation in Victoria and New South Wales, whilst in Tasmania no Late fees are charged.

No. 18.—“Grocers' Price Lists, Postage on.”

Two newspapers submitted by South Australia, apparently intended as “Grocers' Price Lists,” but some other matter being included in order to induce the Department to pass them as newspapers, it is recommended that one of the publications submitted, namely, “Monthly News,” is within the definition of a newspaper, and can pass through the post as such. The second, “The Household,” does not comply with the Regulations, inasmuch as the full date of publication is not given.

Referred back to the Sub-Committee to be re-formulated.

21

No. 19.—“Proxy Forms or Notices: Postage on.”

We consider that these may pass at Packet rate of postage.

No. 20.—“Circulars' Postage.”

No report.

No. 22.—“Proposal to prohibit the enclosure of articles of a monetary denomination in parcels and packets.”

We think it most undesirable that Postal Notes, Money Orders, and Cheques should be transmitted through the post as packets, or enclosed in packets or parcels, but should be sent separately at the Letter rate of postage. (This of course does not apply to the special concessions in regard to Bankers' parcels.)

No. 23.—“Rates levied by the respective Australasian Colonies on ‘Loose Ship Letters.’”

Recommended, That in the case of loose letters received in one Colony from another by sea, a late fee of 2*d.* each be levied on delivery in addition to the ordinary postage paid upon them, and double the deficiency where the ordinary postage is insufficiently prepaid.

No. 25.—“Transmission of Promissory Notes, Circulars, and other printed matter with Accounts.”

We consider that Promissory Notes signed or unsigned, Circulars, and other printed matter are entitled to be enclosed with Accounts and Packet rates levied on the whole packet.

No. 26.—“Printed communications, as footnotes on Invoices, Accounts, &c.”

We recommend the adoption of the following amended Regulations dealing with Accounts and Invoices:—“Accounts and Invoices, receipted or unreceipted, the remark, “With thanks” will be allowed, but either printed or written communications in the nature of a letter or of the character of actual or personal correspondence, by code or otherwise, are chargeable as letters. Invoices may be receipted, and may advise when or how the goods are forwarded, but may contain no other written matter, nor anything in the nature of actual or personal correspondence by code or otherwise. They may, however, bear the following trade notices, whether printed or impressed with a rubber or other stamp:—“All empties returned must be advised;” “When remitting, please return the statement to be receipted;” “Terms, cash in advance;” “Terms, 2½ per cent. discount for cash;” “This settles your account up to date;” “Cheque will oblige.” Anything, however, of a general character printed in ordinary type may be enclosed with accounts, provided it is not of the nature of a personal correspondence.”

No. 27.—“Redirection Charges.”

We report that all the Colonies, with the exception of Queensland, make no charge for redirection fee. Queensland, under Section 15, Post Office Act, 1891, charges a redirection fee, but this fee is not collected by the other Colonies.

The Representatives of New South Wales, Victoria, and South Australia urged the Representative of Queensland to abandon the fee for re-direction in that Colony, and come into uniformity with other Colonies.

Hon. J. R. DICKSON pointed out that the charge was fixed by Act of Parliament in Queensland, and an amendment of the law would be necessary to effect the desired change. He would make it his duty to represent the matter to the Government of Queensland.

No. 30.—“Applications *re* embossing combined sheet of note-paper and envelope.”

In the opinion of this Committee there is no objection to applications being granted with regard to impressing stamps on the combined sheet of note-paper and envelope, on the following conditions:—

1. Not fewer than 500 envelopes of any one size to be received at any time.
2. Coloured envelopes not to be received for stamping.
3. Envelopes which are too thin to bear the impression of the die not to be received.
4. Envelopes provided by the Post Office Department with the proper stamp thereon to be substituted for any which may be spoiled in the operation of stamping.
5. A charge of 2*s.* per 1000 to be made for stamping.

The present practice in the different Colonies is as follows:—No charge is made in New South Wales and Tasmania, 3*s.* per 1000 is charged in Queensland, 2*s.* in Victoria; South Australia not undertaking the duty at all.

No. 31.—“Counterfeit Postage Stamps—Compliance with Article No. 18, Vienna Convention.”

Under Article 18 of the Vienna Convention the contracting countries undertake to adopt or to propose to their respective Legislatures the necessary measures for punishing the fraudulent

manufacture or use of counterfeit stamps, and we think that it is desirable that the necessary legislation to enable the Colonies to give effect to this Article be obtained as early as possible by those Colonies which do not already possess it.

No. 33.—“Dempsters', Postage on.”

Publication submitted by South Australia. We are of opinion that this publication should pay Packet rate of postage, not being published in book form.

Referred back to Sub-Committee for re-consideration.

No. 35.—“Postal Guides, uniformity.”

We advise that the question be taken up later on if time permits.

No. 36.—“Territorial transit rates charged by one Australian Colony to another such Colony, proposed reduction.”

As the Postmaster-General South Australia has assured this Committee that the present payment on the homeward mails and the payment by Great Britain to South Australia on the outward mails only about covers actual expenses, taking, of course, into account the landing and embarking of mails at Largs Bay, we do not advise that any reduction be made in these rates at present. In connection with this matter, we desire to call attention to the fact that in the new contracts with the P. & O. and Orient Companies, the contractors are required to land and embark the mails at all ports, including Largs Bay; but in the interests of the Colonies it is our opinion that the Adelaide Post Office should still undertake the service of landing and embarking the mails at Largs Bay, as the incoming mails occasionally arrive at such a time as to render it necessary for using the greatest possible expedition in landing the mails, in order that they may reach Adelaide in time for Melbourne express leaving at 4.30.

No. 37.—“Accelerating of train-service with English mails from Brisbane.”

It is admitted that the present railway arrangements are extremely inconvenient to Queensland in regard to the connection of the English mails at Sydney. If any arrangement could be made by which the Commissioners of these two Colonies could arrange for a train to leave Brisbane about 1.30 P.M. on Monday to arrive at Sydney at 5 P.M. next day, this would enable the Queensland public to post up to noon on Monday, instead of the business people having practically to close their correspondence on Saturday evening.

No. 37A.—“Question of special trains in event of mail steamers reaching Largs Bay on Saturdays and Sundays.”

As bearing upon the English Mail Train Service, and considering the likelihood under the present contract of the steamers frequently reaching Largs Bay on Saturday and Sunday, we have considered the question of making some provision for forwarding these mails on to their destination by special trains, and thus avoiding the great delay which would be otherwise unavoidable. A Memorandum showing possibilities in regard to special trains is appended, and we recommend that the questions therein set forth be remitted for the favourable consideration of the Colonies concerned.

Appendix A.

No. 38.—“Australasian Postal Convention.”

We advise that this question be taken up later on if time permits.

No. 40.—“Proposed arrangement for enabling senders of parcels for despatch per Parcels Post to places abroad, to defray all Customs and other charges arising upon such parcels.”

The proposed arrangement is explained in the subjoined letter from the London Post Office, 12 March, 1897 :—

“I am directed by the Postmaster-General to enquire whether your office would be disposed to take part in an arrangement, which is under consideration here, for enabling the senders of parcels sent abroad by Parcel Post to defray all the charges arising upon them, that is to say, not merely the postage, but also the Customs and other charges, which have now to be paid by the addressees on delivery. Such an arrangement is in operation in connection with the Parcel Post between several of the countries of the Postal Union, and is said to work well. The procedure is as follows :—

“A person wishing to relieve his correspondent of all charge in respect of a parcel, endorses it ‘to be delivered free of all charge,’ signs a declaration that he will pay the amount due as soon as it is ascertained, and, if required, pays a deposit. A form, similar to the one annexed, is then made out and accompanies the parcel to the office of exchange of the country of destination, where the parcel is examined, and the charges are assessed. The amount is entered on the form, and claimed on a parcel bill, to which the form is attached as a voucher. The form is then sent back to the office of posting, where a settlement is come to with the sender. The parcel is, of course, delivered free.

“In this country it is proposed to charge for the facility a fee of 6d. per parcel.

“If your office, with the consent of the Government, is of opinion that the proposed arrangement might with advantage be adopted, you will no doubt be good enough to inform me to that effect. A date can then subsequently be fixed by mutual consent for bringing it into operation.”

We recommend that the suggestion of London should be approved, provided that the fee, in addition to the postage, instead of being 6d., be 1s., to be equally divided between the United Kingdom and the Colony interested.

No. 41.—“Customs Declarations on Parcel Post Packages.”

We recommend that the Regulation of the London Post Office, as under, with reference to valuation of Parcel Post Packets be adopted, viz. :—

CUSTOMS DECLARATION AND DESPATCH NOTE.

“Parcels are subject to Customs Regulations, and the sender of each parcel is required to make, for Customs purposes, upon a special form or forms, which can be obtained at any Post Office, an accurate statement of the nature and value of the contents and other particulars. *Undervaluing the contents, or failure to describe them fully, may result in seizure of the parcels.* The net weight or quantity of the various articles contained in a parcel should, if possible, be stated, and any other particulars which would facilitate the assessment of Customs Duty—such as, in the case of clothing, the material of which it is composed, and whether it is new or has been worn. In the case of articles returned to the country where they originated the fact should be stated.”

No. 42.—“Proposed ‘Express Delivery’ of Parcels and Postal Packets exchanged between the United Kingdom and the Australasian Colonies.”

By circular letter dated the 20th April, 1897, the London Office wrote to the respective Australasian Postal Administrations, bringing under notice the system of delivering ordinary *postal packets* by *express* messenger, stating that the system had worked well in the United Kingdom, and was about to be extended to international *parcels*.

The London Office suggests that, if the Colonies are now able to undertake express delivery, it should *apply to parcels as well as to other postal packets*, but, if the Colonies be still unable to arrange for the delivery by special messenger of postal packets received from places abroad, they may desire to give senders in the Colonies the opportunity of securing the express delivery of correspondence forwarded by them to the United Kingdom. If so, the London Office is prepared to deliver specially all ordinary postal packets as well as parcels marked “express,” received in the mails from the Colonies. The express fee on *ordinary postal packets*, at the rate of 3d. per mile, cannot be prepaid, but will be collected on delivery, while, *in the case of parcels* for “express” delivery, a special fee of 5d. each parcel should be collected from the sender, and credited to the Imperial Post Office on the parcel bill.

We consider that the requisite facilities for the establishment of the system do not exist here; there is no demand for its establishment; there are objections to its *partial* introduction (*i.e.*, that it should apply *only* to parcels from Australia); the express fees chargeable even under the favourable circumstances of a large traffic would not be remunerative; and the proposal that the Colonies should undertake the collection of fees on behalf of the United Kingdom, and undertake the task of specially treating all such parcels without any remuneration, is considered inequitable.

Under the circumstances we think it undesirable that the proposal should be acceded to.

The Conference, at 1 o'clock, adjourned until 4 o'clock.

AFTERNOON SITTING.

The President took the Chair at 4 P.M.

The Conference further considered the Report of Sub-Committee of Permanent Heads. The following recommendations were agreed to :—

No. 43.—“France—Parcel Post Convention.”

We recommend that, although Queensland is not at present prepared to join the Parcel Post Convention with France, except on certain conditions, the remaining colonies adopt it as soon as possible.

No. 44.—“Establishment of direct exchange of Parcels between the Australian Colonies and Cape Colony, and other South African States and Colonies.”

We have carefully revised the Draft Parcel Post Convention, and append the same, as altered, which we advise be forwarded to Cape Colony for approval. It is recommended that Tasmania be requested to act as intermediary in forwarding or distributing parcels passing through its office to and from the Cape without charging territorial or extra sea transit rates, the Australian Colonies being regarded as out-territory for parcel post purposes.

CONVENTION.

His Excellency the Governor of the Colony of the Cape of Good Hope, and His Excellency the Governor of the Colony of _____, being desirous of promoting greater facilities than at present exist for the exchange of parcels between the Colony of _____ and the Colony of the Cape of Good Hope, have agreed, on behalf of their respective Governments, to the following Articles:—

ARTICLE 1.

The parcel post between the Colony of _____ and the Colony of the Cape of Good Hope, shall come into operation on the First day of _____, one thousand eight hundred and ninety _____.

ARTICLE 2.

There shall be a regular exchange of parcels between the Colony of _____ and the Colony of the Cape of Good Hope, and other South African States and Colonies served through the Cape Colony, which shall be effected by means of the ordinary postal service between _____ and the Cape Colony.

ARTICLE 3.

All parcel mails shall be made up on, and forwarded direct to, such offices of exchange as may be mutually agreed upon.

ARTICLE 4.

In the event of its being necessary to provide receptacles for the exchange of parcels under this Convention, the cost of such receptacles shall be equally shared between the post offices of _____ and the Cape Colony.

ARTICLE 5.

A parcel must not exceed three feet six inches in length, nor six feet in girth and length combined.

ARTICLE 6.

The maximum weight of a parcel must not for the present exceed eleven pounds avoirdupois, and the scale of weight shall advance by even pounds, beginning with the first pound.

ARTICLE 7.

Postage for the conveyance of a parcel from the place of posting to the place of destination must be prepaid by means of postage stamps.

Parcels not fully prepaid and posted out of course, the senders of which are not known, may be forwarded, charged double the deficiency, entry to be made in "Rates prepaid" column as if fully prepaid, and the amount of tax and fine to be entered in column "Accrued charges due to country of despatch."

ARTICLE 8.

Parcels of the following description must not be accepted for transmission by parcel post:—

(a) Parcels which bear on the outside any writing or drawing of an indecent or offensive nature, or within which any contents of a like nature may be observed, and parcels containing parts of the vine, fruit, plants, cuttings, bulbs, or roots, (unless accompanied by a special declaration that no phylloxera exists or has existed in them); gunpowder, cartridges, lucifer matches, or anything explosive or liable to sudden combustion; bladders containing liquid; live animals; grossly offensive or filthy matter; and anything in a condition likely to injure other parcels or any officer of the post office, are prohibited.

Should any such parcel as is described above be tendered for posting at any post office it must be refused, or, if detected in transit, it must be detained, and the sender communicated with. If this cannot be done, the Postmaster must report the circumstance to the chief office of the Colony in which the irregularity is detected, stating the address of the parcel, the number of the Letter Bill or Parcel Bill on which it is entered, the office from which it was received, its supposed contents, and request instructions.

If, however, such a parcel should contain perishable matter which has become offensive, the Postmaster may use his own discretion if the immediate destruction of the parcel be imperative.

(b) Parcels containing game, meat, eggs, &c., or razors, scissors, needles, knives, forks, or other sharp instruments, must not be accepted unless securely packed, so as to guard against risk or injury to other parcels. Liquids, or semi-liquids, such as jellies, pickles, paint, varnish, &c., must not be accepted unless in bottles or cans securely stoppered, nor powders, unless so packed that they cannot escape in transmission. Bottles or glass in any form must be accepted only when so packed as to be secure from breakage.

If a parcel of this nature be tendered at any post office in a damaged or insecure condition, or in a condition likely to injure other parcels or any officer of the post office, it must be refused; if a parcel in such condition should be observed in transit it must, if possible, be made secure and sent forward; if it cannot be so secured it must be detained, and a report must be made to the Chief Officer of the Colony in which the irregularity is detected, as in the case of forbidden articles (paragraph 8A).

(c) No parcel containing diamonds, specie, bullion, gold (in dust or nuggets), or ostrich feathers, must under any circumstances be accepted for transmission by Parcel Post, but these articles may, as heretofore, be sent through the post at the letter rate of postage, if duly registered.

ARTICLE 9.

The postage on parcels posted in _____ and addressed to the Cape Colony, and on parcels posted in the Cape Colony and addressed to _____ shall be at the rates specified in Schedule "A" to this Convention.

ARTICLE 10.

No parcel may contain a letter or other postal packet intended for delivery to a person other than the addressee of the parcel.

If such a letter or postal packet be discovered in a parcel it must be sent forward charged with postage at the unpaid rate applicable to such letter or postal packet.

25

ARTICLE 11.

No parcel may contain other parcels intended for delivery at any address other than that borne by the parcel itself. If such enclosed parcels be detected they will be withdrawn and sent forward, charged with new and distinct Parcel Post rates.

ARTICLE 12.

Each parcel must be plainly directed, such direction setting forth the name and full address of the person for whom the parcel is intended.

ARTICLE 13.

The sender should write the words "Parcel Post" on the address side of the cover, as well as his name and address at the date of posting.

ARTICLE 14.

All parcels must be securely and substantially packed and closed by the sender, and, in those cases where seals are necessary, the wax must be of a quality to resist any heat to which it may be subjected during transit.

ARTICLE 15.

All parcels must have attached to them a Custom House Declaration form, similar to that set forth in Annexure "C" to this Convention, which must give an accurate statement of the contents and value of the parcel, the name of the place to which it is addressed, and the sender of the parcel must affix his signature and place of abode to the form, together with the date on which the parcel was posted. This form must, after being affixed to the parcel in such a manner as to be readily seen by the Custom House officers, be impressed with the dated stamp of the office at which the parcel is posted.

ARTICLE 16.

In the event of the declaration being found incorrect in any particular, the parcel will be liable to seizure by the Customs Department.

ARTICLE 17.

We advise that the form of Parcel Bill to be adopted should be similar to that in use between the Colonies and the United Kingdom.

ARTICLE 18.

All such Parcel Bills shall be made out in triplicate, and be disposed of in the following manner:— One copy to be retained by the office of exchange of the Colony of despatch, and two copies to accompany the mail to the office of exchange of the Colony of destination.

The Parcel Bills shall be numbered consecutively, commencing with No. 1, on the 1st of January in each year; and each entry in the Bill shall be numbered consecutively, commencing with No. 1. The number of the Bill and entry shall be entered on the corresponding parcel, for the purpose of identification.

ARTICLE 19.

All parcels exchanged under the provisions of this Convention shall, for the time being, be chargeable with such Custom dues as may be leviable under the laws of the Colony of destination.

ARTICLE 20.

We advise that this Article be excised, as not applicable to the Australasian Colonies.

ARTICLE 21.

The despatch of every separate parcel mail shall be advised on the ordinary Letter Bill of the mail with which the parcel mail is sent.

ARTICLE 22.

All errors which may be discovered on receipt of the mails at the office of exchange of the Colony of destination shall, after verification by a second officer, be reported to the Postmaster-General of the Colony of despatch.

ARTICLE 23.

If a parcel advised on a Parcel Bill be not received, the entry on the Parcel Bill shall, after the non-receipt has been verified by a second officer, be cancelled, and the error reported at once to the Postmaster-General of the country in which the error is discovered.

ARTICLE 24.

Should a parcel be received in a damaged or imperfect condition, full particulars must be reported, without delay, to the Postmaster-General of the Colony in which the damage is observed.

ARTICLE 25.

All errors and irregularities in connection with the exchange of parcel mails shall be reported by the one Colony to the other, on the form of Verification Certificate set forth in Annexure "E" to this Convention.

ARTICLE 26.

If no Verification Certificate be received, a Parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE 27.

The postage levied under Table I of the Convention shall be divided between the Colonies of origin and destination in the proportions set forth in Schedule B, Tables 1 and 2.

The despatching Colony retaining the sea rate of 2*d.* per lb.

26

ARTICLE 28.

At the close of each quarter the Postmaster-General of the Cape Colony shall prepare a general account between the two Colonies, on a form similar to that set forth in Annexure "F" to this Convention, which shall be supported, so far as the entries of parcels are concerned, by a statement on the form set forth in Annexure "G" to this Convention, of the proportions of postage to be credited to South Australia and the Cape Colony respectively on parcels exchanged, and also the proportion of postage on parcels redirected in both directions, the entries being supported by the necessary vouchers in detail.

ARTICLE 29.

Immediately on receipt of the General Account referred to in the foregoing Article, the Postmaster-General of the Cape Colony shall cause it to be examined, and shall, as soon as possible thereafter, forward to the Postmaster-General of the Cape Colony through the Agents-General for the respective Colonies in London, or otherwise as may from time to time be determined, a remittance for the amount of the balance thereof, if in favour of the Cape Colony, and in the event of the balance of the account being in favour of the Cape Colony, the Postmaster-General of the Cape Colony shall forward with the account a certificate for the amount of such balance, which shall be payable on presentation by the Agent-General of the Cape Colony in London, or shall otherwise cause an adjustment of the balance due to be effected as may be determined by mutual agreement between the two Departments: provided always that the balance to be so adjusted shall in either case exceed the sum of £100, and that a remittance on account shall be similarly effected by either Department in advance of the quarterly account, at the end of every month in which it is ascertained that the indebtedness to the other Department exceeds £100. In the event of the balance on the quarterly account not being in excess of £100, the amount thereof shall be carried forward to the next account.

ARTICLE 30.

Any parcel which may be redirected shall be subject to a redirection charge equal to the original postage, and the credits shall be apportioned in all respects as if the parcel had originated in the ordinary course in the Colony from which the parcel is redirected.

ARTICLE 31.

Parcels which may from any cause remain undelivered after the lapse of a period of six months from the date of posting shall be returned for disposal to the Superintendent of the Office of Exchange in the Colony in which they were posted; but such parcels shall give rise to no charge and to no account.

ARTICLE 32.

Parcels missent shall be returned to the Office of Exchange in the Colony of Despatch by the earliest possible opportunity.

ARTICLE 33.

Government parcels must be paid for as ordinary parcels, and will be liable to be charged for redirection, and they will be subject in all respects to the same rules, as regards dimensions, weight and contents, as ordinary parcels.

ARTICLE 34.

The Post Office Department of either of the Colonies parties to this Convention will not be responsible for the loss or damage of any parcels, and no indemnity can consequently be claimed by the sender or addressee of either Colony.

ARTICLE 35.

Except as otherwise provided in this Convention, all parcels passing between the Cape Colony and the Cape Colony shall be subject to the general Regulations of the Postal Department of those Colonies respectively.

ARTICLE 36.

Subject to the general provisions of this Convention, parcels may be exchanged through the intermediary of the Offices of Exchange of the countries parties to this Convention, between either of such countries and any other country with which a direct exchange of parcels shall have been arranged by either of the contracting countries; and there shall be paid by the country of origin to the postal administration of the country of transit the credits specified in Article 27 of this Convention, and any "Forward Postage" which may be payable for the conveyance of such parcels beyond the country of transit to the place of destination.

ARTICLE 37.

All parcels sent from the Colony of the Cape Colony to Colonies or States served in transit through the Cape Colony must be entered separately from parcels addressed to the Cape Colony on the form set forth in Annexure "D" to this Convention.

ARTICLE 38.

This Convention is entered in between the respective Governments of the Colony of the Cape of Good Hope and the Colony of the Cape Colony from the date hereinbefore mentioned, and shall remain in force until it shall be necessary to be modified in consequence of the Cape Colony subscribing to the Parcel Post Convention signed at Paris on the 3rd of November, 1880, or otherwise as may be found expedient.

27

SCHEDULE A.

TABLE I.

POSTAGE TARIFF on Parcels originating in the Colony of and addressed to the Cape Colony and other States and Colonies in South Africa served in transit through the Cape Colony.

Country of Origin.	Country of Destination.	Rate of Postage per lb. or fraction thereof.
	Cape Colony	s. d. 1 0
	British Bechuanaland	1 3
	Orange Free State	1 3
	South African Republic	1 3
	British Bechuanaland Protectorate	2 10
	Mashonaland	2 10

TABLE II.

POSTAGE TARIFF on Parcels addressed to the Colony of and originating in the Cape Colony and other States and Colonies in South Africa served in transit through the Cape Colony.

Country of Origin.	Country of Destination.	Rate of Postage per lb. or fraction thereof.
Cape Colony		s. d. 1 0
British Bechuanaland		1 3
Orange Free State		1 3
South African Republic		1 3
British Bechuanaland Protectorate		2 10
Mashonaland		2 10

No. 45.—“Revision of Parcel Post Rates to India and the East, Ceylon to act as intermediary.”

No report.

No. 46.—“Proposed introduction of System of Insurance on Postal Parcels.”

We recommend that the system of insurance on parcels be agreed to inland, intercolonially, and with the United Kingdom, and that the following be the rates charged:—

	Not exceeding £10.	Each additional £10 to £50.	Maximum Charge.
Inland	4d.	2d.	1s.
Intercolonial	5d.	2½d.	1s. 3d.
United Kingdom	6d.	3d.	1s. 6d.

But we advise that the credit to be allowed by the despatching office be the same in both directions, that is, Great Britain to credit the Colonies on the “outward” parcels with an equal amount to that credited by the Colonies on the “homeward” parcels, and the same principle should apply intercolonially. Queensland and Tasmania consent to this, so far as absolute loss is concerned, but not to insurance against damage.

No. 47.—“Articles having a saleable value received by Packet Post to be transferred to Inland Parcel Post.”

No report on this matter. It applies to Queensland only.

Nos. 48 and 49.—“Adjustment of Postage on Intercolonial Parcels posted out of course and received in the Colony of destination by other than Parcel Post.”—“Mode of charging and accounting for irregularly-posted Parcels.”

In the case of parcels sent out of course (*i.e.*, articles despatched from one colony as packets, &c. but regarded in the colony of destination as *parcels*), we advise that double the amount of deficiency at parcel rate be collected on delivery.

Nos. 50 and 51.—“Discontinuance of Registration of Parcels in New South Wales.”—“Intercolonial Charges for Certificates of posting of Parcels.”

We recommend that certificates of posting of parcels be given at a charge of 3*d.*, the one certificate to include as many parcels as the sender may choose to enter upon the list, and for an additional 2½*d.* for each parcel an acknowledgment of receipt by addressee will be obtained and forwarded to the sender by post.

No. 52.—“Apportionment of Intercolonial Parcel Postage equally between the Colony of origin and Colony of delivery.”

We recommend that the present division of postage on parcels posted intercolonially be maintained—despatching Colony 5*d.* ; receiving Colony 3*d.* : Queensland dissenting.

Nos. 53 and 54.—“Claim of London Office to be credited with 1*d.* per lb. for sea transit from Australia to England on parcels sent to Foreign Countries *viâ* the United Kingdom.”—“Apportionment of postage on parcels exchanged with Foreign Countries through the intermediary of the United Kingdom.”

In 1896, at the suggestion of the London Office, it was agreed that the postage on parcels exchanged between the United Kingdom and the Australian Colonies should be reduced *from* 1*s.* 6*d.* for the first 2 pounds or fraction, and 9*d.* for each additional pound, *to* 1*s.* for the first pound or fraction, and 6*d.* for each additional pound.

The proposal for such reduction of postage was first made in 1894, but the apportionment of postage then suggested by the London Office was considered to be unfair to the Colonies, and it was not until after the exchange of considerable correspondence on the subject between the London and Colonial Offices that the former office agreed in 1896 that the postage should be apportioned as under on parcels forwarded in both directions ; *viz.* :—

Colonial share—First pound, 7*d.* ; each additional pound, 3*d.*
Imperial „ „ „ 5*d.* ; „ „ „ 3*d.*

(NOTE.—Owing to the heavy expense incurred by the Colonies in initiating the Parcel Post System in 1886, the London Office agreed to allow them the larger share of the postage, and the Colonial share is still 2*d.* more on each parcel than that received by the United Kingdom.)

Subsequently to the above-mentioned division of postage being agreed upon, the London Office, in a circular letter dated the 30th December, 1896, suggested that the Australian Colonies should accept the *same* credit on parcels sent from Foreign Countries to Australia *viâ* England as on those sent direct from the United Kingdom to Australia, *viz.*, 7*d.* for the first pound, and 3*d.* for each additional pound, *in lieu* of the credits then received, *viz.*, 9*d.* up to two pounds, 2*s.* 3*d.* between two pounds and seven pounds, 3*s.* 9*d.* between seven pounds and eleven pounds. This suggestion, although entailing a loss on the Colonies, was adopted for the sake of uniformity.

On the 18th June, 1897, the London Post Office wrote to the Adelaide Office intimating that it would be necessary for the Australian Post Offices to credit the Imperial Post Office with 1*d.* per pound rate (for sea postage from Australia to London), in addition to the onward postage from England, on all parcels which they might send to other countries *viâ* the United Kingdom, after the 31st July, 1897. In a reply, forwarded from New South Wales to London (dated 14th September, 1897), attention was drawn to the particulars stated above, and that office was reminded that *at the present time no special payment is made to the Orient and P. & O. Companies for the sea transit of parcels* (those Companies having since the 1st February, 1896, abandoned the special charges made up to that date for such transit) ; and it was pointed out that *subsidies now allowed cover payment for the conveyance of all mail-matter (including parcels), and the Australian Colonies, as joint parties with the United Kingdom to the contracts with the Companies named, are entitled to the full benefit of the altered arrangement.* It was therefore intimated that, under the circumstances, it was thought that the demand made was unreasonable, and that the London Office was not justified in making a special levy on the Australian Colonies with respect to the sea conveyance of parcels any more than it would be in acting similarly with regard to ordinary correspondence (letters, &c.) ; and it was added, in conclusion, that as the Colonies had reduced the postages on parcels to and *viâ* the United Kingdom, on the understanding that they were to receive certain credits, it would now be necessary, in order to comply with the request made, either to submit to a loss of revenue, or to increase the postage rates on the parcels. Victoria and South Australia also objected to compliance with the request made.

The London Office, under date the 5th November, 1897, replied, expressing regret that the proposal of that office was considered by Australia to be unreasonable, and asking for a re-consideration of the matter.

It is thought that the particulars furnished the London Office sufficiently demonstrated the unreasonableness of the request made by that office. The discussion on the subject seems to have arisen because of an apparent misapprehension on the part of the London Office, which appears to think that some particular portion of the Colonial share of postage on parcels exchanged with the United Kingdom is allocated for the sea service; but such is not the case, and it must be obvious that (the Orient and P. and O. Companies having two years since abandoned their special charges for the sea transit of parcels) there is no need to allocate any portion of the postage receipts to cover charges which no longer exist.

The London Office has not made, *nor is it entitled to make, any claim for the sea transit of parcels sent from the Colonies addressed to the United Kingdom*, and, as the arrangement made is that the Colonies are to receive the *same share of postage* on parcels exchanged with foreign countries *viâ* the United Kingdom as on parcels exchanged direct with the United Kingdom, and in view of the other strong reasons herein given, it seems sufficiently clear that the London Office has no good claim to the credit asked for; *and it is still thought that the request made should not be acceded to.*

To sum up the matter, on parcels for Foreign Countries *viâ* the United Kingdom, the London Office receives *its full share of postage at the rates agreed upon, in addition to the onward postage from the United Kingdom to destination*, and it would seem clear that the London Office has no good claim for any further payment.

Were the claim of the London Office admitted, the *Colonies* would receive (after the first lb.) only 2d. per lb., whilst the United Kingdom would receive 4d. per lb., instead of each receiving as at present, 3d. per lb.

We recommend that the foregoing statement be communicated to the London Post Office, Queensland dissenting, that Colony having already made the necessary charge on parcels in order to meet London demands.

No. 55.—“The practicability or otherwise of introducing the ‘Value payable,’ or ‘Cash’ on delivery of Parcels System into the Australasian Colonies.”

It is thought that there would be strong protests from country storekeepers and others were this system introduced; indeed, when the parcel post was brought into operation there were numerous complaints that people in the country found it cheaper to obtain their goods from the city by parcel post than to (as formerly) patronise their local storekeepers, who suffered in consequence. Were the “value payable,” post inaugurated, it is obvious that the grievance would be intensified. Moreover, were the system to apply, as in India, only between Money Order Offices, it would not be available for use by people in remote districts, by whom it would be most appreciated. Under these circumstances it is thought that it would not be desirable at the present time to bring the system mentioned into operation in the Australasian Colonies.

No. 56.—“Rates of Commission on Money Orders from the Australasian Colonies to the United Kingdom, Cape Colony, &c.”

We recommend that the rates of commission charged on Money Orders for the United Kingdom, British Possessions, and Foreign Countries, in all the Colonies as in New South Wales and Queensland, be 6d. for each pound or fraction of a pound.

No. 57.—“Reduction in rate of commission to paying country on Money Orders exchanged between Australasian Colonies and Singapore.”

The rate of commission has now been reduced from one per cent. to half of one per cent. by all the Colonies.

No. 58.—“Treatment of Money Order Advices missent to other Colonies.”

We advise that in the event of Money Order Advice being inadvertently sent to the wrong Colony, that Colony should forward the Advice without delay to the Head Office of the Colony on which the Money Order was drawn, so that the payee may at once receive payment; at the same time, the issuing Colony should be informed of the action taken and requested to deduct the amount of such Advice from the next Account.

No. 59.—“Practice of forwarding Money Order Advices, with and without lists, between Colonies.”

We advise that Tasmania correspond by letter with the Colonies concerned.

No. 60.—“Telegraph Money Orders to New Zealand and Tasmania.”—“Omission of signature from Advices, and Cable Company’s charges.”

At the 1896 (Sydney) Conference, the following recommendation by Permanent Heads of Departments was adopted, viz.:—“We recommend that the proposal of New Zealand to introduce the Telegraph Money Order system between that Colony and Australia and Tasmania be agreed to. Our experience of the system which is now in force between the Australian

Colonies and Tasmania does not lead us to anticipate that any serious risk would be incurred by extending it to New Zealand. We advise that the usual Money Order Commissions be charged, plus the cost of a ten-word telegraph message to the paying office, and another to the payee."

The system was brought into operation in July, 1897, and, in the Regulations adopted, it was provided that *one* message would "be sufficient for any number of Orders from the same remitter to the same payee, provided the numbers are continuous."

However, on the 21st December, 1897, Mr. Warren, of the Eastern Extension Telegraph Company, wrote, intimating that, from the 1st January, 1898, "*only one Money Order will be accepted at the single rate, every additional Order embodied in the same message to be charged as an extra message,*" and also suggesting that a considerable reduction in the average number of words in a message would be made were the signatures to Telegraph Money Order Advices omitted. On the recommendation of the Controller, it was decided by *New South Wales* to "agree to dispense with the transmission of the Postmaster's name and designation to all telegraphic advices to *New Zealand*, as it is of no use to the paying office."

However, in the Regulations subsequently prepared on the subject, it was provided that "in advising the remittance of money by telegram to *either New Zealand or Tasmania*, the Postmaster or other official will not give his name or official designation, but simply the name of the office at which the order is issued."

The *Tasmanian Postal Authorities* apparently were not consulted respecting the above-mentioned altered arrangement, and on receipt of an unsigned telegraph money order advice from the Postmaster, Oxford-street, made enquiry in the matter. A memorandum in reply seems to have been sent from the Money Order Office, to which the *Hobart Office* replied that "*Telegraph Money Order advices unsigned will not be recognised by this Colony (Tasmania).*" Hobart was thereupon informed that "signatures of Postmasters dispensed with in accordance with arrangement with Cable Company."

A letter, dated the 16th February, 1898, has since come to hand from *Tasmania*, intimating that with regard to the signatures of telegraphic advices being abolished altogether, the question will be placed before the Honorable the Postmaster-General on his return to the Colony, and his decision made known to you.

By letter, dated the 19th February, Mr. Warren intimated that "*on and after the 1st March, 1898, the New Zealand cable rate for official Telegraph Money Order Advices will be two shillings and sixpence, instead of two shillings, as at present,*" also that "*additional orders may be included in one telegram at the minimum rate of two shillings and sixpence.*" In reply to an enquiry from the Sydney Office, Mr. Warren stated that the above rates will not apply to *Tasmanian Money Order* cable business.

The points for consideration seem to be the *adoption of a uniform practice on the part of the whole of the Australasian Colonies respecting the signing or otherwise of Telegraph Money Order Advices to New Zealand and Tasmania respectively.*

New Zealand has intimated that the Postal Department of that Colony is unable to dispense with the issuing officer's signature; whilst *Tasmania* has notified the Sydney Office that unsigned Telegraph Money Order Advices will not be recognised by that Colony.

We are of opinion that the practice of wiring the Postmaster's signature is a safeguard. We also consider that *the simplest way of adjusting the charges with the Cable Company would be to pay them their proper tariff of 2s. in the case of New Zealand, and 1s. in the case of Tasmania, for the first 10 words, and 3d. and 1d. each additional word contained in the messages transmitted over the New Zealand and Tasmanian cable lines respectively, the sender, of course, being charged the full rates as given in the Postal Guide.*

No. 61.—"Exchange of Money Orders with Japan."

The Hong Kong Office having intimated that they can no longer act as intermediary in connection with the exchange of Money Orders between Australia and Japan, we advise that a joint Convention be entered into with that country.

Nos. 62 and 63.—"Suggested discontinuance of the issue of Duplicate Postal Notes and the payment of the face value of postage stamps affixed to Postal Notes."—"Duplicate Postal Notes."

We advise that a duplicate of any postal note be not issued unless on absolute proof of the destruction of the original note, and then only after the expiration of six months from the date of issue, the extra poundage rate to be charged on such duplicate; and that the existing regulation which permits of postage stamps being affixed to postal notes to the extent of 5d. be rescinded. (Referred back to Sub-Committee for further report).

No. 64.—"Exchange of Postal Notes between Australasia and the United Kingdom."

At the 1892 (Hobart) Conference it was decided to invite the London Office "to adopt an exchange of postal notes with the Australasian Colonies on the same lines as those now existing between some of the Colonies." At the 1893 (Brisbane) Conference the Permanent Heads reported that "the London Office having absolutely refused to exchange postal notes with

31

Australia, we have no recommendation to make." At the 1894 (New Zealand) Conference the Permanent Heads reported that "as no new circumstances have arisen since the Brisbane Conference, we do not think that this matter should be reconsidered at present;" and, again, at the 1895 (Hobart) Conference it was reported that "the London Office was communicated with, but declined to exchange postal notes on account of the great risk." It appears from enquiry made by the Deputy Postmaster-General of New South Wales, when in London last year, that that office is quite firm in its opposition to the exchange of postal notes between the Australian Colonies and the United Kingdom. In the first place there is the old objection, namely, the difficulty of guarding against forgery and fraud, and of providing for the payment of these notes at the 12,000 offices in the United Kingdom, many of these being held, as in our case, by storekeepers who could not distinguish between a postal note issued at one country or another country, or whether it was a forgery. A further objection is that the balance—always an uncertain one—would be against the United Kingdom, that is to say, that more postal notes would be issued in the Colonies upon Great Britain than in Great Britain upon the Colonies.

It was suggested that the case might be met by adopting a similar course to that in the case of India, that is, let the Colonies purchase a quantity of British Postal Notes, paying of course cash for them, and also paying the commission. The London Office has no objection to our selling these notes in the Colonies, charging of course our commission in addition to the British commission. Should this be done they would agree to date the currency of the notes only from the date of our postmark, and not from the date of purchase from the London Office.

It is stated that experience has shown that there is very little demand for these notes in India. We consider that all the requirements of the public in the way of remitting small sums of money have been met in most of the Colonies by the reduction in the charge on Money Orders for sums not exceeding £1, from 1s. to 6d.

No. 69.—"Berne's Circular *re* tabulated Telegraph Routes, and method of indicating such Routes."

We consider this does not affect the Colonies to any great extent, and it is therefore recommended that no action be taken.

No. 70.—"Fire Alarms."

We have no report to make.

No. 71.—"Sunday Telegraph Rates to Tasmania."

We recommend that Tasmania adopt the Sunday rates on telegrams charged in the other Colonies.

ADJOURNMENT.

At 5.10 P.M. the Conference adjourned until 10 A.M. next day.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

SATURDAY, 2ND APRIL, 1898.

The President, Hon. Sir Philip Fysh, K.C.M.G., took the Chair at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

New South Wales : The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M. Inst. C.E., M.I.E.E., Chief Electrician and
Engineer-in-Chief Telegraph Department.

Victoria : The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
F. L. OUTTRIM, Esq., Deputy Postmaster-General, Secretary to Postal
Department, and Superintendent of Telegraphs.

South Australia : Hon. J. G. JENKINS, M.P., Commissioner of Public Works.
Sir CHARLES TODD, K.C.M.G., Postmaster-General.

Queensland : The Hon. J. R. DICKSON, C.M.G., M.L.A., Home Secretary and
Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph
Department and Superintendent of Telegraphs.
JOHN HESKETH, Esq., Electrical Engineer.

Tasmania : The Hon. Sir PHILIP FYSH, K.C.M.G., M.H.A., Treasurer and
Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.

PAPERS.

Hon. J. G. JENKINS tabled Postal and Telegraphic Statistics of South Australia for 1897.
 Hon. J. GAVAN DUFFY tabled Telegraphic Statistics for Victoria, 1897.

TELEGRAPHIC.

Hon. J. GAVAN DUFFY moved,—

That the following stand Orders of the Day for Monday :—

- (b) (65.) Alternative Cable Route. (N.S.W. 23.)
- (c) (66.) Pacific Cable. (Q. 21.)
- (d) (67.) Overland Telegraph Line, South Australia. (Q. 13.)

Hon. J. G. JENKINS seconded.

Carried.

NOTICE OF MOTION.

Hon. J. G. JENKINS gave notice to move on Monday, 4th April,—

“That this Conference recommends to the Governments of Australasia that no alteration in International Postal or Telegraphic Rates be made without the Colony proposing to make such alterations advising the other Colonies, and endeavouring to arrange for uniformity of action.”

REPORT OF SUB-COMMITTEE.

The Conference further considered the Report of the Sub-Committee of Permanent Heads on the subjects submitted to them :—

Nos. 72, 73, and 81.—“Intercolonial Telegraph Rates.”—“Resolution of Conference Chambers of Commerce *re* Intercolonial Telegraph Charges.”—“Reduction of the New South Wales-Queensland Telegraph Rates, and alteration in mode of charging on Inland and Intercolonial Telegrams.”

The question of reducing the rates—2s. for the first 10 words, and 2d. each additional word—on telegrams between New South Wales and Queensland, has been under consideration on several occasions.

In 1885, a proposal was made to Queensland that the rates be reduced to those then, and now, existing between New South Wales and Victoria, viz., 1s. for the first 10 words, and 2d. for each additional word. A reply was received that, having regard to the long distances over which telegrams pass in Queensland, the Government of that Colony was not then disposed to make any reduction in the charges levied. In 1887 the attention of Queensland was again drawn to the matter, but a reply was received to the effect that, for the reasons already given, the Government of that Colony was “still unable to meet the wishes of the Government of New South Wales with regard to the proposed reduction.”

At a Conference held at Adelaide in 1890, a Resolution was agreed to, of which the following is an extract, viz. :—

“That between any two contiguous Colonies, 1s. shall be the initial charge for 12 words, and 1½d. for each additional word ; names and addresses to be paid for.”

Owing to some of the Colonies not taking the necessary action, this Resolution was not given effect to, nor was a somewhat similar Resolution making the charge “between any two contiguous Colonies 1s. for 15 words, and 1½d. for each additional word, names and addresses to be paid for,” which was adopted at a Conference held at Sydney, 1891. A Resolution, similar in terms to the latter, was submitted for consideration at the 1892 (Hobart) Conference, but was rejected.

In 1896 the Chambers of Commerce in Sydney, Melbourne, and Adelaide wrote to the New South Wales, Victorian, and South Australian Post and Telegraph Administrations, asking for the reduction of the Intercolonial telegraph rates. The Sydney Chamber of Commerce asked that, after the first ten words, the charge on messages between New South Wales and Victoria be reduced from 2d. to 1d. per word. The Melbourne Chamber of Commerce made a similar request with respect to messages from Victoria to New South Wales, besides asking that consideration be given to the existing rates on messages between Victoria and South Australia. The Adelaide Chamber of Commerce also asked for a reduction.

The matter was considered at the 1896 (Sydney) Conference, when the Permanent Heads reported as follows :—

“We refrain from making any recommendation. We would, however, suggest for the consideration of Ministers that, in the event of an alteration of the rates being made, it should be *on the basis of the International principle of counting addresses and signatures*, as recommended at the Conferences held at Adelaide and Sydney in 1890 and 1891 respectively.”

In December, 1897, the Brisbane office opened up a correspondence with the Sydney office on the question of reducing the rates on telegrams to and from New South Wales and Queensland. The proposal of Queensland was to charge 1s. for 12 words, including address and signature, and 1½d. for each additional word. To this proposal New South Wales could not agree,

because of the anomaly which would be created, and owing to it being thought that the charges on messages between New South Wales and Victoria, and New South Wales and Queensland, should be as nearly uniform as possible, whereas were the Queensland proposal adopted the following would be the position :—

New South Wales to Queensland.—1s. for the first 12 words (at least six of which would be address and signature), and 1½d. for each additional word.

New South Wales to Victoria.—1s. for the first 10 words (exclusive of address and signature), and 2d. for each additional word.

Queensland was informed that if it would agree to the addresses being sent free, and to charge 1s. for the first 10 words and 2d. for each additional word, New South Wales would be prepared to consider the matter. The question still remained unsettled, but, in a letter explaining the reasons which guided Queensland in making the above-mentioned proposal, the Brisbane Office states that "*it has been recognised in all European Administrations, and confirmed by the International Bureau (see Rule 19, &c.), that the words in addresses and signatures should be counted,*" and that "*the Australian Colonies appear to be the only Administrations which do not observe this rule.*"

In a letter dated 11th August, 1897, the Adelaide Office drew attention to the fact that "a general reduction of telegraph rates, local and intercolonial, is again being urged in several of the Colonies," and stated that "our rates compare very favourably with those obtaining in Europe." That office also stated that the Queensland Postmaster-General is anxious that some re-arrangement should be arrived at, but he considered—

1. That no Colony should take separate action.
2. That any change should include the charging for addresses and signatures.
3. That the rates internally should be uniform throughout the Colonies, if this can possibly be arrived at, but in any intercolonial case rates should be uniform.

The whole subject has to be considered at the present Conference, the points for consideration being—

1. The charges on messages to and from New South Wales and Queensland.
2. The adoption of uniform rates between contiguous Colonies.
3. The adoption of uniform rates between Colonies not contiguous to one another, as between Queensland and South Australia, New South Wales and Western Australia, &c.
4. The advisability or otherwise of charging for addresses and signatures, or signatures alone.
5. The adoption of uniform charges for inland messages.

We are still of opinion that any re-arrangement of charges should be on the basis of charging for every word, whether in addresses or text. This is the International principle. We would also respectfully point out that the present rates appear very reasonable when the great distances covered, and the small population, are taken into consideration. They compare very favourably with those obtaining in Europe, as the following table will show :—

	Minimum Charge.		Rate per Word.		Distance about	
	d.		d.		Miles.	
Between London and Paris.....	10		2		287	
" " Madrid.....	10		4		1195	
" " Antwerp.....	10		2		270	
" " Berlin.....	10		2		746	
" " Vienna.....	10		3		980	
" " Hamburg.....	10		2		657	
" " St. Petersburg.....	10		5½		1774	

Names and Addresses being counted.

With a view, if possible, to effect some reduction, we suggest the following Tariff for consideration :—

	Queensland.		New South Wales.		Victoria.		South Australia.		West Australia.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Queensland.....	...	...	1 6	0 2	2 3	0 3	2 3	0 3	3 0	0 4
New South Wales.....	1 6	0 2	...	...	1 0	0 2	1 6	0 2	2 3	0 3
Victoria.....	2 3	0 3	1 0	0 2	...	...	1 6	0 2	2 3	0 3
South Australia.....	2 3	0 3	1 6	0 2	1 6	0 2	...	...	1 6	0 2
West Australia.....	3 0	0 4	2 3	0 3	2 3	0 3	1 6	0 2	...	...
Tasmania.....	In proportion, plus cable rate									

The Address and Signature, to the number of twelve words, to be sent free.

In this table the first amount indicates the rate for the first ten words, exclusive of names and addresses, the second amount indicates the rate for every succeeding word.

Hon. J. R. DICKSON moved,—

“That this recommendation be considered in Committee.”

Hon. J. G. JENKINS seconded.

Carried.

The PRESIDENT left the Chair, and the Conference went into Committee accordingly.

After some time spent therein,

Hon. JOSEPH COOK moved,—

“That this Conference regrets that, owing to the financial loss involved, the question of a general reduction in the prices of Intercolonial Telegrams must stand over for the present, and make no suggestion on the question of the limitation of addresses.”

Hon. J. G. JENKINS seconded the Motion, which was agreed to.

The Conference resumed, and the PRESIDENT reported the Motion.

Hon. J. GAVAN DUFFY moved,—

“That the following words be added to the Resolution reported from the Committee of the Whole Conference—‘but it is suggested that the Governments of New South Wales and Queensland arrange between themselves as to rates and limitations of words in addresses.’”

Hon. J. G. JENKINS seconded the Motion, which was carried.

The PRESIDENT put the question,—

“That the Report of the Committee of the Whole Conference, as amended, be agreed to.”

Carried.

Hon. J. R. DICKSON moved,—

“That any re-arrangement of charges should be on the basis of either charging for every word, whether in addresses or text, such being the international principle, or, of allowing the address and signature to the number of twelve words to be sent free.”

The Motion was not seconded.

Hon. J. GAVAN DUFFY moved,—

“That it is desirable the Motion of Hon. J. R. DICKSON be recorded in the Minutes of Proceedings.”

Hon. J. G. JENKINS seconded the Motion, which was carried.

The Sub-Committee reported :—

No. 76.—“Share-dealing.”

We are unable to deal with this matter. It refers to traffic in shares by telegraph employees, and should, we respectfully suggest, be dealt with by the respective Governments.

Hon. J. GAVAN DUFFY moved,—

“That, in the opinion of this Conference, telegraphic employees should be absolutely prevented from speculating in shares.”

Hon. J. G. JENKINS seconded.

After discussion the Motion was agreed to.

The following recommendations of the Sub-Committee were agreed to without Amendment :—

No. 77.—“Share Telegrams between Stock Exchanges.

We are of opinion that telegrams giving share quotations and passing between stock exchanges should not be accepted at press rates, but be charged as ordinary telegrams.

No. 79.—“*Re* word ‘care.’ being inserted in Address of Message.”

We recommend that when an International telegram is addressed to the care of a person who has registered an abbreviated or code address, his name or registered address must be preceded by the word “care.” When such word is omitted the omission should involve a non-delivery, and the sender be obliged to correct the address by a paid service, as provided for in the International Regulations.

No. 83.—“Proposed omission of the word ‘to’ from before addresses on telegrams.”

We are of opinion that it is unnecessary to signal the word “to” before the addresses on telegrams.

No. 84.—“Charges for certified copies of telegrams and search fees.”

We recommend that a certified copy of any Inland or Intercolonial message be supplied to the sender or addressee, or their authorised representative, upon proof of identity and full particulars being furnished, together with the payment of a fee of 1s. ; but where such particulars are not supplied the fee will be 2s. 6d.

35

No. 86.—“Consideration of Berne’s Circular Letter, August 3rd, 1897.”

This letter relates to contradictory articles in the Buda-Pesth Convention pointed out by Austria. No report is thought to be necessary, as the matter can be dealt with departmentally.

No. 89.—“Urgent Telegrams, distinctive coloured forms.”

This is a matter which can be dealt with departmentally.

No. 91.—“Typewriters for Telegrams.”

This matter can be dealt with departmentally.

No. 93.—“Proposal that Australasian Telegraph Administrations undertake for a fee the ‘coding’ of International Messages, as is now done by Reuter’s Agency.”

We are of opinion that the time is not yet ripe for the consideration of this question.

Nos. 94, 95, 96, and 97.—“Adoption of Uniform Charges and Regulations with respect to International Code Addresses.”—“Surnames as Code Addresses.”—“Code Addresses, registration of.”

We recommend that the fee for registration of code addresses be 10s. 6d. for the year, or 2s. 6d. for one month, for each address registered. We also recommend that the attention of the Australasian Administrations be drawn to the Resolution passed at the Conference at Sydney in November, 1896, with the request that it be complied with in future. The following is the Resolution referred to :—“(1.) That code addresses be not adopted intercolonially, except in the case of Tasmania and New Zealand, which for this purpose are international. (2.) That in connection with International Messages, code surnames be not accepted.”

Nos. 98, 99, 100.—“Telegraph Regulations.”—“Telephone Regulations.”—“Private Telephone Line.”

No report. We advise that these questions be taken up later on if time permits.

No. 101.—“Free transmissions of Telegrams on Postal Service over New Zealand and Bass Straits Cables.”

We recommend that this matter be dealt with departmentally.

No. 103.—“Regulations regarding Uniforms of Letter Carriers and Messengers.”

We recommend that this matter be dealt with departmentally.

No. 104.—“Holidays, Christmas and Good Friday.”

We recommend that this matter be dealt with departmentally.

No. 105.—“Free transmission of instructions respecting delivery of Telegrams.”

We recommend that office instructions, such as “By post,” “Porterage paid,” or “guaranteed,” be charged for, the same as “Reply paid.”

The following Reports on subjects which had been referred back to the Sub-Committee were also agreed to :—

No. 62.—“Suggested discontinuance of the issue of Duplicate Postal Notes and the Payment of the Face Value of Postage Stamps affixed to Postal Notes.”

We advise that a Duplicate Postal Note may be issued on satisfactory evidence of the destruction of the original, or, in the case of its loss, on the expiration of six months from the date of such original note. No note shall be paid after the expiration of six months from the date of issue without reference to the Head Office of the Colony of issue, in order to ascertain whether the original has been paid.

No. 39.—“Ratification of Washington Congress, and consideration of the various Conventions entered into at Washington but not signed by the Australasian Delegate.”

We see no objection to the ratification by the Australasian Administrations of the Postal Union Convention as agreed to at Washington.

The most important question, so far as Australasia is concerned, is the reduction of the territorial and sea transits; but we find that these reductions will, if anything, be in our favour, especially as, owing to the new arrangements in connection with the P. & O. and Orient contracts, the transit rates payable by non-contracting countries and colonies will, instead of being retained by Great Britain in one direction and the Colonies in the other, be placed to the credit of the subsidy, and the balance divided between Great Britain and the Colonies in the proportion of $\frac{19}{24}$ to Great Britain and $\frac{5}{24}$ to the Colonies,

With reference to the subsidiary Treaties referred to in the Hon. Mr. Duffy's Motion, time has not permitted of a careful examination of the untranslated Book of Proceedings recently received from Washington, but we understand that these Treaties do not materially, if at all, affect the Australasian Colonies.

With regard to the *optional provisions of the Washington Principal Convention*, we report as follows :—

1. *Article 6.*—The *registration fee* is fixed at “25 centimes, ($2\frac{1}{2}d.$) at most,” but, under Article 2 of the Final Protocol, “it is agreed that the States outside Europe are authorised to maintain the maximum at 50 centimes ($5d.$).” Under these circumstances *the Colonies need not alter their present charge for registration*, which is ($3d.$), and we advise accordingly.

2. *Article 7.*—Administrations agreeing thereto may exchange *registered correspondence marked with trade charges*, up to 1000 francs (£40) to be collected on delivery ; the proceeds (less charges of collections, &c.), to be remitted to the senders of such correspondence.

The Colonies decided in 1892 not to adopt the system, and again at the present Conference.

3. *Article 8.*—This provides for the payment of an *indemnity* of 50 francs (£2) “*in case of the loss of a registered article and except in cases beyond control*,” but under Article 3 of the Final Protocol, “it is agreed, as a temporary measure, that Administrations of Countries outside Europe whose legislation is at present opposed to the principle of responsibility, retain the option of postponing the application of that principle until they shall have been able to obtain from the Legislature authority to introduce it.

We recommend the adoption of this provision, and that it be extended inland and intercolonially from 1st January next.

4. *Article 9.*—Where the legislation of a country permits, the sender of a letter or other article can have it *withdrawn from the post*, or have its address altered, so long as such article has not been delivered to the addressee.

No objection to this, it being our present practice.

5. *Article 13.*—In countries which consent to undertake the service in their reciprocal relations a system may be adopted under which, at the request of the senders, and on their paying in advance a sum of $3d.$ for each article, all classes of correspondence are sent to the addressees by a *special messenger* immediately on arrival in the country of destination.

We do not recommend this system, as it is not practicable in sparsely populated districts.

6. *Regulation 6.*—It will be necessary for the Colonies to consider whether they are in a position to make up their postage stamps in the stipulated colours :—

$2\frac{1}{2}d.$ in dark blue,
 $1d.$ in red,
 $\frac{1}{2}d.$ in green.

We see no objection.

7. *Regulation 11.*—Administrations, whose Inland Regulations do not admit of the use of *labels (R)* in connection with registered articles, may postpone their introduction, and continue to use *stamps* for the indication of registered articles.

The present practice is to mark registered letters with a blue or red cross, and impressed with the letter “R,” which we find answers every purpose, and we advise its continuance.

Nos. 74, 85.—“Mode of counting and charging Telegrams. Disputes with the public as to what are Cipher Words. (Orders for parts of Machinery).” “*Re numbers as well as words appearing in Telegrams.*”

We recommend that figures be not allowed in the text of Inland or Intercolonial messages, but that amounts or numbers be written and signalled in words only. Isolated letters or groups of letters having no connective meaning shall be charged as one word for each letter.

Nos. 75, 78.—“System of counting words in Inland and Intercolonial Ordinary Telegrams.” “Counting double names in Telegrams.”

We suggest that these matters be referred to a Sub-Committee, to consist of Sir Chas. Todd, Mr. P. B. Walker, Mr. John Hesketh, and Mr. Geo. Smibert, to be settled by correspondence.

No. 80.—“Suggested abolition of additional charge on cipher words contained in Inland and Intercolonial telegrams.”

With reference to the extra rate now levied on cipher words, we recommend that no extra rate be charged on any English Dictionary word containing not more than 15 letters. The above is intended to apply to both Inland and Intercolonial telegrams.

No. 82.—“Intercolonial Telegraph Repeats.”

It is desirable that the practice of the Colonies should be uniform in dealing with the question of repeats, and it is recommended that the Resolution, No. 43, of the Brisbane Conference, March, 1893, be adhered to. The Resolution in question is as follows :—

The receiver of a message may have the whole or part of it repeated on payment of the cost of the telegram demanding the repetition, and of the reply to the same.

The sender can also have the whole or any portion of his message repeated on payment of the cost of the telegram he forwards and of the reply.

The demand for the repetition must be made within seventy-two hours after receipt or despatch of the telegram, and should be written in the following manner :—

“Sydney from Brisbane” (these words are not charged for).

“R.P.4” (representing reply paid, four words).

“Twenty-sixth” (date of message to be repeated); “Brown” (receiver’s name);

“Repeat first, fourth, ninth” (meaning words of the text of the telegram to be repeated); or,

“Twenty-sixth”; “Brown” (repeat word or words); “after”

The reply will be worded as follows :—

“Brisbane to Sydney,” (these words are not charged for).

“Brown” (words repeated).

No. 90.—“Question of issuing vouchers with ‘Reply Paid’ telegrams in terms of paragraph 1, clause 51, of Buda-Pesth Telegraph Service Regulations.”

We advise that the voucher system be adopted, and that the New Zealand form be accepted as pattern.

[SEE OTHER SIDE.

PREPAID REPLY FORM.

NEW ZEALAND POST OFFICE TELEGRAPHS.

A. P. Code : Handed in (Time) : No. of Message :

Office of } Origin : }	Words.	Sent.	Office Stamp.
Instructions :		At	m.
	Excess Charge.	To	
		By	

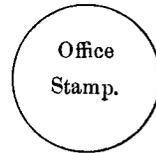
STAMPS IN PAYMENT OF EXCESS CHARGE (IF ANY) MUST BE AFFIXED HERE BY THE SENDER.

No. of Message

This Telegram is presented for Transmission by the undersigned, subject to the authorised conditions.

A. P. R.

TO }



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No. 171A.

N.B.—Office of origin to be inserted after signature, and Telegraphed.

[ON BACK.

Stamp of Issuing Office.

REPLY VOUCHER.—A sum of having been deposited for

a reply of words (addresses included) to a telegram handed in at

timed, addressed to, this form

will be accepted within six weeks of the date of its issue at any Postal Telegraph Office in payment

or part payment, as the case may be, of a telegram.

Signature of Issuing Officer:

N.B.—If this form be not used, or if it be used for a telegram the charge for which is less than the amount deposited, the whole of the amount deposited, or the difference, as the case may be, will be returned on application being made to the Controller, G.P.O., Wellington, within six weeks of the date of issue. After that interval no application for the return of the amount will be entertained.

No. 92.—“Code Vocabulary. Points submitted by Berne Telegraph Bureau for consideration.”

We suggest that this matter be referred to a Sub-Committee, to consist of Sir Charles Todd, Mr. P. B. Walker, Mr. John Hesketh, and Mr. George Smibert, to be settled by correspondence.

The following is our Report on additional matters remitted to us by the Honorable the Ministers :—

No. 68.—“Cable Subsidies and Guarantees, time of year closing.”

We recommend that this matter be referred to the Postmaster-General, South Australia, to arrange, if possible with the Eastern Extension Telegraph Company that the year close on the 31st December.

No. 87.—“The question of abolishing the system of ‘Urgent’ Intercolonial Telegrams, or of overcoming the delays to which ordinary Telegrams are subjected in Colonies in which such system is in operation.”

We recommend that the system of urgent telegrams be discontinued with regard to International Messages.

No. 88.—“Urgent Telegrams with West Australia.”

It is suggested that this Question be withdrawn, as it is disposed of by the recommendation of No. 87.

No. 102.—“Establishment of Telephonic communication between the Capital Cities of the Australian Continent.”

In 1896 several letters were received by the Sydney Office from Mr. Jules Renard, respecting the establishment of Telephonic communication between the capital cities of the Australian Continent (Adelaide, Melbourne, Sydney, Brisbane), it being pointed out that such a system of communication existed between Brussels and Paris; Paris, Lyons, and Marseilles (537 miles); Chicago and New York (1500 miles); as well as in other places. It was represented that the line from Adelaide to Brisbane could be constructed for a sum not exceeding £40,000. The Sydney Chamber of Commerce also wrote, enclosing a copy of a letter received by that body from Mr. Renard, and suggested that the subject might be considered at the next Intercolonial Postal Conference.

NOTE.—
Chicago to
New York
1000 miles.

The matter received attention at the 1896 (Sydney) Conference, when the following Report of Permanent Heads was adopted; viz. :—

“This is a matter that requires careful consideration. The first cost would be more than double Mr. Renard’s estimates for connecting Brisbane, Sydney, Melbourne, and Adelaide, and the charge that would have to be made for conversation would be so large as to be almost prohibitory. The population of the Colonies is not sufficiently developed to enable an expensive work of this nature to be carried out so as to be remunerative at a reasonable charge to the public. The line from Sydney to Brisbane alone would cost £41,750, or, presuming that the existing poles could be used (which is impracticable), the estimate might be reduced to £24,250. Even making no allowance for maintenance of the line or for working expenses, the interest and sinking fund on a fifteen years’ purchase is 10 per cent. of the capital cost (really £9 12s. 8d. per cent.) Therefore, for a line to be justifiable, a revenue of £4175 will require to be guaranteed on the Brisbane and Sydney line alone. It must also be borne in mind that telephonic communication between the capital cities of Australia would materially interfere with the telegraph revenue. We are therefore not prepared to recommend Mr. Renard’s proposal for favourable consideration.”

Mr. Renard subsequently wrote, stating that the line from Sydney to Brisbane would not cost more than one-half the sum named in the above-quoted Report, and that, taking the largest diameter of wire for the through line from Adelaide to Brisbane (1800 miles), the total cost would not exceed £100,000, including new poles.

In June, 1897, the Sydney Chamber of Commerce forwarded to the New South Wales Postal Department a copy of the following Resolution, adopted at a Conference of Chambers of Commerce of Australasia held at Sydney in May, 1897, viz. :—

“*Long distance Telephony.*—That it is desirable that telephonic communication be established between the various Capitals and leading Towns of Australia as early as possible.”

In forwarding this Resolution, a hope was expressed that, as early as possible, enquiry would be made into the prospects of such an undertaking being a commercial success.

We are still of the opinion that there is not sufficient justification at the present time for the adoption of any scheme of Trunk Telephone Lines between the capital cities of the Australian Colonies. The reasons for our arriving at this decision are as follow :—

The present lines of poles are not able to carry the telephone wires in some cases, and, therefore, new poles would require to be erected in these places. The cost of construction would

be still further increased by the necessity for using very heavy copper wires, and of re-arranging the present wires so as to avoid interference.

Experience indicates that the use of Telephone Trunk Lines would interfere with the Telegraphic Revenue. The extent of this interference depends upon the amount and nature of the business and tariffs.

The centres of Australia are far apart and comparatively sparsely populated. We are, therefore, of the opinion that the circumstances of the Colony, its population, &c., do not justify us in recommending the adoption of any comprehensive scheme at present.

We are, however, of opinion that the steps at present being taken by the various Colonies are in a direction which will eventually lead to the desired end. In all the principal Colonies trunk lines of moderate length are being introduced. Those in New South Wales and Queensland lead in the direction of the respective borders. As experience gained on them is found to justify it, the various Colonies will doubtless still further extend these lines until at last they meet.

Meantime, we recommend that the different Colonies be desired to furnish a statement of the Telephone Trunk Lines in use or contemplated, together with particulars of the cost, effect on revenue, and any other information of interest on the subject.

After discussion the recommendations were agreed to.

POSTAL.

Ratification of Washington Congress, and consideration of the various Conventions entered into at Washington but not signed by the Australasian Delegate. (Vic. 1.)

Hon. JOHN GAVAN DUFFY moved:—

“That this Conference recommend to the Governments of Australasia the ratification of the Treaty entered into at Washington at the last Universal Postal Congress.”

Hon. J. G. JENKINS seconded the Motion, which was carried.

ADJOURNMENT.

Motion put and carried,—

“That the Conference, at its rising, adjourn until Monday, 4th April, at 10:30 A.M.”

At 11:52 the Conference adjourned accordingly.

P. O. FYSH, *President.*

THOS. C. JUST, *Secretary.*

LEGISLATIVE COUNCIL CHAMBER, HOBART.

MONDAY, 4TH APRIL, 1898.

The President, Hon. Sir Philip Fysh, K.C.M.G., took the Chair at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

- New South Wales:* The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M. Inst. C.E., M.I.E.E., Chief Electrician and Engineer-in-Chief Telegraph Department.
- Victoria:* The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
F. L. OUTTRIM, Esq., Deputy Postmaster-General, Secretary to Postal Department, and Superintendent of Telegraphs.
- South Australia:* Hon. J. G. JENKINS, M.P., Commissioner of Public Works.
Sir CHARLES TODD, K.C.M.G., M.A.F.R.S., Postmaster-General.
- Queensland:* The Hon. J. R. DICKSON, C.M.G., M.L.A., Home Secretary and Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department, and Superintendent of Telegraphs.
JOHN HESKETH, Esq., Electrical Engineer.
- Tasmania:* The Hon. Sir PHILIP FYSH, K.C.M.G., M.H.A., Treasurer and Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.

CANADIAN POSTAGE RATES.

The PRÉSIDENT reported that he had received a telegram from the Postmaster-General of Canada in reply to a Telegram forwarded from the Conference.

Ordered to be considered at a later hour.

REPORT OF SUB-COMMITTEE.

The Conference further considered the Report of the Sub-Committee of Permanent Heads of Departments on questions submitted to them.

No. 18.—“ Grocers' Price Lists, Postage on.”

Two articles were submitted by South Australia with a view to obtaining an opinion generally as to whether those and publications of a like character should be considered as newspapers. We are of opinion that one of the articles is inadmissible as a newspaper, but only for the reason that it is not fully dated as the Regulations require, and that the second one is entitled to pass as a newspaper.

Agreed to.

No. 33.—“ Postage on certain class of Publication.”

A publication is submitted by South Australia with a view to conferring as to whether publications of that class should be treated as packets or books. We are of opinion that, not being published in book form, they should be charged at Packet rate of postage.

Agreed to.

Question put, and passed—

“ That the Report of the Sub-Committee of Permanent Heads of Departments, as amended, be now approved.”

POSTAL AND TELEGRAPHIC RATES.

Hon. J. G. JENKINS moved,—

“ That this Conference recommends to the Governments of Australasia that no alteration in International Postal or Telegraphic Rates be made without the Colony proposing to make such alterations advising the other Colonies and endeavouring to arrange for uniformity of action.”

Hon. JOHN GAVAN DUFFY seconded. Carried.

CANADIAN POSTAGE RATES.

The following Telegrams were read :—

Hobart, 1st April, 1898.

The Hon. the Postmaster-General, Ottawa, Canada.

I AM directed by the Australian Postal Conference, sitting at Hobart, to enquire if it is intended to carry out the proposed reduction of postage from 5 cents to 3 cents, and to inform you of the objection of Australia to concur in the proposition.

P. O. FYSH, *Chairman.*

Reply.

Ottawa, 2nd April, 1898.

Hon. P. O. FYSH, Chairman.

Postal Conference, Hobart.

CANADA would welcome Inter-imperial uniform reduced preferential postal rates, but if that plan not approved of, hopes she may be allowed at her own expense to reduce her outgoing letter rate to all parts of Empire, conceding like freedom of action to all other portions of Empire. Having regard to Canada's geographical and commercial position, existing postal rates constitute serious grievance. Meantime Canada has suspended all action pending approaching Postal Conference at London.

WILLIAM MULLOCH, *Postmaster-General.*

Hon. JOHN GAVAN DUFFY moved,—

“ That the Conference go into Committee of the whole, to consider the Telegram from the Hon. Postmaster-General of Canada.”

Hon. J. R. DICKSON seconded.

Carried.

The Conference went into Committee accordingly.

After some time spent therein ;

The Conference resumed, and the President reported the following Resolution :—

“ That the various Agents-General, Delegates to the Postal Conference in London, be instructed to oppose the proposal to reduce the rate of postage to all parts of the British

Empire from $2\frac{1}{2}d.$ per $\frac{1}{2}$ oz. to $2d.$, and also the Canadian proposal to reduce her outgoing rate from 5 cents. per $\frac{1}{2}$ oz. to 3 cents. per oz., for the following reasons:—

1. The present rate is not an unreasonably high one, having in view the large cost to the Colonies involved in the maintenance of the present means of Postal communication with the various portions of the Empire.
2. Because of the anomaly which would be created by carrying letters 14,000 miles for the same rate as now charged for delivery within the limits of the Town where posted.

Regarding the proposal of Canada to reduce her outgoing postage, this Conference is strongly of opinion that no reduction should take place which would be a departure from the present uniform rate, for the following reason, *inter alia*, at present a charge of $2d.$ per half-ounce is made in Australia for the carriage of letters to however small a distance, while the Canadian proposal would involve the carrying of her letters over the same routes at a greatly reduced cost. This would, in the opinion of the Conference, lead to confusion and dissatisfaction.

Hon. JOSEPH COOK moved that the Resolution be agreed to.

Hon. J. GAVAN DUFFY seconded.

Carried.

Hon. J. GAVAN DUFFY moved,—

“That the following reply be forwarded to the Hon. Postmaster-General of Canada:—

‘It is satisfactory to learn that your contemplated reduction of Postal rates is suspended pending London Conference.’”

Hon. JOSEPH COOK seconded.

Carried.

Hon. J. G. JENKINS moved,—

“That a copy of the Resolution passed by the Conference be forwarded to the Premiers of each of the Colonies.”

Hon. J. GAVAN DUFFY seconded.

Carried.

At 12.50 the Conference adjourned until afternoon.

AFTERNOON SITTING.

The President took the Chair at 4.30 o'clock.

TELEGRAPHIC.—ALTERNATIVE CABLE ROUTE.

Hon. JOSEPH COOK moved for leave to move a Motion without notice.

This being granted;

Hon. JOSEPH COOK moved,—

“That, in the absence of any satisfactory proposal from the Eastern Extension Telegraph Company, and of any proposal at all except on the basis of an alternative cable *viâ* Africa, this Conference is unable to make any fresh arrangement with that Company.”

Hon. JOHN GAVAN DUFFY seconded.

After discussion,

The Motion was agreed to.

PACIFIC CABLE.

Hon. J. R. DICKSON obtained leave to propose a Motion without Notice, and moved,—

“That this Conference re-affirms the opinion that, in the interests of Australasia the Pacific Cable project should be consummated as speedily as practicable, and that the Governments of the various Australasian Colonies be requested to represent to the Imperial and Dominion Governments the foregoing opinion, together with the proposal of the Premiers as agreed to at their recent Conference held in Melbourne, viz.,—that if Great Britain and Canada would each contribute one third of the cost, the Colonies would be prepared to contribute the remaining third.”

Hon. J. GAVAN DUFFY seconded, and the Motion was carried.

OVERLAND TELEGRAPH LINES.

Hon. J. R. DICKSON moved,—

“That the question in reference to the overland Telegraph Lines between South Australia and Queensland be referred to the Governments of those Colonies.”

Hon. J. GAVAN DUFFY seconded.

After discussion,

The Motion was carried.

Hon. JOSEPH COOK, by leave, moved,—

“That this Conference has heard with satisfaction from the Representative of South Australia of the intention of the Government to take immediate steps for the improvement of the overland Telegraph Line, and urges him to impress upon his Government to lose no time in effecting the improvements suggested, and hopes the Western Australian Government will take similar steps with regard to their overland line.”

Hon. J. GAVAN DUFFY seconded the Motion, which was carried.

THANKS.

Hon. JOSEPH COOK moved a vote of thanks to the Hon. Sir Philip Fysh for the able manner in which he had presided over the proceedings of the Conference, and for the generous hospitality and kindness which he had extended to the Delegates.

Hon. J. G. JENKINS seconded the Motion, which was supported by Hon. J. Gavan Duffy and Hon. J. R. Dickson, and unanimously carried.

Hon. the PRESIDENT returned thanks for the compliment paid him, and expressed his pleasure at the opportunity of meeting the Ministers and Heads of Departments from the other Colonies.

Hon. JOSEPH COOK moved a vote of thanks to the Secretary, Mr. T. C. Just, for the able manner in which he had performed his duties as Secretary.

Hon. J. R. DICKSON seconded, and Hon. J. Gavan Duffy supported the Motion, which was carried unanimously.

Mr. JUST acknowledged the compliment.

Hon. JOSEPH COOK proposed a vote of thanks to the representatives of the Press, for the excellent and accurate reports which they had given of the proceedings of the Conference. He also moved that thanks be given to Mr. H. V. Bayly, Head of the Postal Department of Tasmania, for his courtesy and attention to the Delegates.

Hon. J. G. JENKINS seconded, and Hons. J. Gavan Duffy and J. R. Dickson supported the Motion, which was put and carried.

At 6.10 the Conference adjourned *sine die*.

P. O. FYSH, *President*.

THOS. C. JUST, *Secretary*.

AMENDMENTS OF POSTAL UNION CONVENTION, AND DETAILED REGULATIONS.

Washington Congress, 1897.

AMENDMENTS, &c. IN THE PRINCIPAL CONVENTION.

NOTE.—The country named in the margin designates the author of the amendment.

Articles 1, 2, 3.

Nil.

Article 4.

For Sea transits—

- (a) To the territorial transit rates if the voyage does not exceed 300 nautical miles. Nevertheless, the sea transit upon a voyage not exceeding 300 nautical miles is gratuitous if the Administration interested receives already on account of mails or correspondence conveyed the remuneration applicable to the territorial transit.
- (b) To 5 francs per kilogramme of letters and post-cards, and to 50 centimes per kilogramme of other articles for the exchanges effected upon a transit exceeding 300 nautical miles between European countries, between Europe and the Ports of Africa and Asia situated upon the Mediterranean Sea and the Black Sea, or from one to other of these ports, and between Europe and North America. The same rates are applicable to the transits assured throughout the Union between two ports of one state as well as between the ports of two states connected by the same line of vessels when the sea voyage does not exceed 1500 nautical miles.
- (c) To 15 francs per kilogramme of letters and post-cards, and to 1 franc per kilogramme of other articles for all transits not included in paragraphs *a* and *b*. In the case of sea transits effected by two or more Administrations the total cost of transit may not exceed 15 francs per kilogramme of letters and post-cards, and 1 franc per kilogramme of other articles. These costs are in such cases divided between the Administrations participating in the transport in proportion to the distance traversed, without prejudice to other arrangements which may exist between the parties interested.

Sec. 3,
Sub-sec. 2.
Adopted on
the recom-
mendation
of the sub-
committee.

The transit rates specified in the present Articles do not apply to the transits effected by services dependent on Administrations foreign to the Union, nor to transits within the Union by means of extraordinary services specially established or maintained by one Administration either in the interests or upon the request of one or several Administrations. The conditions of the latter class of transits are governed by common consent between the Administrations concerned. In addition, wherever the transit, territorial as well as nautical, is at present gratuitous or subject to more advantageous conditions, the present system is maintained.

Sec. 4.

It is, nevertheless, understood—

- (1.) That the territorial transit rates will be reduced as follows :—
- By 5 per cent. during the first two years of application of the present Convention.
 „ 10 „ during the two years following.
 „ 15 „ thereafter.
- (2.) That the countries whose receipts and expenditure in connection with the territorial transits do not together exceed the sum of 5000 francs per annum, and whose expenditure exceeds their receipts for this transit, are exonerated from all payments on this account.
- (3.) That the sea transit rate of 15 francs per kilogramme of letters and post-cards provided in Sub-section (c), Clause 3 preceding, will be reduced as follows :—
- To 14 francs during the first two years of the application of the present Convention,
 To 12 francs during the two years following.
 To 10 francs thereafter.

Sec. 5.

- Sec. 6. The expenses of transit are borne by the Administration of the country of origin.
- Sec. 7. The general accounting for these charges is effected under the conditions determined by the regulation of execution provided for in Article 20 hereafter.
- Sec. 8. *The Official Correspondence mentioned in Clause 2, Article 11.*—The reply halves of double post-cards returned to country of origin ; articles re-directed or missent ; undelivered articles ; acknowledgments of delivery ; Money Orders and all other documents relating to the Postal Service, are exempt from all charges for territorial or sea transit.

Article 5.

- Sec. 1,
Sub-sec. 2. For post-cards *in the case of prepayment*—To 10 centimes for single cards, or for each of the two halves of the reply card, and *to double that amount in the contrary case.*

(NOTE.—Unpaid or insufficiently paid cards were previously treated as unpaid or insufficiently prepaid letters.)

Add the paragraph :—

- Sec. 2,
Sub-sec. 2.
France. “When the postage of the single post-card includes one or other of the surcharges authorised by the two preceding paragraphs, the same postage is applicable to each half of the reply post-cards.”

- Sec. 5.
Bosnia-Herzegovina, Great Britain, Servia, and Switzerland. Substitute 350 grammes for 250 grammes maximum weight, and strike out all words after “diameter.”

Article 6.

- Sec. 3.
France. Substitute the words “at the time of posting” for “in advance,” and add to the section, “The same fee may be applied to requests for information as to the disposal of registered articles made subsequent to the posting if the sender has not already paid the special fee to obtain an acknowledgment of delivery.”

Article 7.

Add the following paragraph :—

- Sec. 1. “The maximum amount for trade charges is fixed at 1000 francs per packet, or the equivalent of that sum in the currency of the country of destination. It is optional with each Administration to decrease the maximum to 500 francs per packet, or to the equivalent of that sum in its monetary system.”

- Sec. 2.
Sweden. In the absence of other arrangements between the countries interested, the amount collected from the addressees, &c., &c., and add the following :—“The amount of a Money Order for trade charges being unclaimed, remains at the disposal of the Administration of the country of origin of the article marked with trade charges.”

- Sec. 3.
New France. The loss of a registered article marked with trade charges entails upon the Postal Service the responsibility fixed by Article 8 for registered articles. After delivery of the article the Administration of the country of destination is responsible for the amount of the trade charges, and must, in the event of application, be able to account to the sender of the packet for the sum collected, less the commission and charges provided by Clause 2.

Article 8.

- Sec. 2.
New Russia. Countries willing to accept the risks arising from cases beyond control are authorised to levy on that account a fee not exceeding 25 centimes for each registered article.

Add the following paragraph :—

- Sec. 3.
(2. Vienna.)
Russia. “In the event of the loss of a registered article sent by another country, under circumstances beyond control, upon the territory or in the service of a country willing to accept the risks mentioned in the preceding Section, the country in which the loss occurs is responsible to the office of origin, provided the latter, on its side, accepts the risks in circumstances beyond control with regard to its senders.

- Sec. 5.
(4. Vienna.) The payment of the indemnity by the despatching office must be effected as soon as possible and, at the latest, within a year of the date of application. The office responsible is bound to refund without delay to the despatching office the amount of the indemnity paid by the latter.

- Addition.
France. The office of origin is authorised to pay the sender at the charge of the intermediary office or the office of delivery, which, having been duly advised, has allowed a year to elapse without taking steps in the matter. In the case of an office whose responsibility is duly established and which at first declines payment of the indemnity, it should be charged in addition with the costs incurred in consequence of the unjustifiable delay in making payment.”

Article 9.

Nil.

45

Article 10.

Instead of Articles 5 and 6, read "By the various Articles of the present Convention."

Article 11.

Add the following paragraph :—

"The use of postage stamps issued with a special and particular end in view by the countries of issue, such as commemoration stamps with a transitory validity, is not permitted in the International Service." Sec. 1.
Germany.

Add the following :—

"Nevertheless, reply post-cards bearing postage stamps of the country in which these cards were issued, and the newspapers or packets of newspapers not provided with postage stamps, but which bear the superscription "Abonnements Poste" (Subscription Post), and which are sent under Article 19—"Arrangements for Subscription to Newspapers"—of the present Convention, are also considered as fully prepaid." Sec. 1.
Belgium.

Official correspondence relative to the Postal Service exchanged between Postal Administrations; between Administrations and the International Bureau, and between the Post Offices of the countries of the Union, are exempted from payment in ordinary postage stamps and from all liability to charge. Sec. 2.
Netherlands.

Articles 12, 13, 14, and 15.

Nil.

Article 16.

There shall not be forwarded commercial papers, printed papers, and samples, which do not comply with the conditions required for these classes of mail matter by Article 5 of the present Convention and Regulation 20. Sec. 1.
Belgium.

If occasion arise, these articles are returned to the country of origin and, if possible, to the sender. Sec. 2.
Belgium.

Add—

"Nevertheless, explosive, inflammable, or dangerous substances are not returned to the country of origin, but are destroyed on the spot by the Administration discovering their presence." Sec. 4.
Belgium.

Article 17.

(1.) The offices of the Union having relations with countries not adhering to the Union should lend their assistance to all other offices of the Union for the transmission of correspondence "à découvert" to or from the said countries. Substitute for
Article 17,
(Vienna)
France.

(2.) With regard to the costs of transit for correspondence of all kinds and the responsibility for registered articles, such correspondence is dealt with as follows :—

For transit within the Union in accordance with the stipulations of the present Convention.

For transit to the countries situated beyond the limits of the Union in accordance with the conditions notified by the Office of the Union acting as intermediary.

Nevertheless the costs of sea transit, whether in or beyond the Union, may not exceed 20 francs per kilogramme for letters and post-cards, and 1 franc per kilogramme for other articles. These charges are divided between the offices assisting in the sea transit in proportion to the distance traversed.

The costs of transit of correspondence by sea or land, either within or beyond the limits of the Union, are ascertained in the same manner as the costs of transit of correspondence exchanged between countries of the Union.

(3.) The costs of transit of correspondence addressed to countries not adhering to the Union are charged to the office of origin which fixes the rates of postage for such correspondence. These rates may not be lower than the nominal rate of the Union.

(4.) The costs of transit for correspondence originating in countries not adhering to the Union are not charged to the country of destination. That office distributes without surcharge such correspondence as may be sent to it as fully prepaid; it taxes the unpaid correspondence with double the rate applicable in its own service to similar articles addressed to the country whence the said correspondence originates, and the insufficiently paid correspondence to double the deficiency; but the tax may not exceed that which is collected upon unpaid correspondence of the same nature, weight, and origin.

(5.) The correspondence despatched from a country of the Union to a country foreign to the Union, and *vice versa*, through the intermediary of an office of the Union, may be transmitted on either side in closed mails, if this mode of transmission be agreed to by offices of destination and origin of the mails with the consent of the intermediary office.

Articles 18, 19, and 20.

Nil.

46

Article 21.

Sec. 2. It does not restrict the rights of contracting parties to maintain and conclude treaties, as well as to establish and maintain more restricted Unions *with a view to the reduction of rates or any other improvement of postal relations.*

*Articles 22, 23, 24, 25.**Nil.**Article 26.*

Add the following :—

Sec. 1. "In order to be submitted for discussion, each proposal must be supported by at least two Administrations in addition to that from which the proposal emanates. When the International Bureau does not receive, at the same time as the proposal, the necessary number of declarations of support, no further action shall be taken."

Austria-Hungary.

Sec. 2. Amendments are not admitted.

Switzerland.

Sec. 3. 27th, 28th, and 29th Articles have been added to the list of those which may be modified on unanimity of votes.

France.

Sec. 5. Three months inserted in place of two months.

Japan

Article 27.

Re-arranged.

Final Protocol.

The British Government has ceded to the South African Colonies and Protectorates the vote allotted to the whole of the other British Colonies by Section 5, Article 27.

DETAILED REGULATIONS FOR THE EXECUTION OF THE PRINCIPAL CONVENTION.

In accordance with the suggestion of France, the articles have been re-arranged. The numbers in Roman numerals indicate the Articles in the Vienna Convention Regulations.

*Articles 1. 2. 3.**Nil.**Article 4.*

Fixing Rates of Postage, IV.

Sec. 2. The words "or of important alterations in the value of the money," have been inserted after the words above-mentioned.

Great Britain.

Great Britain and Switzerland. Section 3 of the Vienna Regulations has been struck out.

land.

Article 5.

Exceptions in the matter of weight, XXVIII.

*Nil.**Article 6.*

Postage stamps (new Article.)

Austria-Hungary. (1.) The postage stamps representing the postage rates of the Union, or their equivalent in the currency of each country, are printed as far as possible in the following colours :—

Stamps of 25 centimes ($2\frac{1}{2}d.$) in dark blue.

" " 10 " ($1d.$) in red.

" " 5 " ($\frac{1}{2}d.$) in green.

(2.) Postage stamps must bear upon their face the inscription of the value they actually represent for the payment of postage on correspondence according to the table of equivalents inserted in Article 4 preceding.

47

Article 7.

Correspondence with countries foreign to the Union, V.

The offices of the Union which have relations with countries foreign to the Union furnish France. the other offices of the Union with a list of such countries, with the following information :—

- (1.) Cost of sea or land transit applicable to the conveyance of mails beyond the limits of the Union.
- (2.) Description of correspondence admitted.
- (3.) Whether prepayment of postage be compulsory or optional.
- (4.) Limit for each class of correspondence, and validity of postage collected (to destination or to port of discharge.)
- (5.) Extent of pecuniary responsibility with regard to registered articles.
- (6.) Possibility of admitting acknowledgments of delivery.
- (7.) As far as possible the rates of postage in force in the Countries beyond the Union in comparison with the Countries of the Union.

Article 8.

Application of the Stamps, VI.

The stamping of correspondence posted on packets in the moveable boxes or in the hands of Commanders devolves, in the cases contemplated by Article II., Section 3, of the Convention, upon the Postal Agent on board, or, if there be none, upon the Post Office to which the correspondence is delivered; in the latter case the Office impresses the correspondence with its ordinary date-stamp, and adds the remark "Packet" by means of a stamp or label. Sec. 3. France.

Postage stamps not obliterated through fault or omission in the service of origin must be cancelled in the usual manner by the Office which discovers the irregularity. New Sec. (8.) Switzerland.

Article 9.

Indication of the number of Rates, VII.

The words "wholly unpaid or insufficiently prepaid" have been inserted after "correspondence." Sec. 1. Egypt.

Article 10.

Insufficient prepayment, VIII.

Nil.

Article 11.

Stipulations respecting registered articles, XV.

Add the following paragraph :—

"It is however absolutely necessary to indicate each registered article by an ordinal number. If the regulations of a re-despatching office require the indication of registered articles by a new ordinal number, that office must strike out the original number, but in such a manner that it shall not be rendered illegible." Sec. 3. Austria-Hungary.

Section 4. Vienna Regulations struck out.

After "report the case," insert the words "by verification certificate to the administration to which the office of origin is subordinate. The certificate must state, very exactly, the office of origin, the date of posting, and the number of the article." Germany, Belgium, France, and Sweden.

This condition is not applicable to registered articles which, through re-direction, become subject to increased postage. These latter articles are dealt with as required by Section 2, Article 25 of the present regulations. Sec. 4. (Washington.) Belgium.

Article 12.

Indemnity for the loss of registered article, XII.

Nil.

Article 13.

Acknowledgments of delivery of registered articles, IX.

They are accompanied by a form in conformity to Model B. annexed hereto. This form is prepared by the office of origin, or by another office designated by the despatching office, and attached by a piece of string to the article to which it relates. If it fails to reach the office of destination, the latter prepares a new acknowledgment of delivery. Sec. 2. Belgium.

Acknowledgments of delivery must be formulated in French, or bear a sublineary translation in that language.

Sec. 3.
France.

The office of destination, after having duly completed the Form B, returns it in an envelope officially registered to the office of origin.

Sec. 4.
France.

When the sender of a registered article demands an acknowledgment of delivery subsequent to the posting of such article, the office of origin reproduces upon a Form B., to which a stamp representing the fee for an acknowledgment of delivery has been affixed, an accurate description of the registered article (nature of the article, office of origin, date of posting, number, and superscription). This form is transmitted from Administration to Administration with the indication of the mail in which the article sought for has been delivered to the service of exchange from the office corresponding therewith. The office of destination completes the form and returns it to the office of origin, as prescribed by Section 3 preceding.

Sec. 5.
France.

If an acknowledgment of delivery regularly demanded by the sender at the time of posting be not delivered to the office of origin after a reasonable period has elapsed, application may be instituted for the missing acknowledgment in accordance with the rules outlined in Section 4 preceding. Nevertheless, in the latter case, instead of affixing a postage stamp to the Form B., the office of origin writes at the head of the form the inscription, "Application for acknowledgment of delivery."

Article 14.

Registered articles marked with trade charges (new).

Such articles are not accepted by Australian Administrations.

Article 15.

Post-cards, XVI.

Sec. 1.
France.

Post cards must be sent unenclosed, and must bear at the top of the address side the title *Carte Postale* clearly expressed in French, or with a sublineary translation in that language. This title is followed as far as possible by the words—

{ Union Postal Universelle	Côté réservé à l'adresse	}
{ Universal Postal Union	This side reserved for the address	}

The remainder of the face is reserved for the postage stamps, for indications relating to the Postal Service (registered, acknowledgment of delivery, &c.), and for the address, which may be written in manuscript, or be shown upon a gummed label not exceeding 2 centimetres by 5. ($\frac{3}{4}$ by 2 inches.)

When the sender uses an inland post-card for foreign service, this card is forwarded, provided it bears the printed or written title, "*Carte Postale*," or the equivalent of this title in the language of the country of origin.

In addition, the sender has the right to indicate on the face his name and address, either by means of a stamp, an autograph stamp, or other typographical process.

Switzerland.

Engravings or advertisements may be printed on the face. Nevertheless, they may in no way interfere with the clear indication of the address, as well as the affixing of stamps and notices of the Postal Service.

It is forbidden to join to or attach anything whatever to post-cards except the postage stamps and labels mentioned in the first Section and in Section 4 of the present Article.

Sec. 2.

Post-cards may not exceed the following dimensions:—Length, 14 centimetres, ($5\frac{1}{2}$ inches), width, 9 centimetres ($3\frac{1}{2}$ inches).

Sec. 3.

Reply-paid post-cards must bear on the address side of the first half the title, "*Post Card, Reply Paid*," and on the second half, "*Post Card Reply*." Each of the two halves must comply with the conditions required for the single card; they are folded one upon the other, and may not be closed by any means whatever.

Sec. 4.

The sender of a reply-paid post-card is permitted to indicate his name and address on the face of the "*reply half*," either in manuscript or by affixing a label thereon.

Sec. 5.

The prepayment of the reply half by means of the postage stamps of the country which has issued the card is valid only if the two halves of the reply-paid card are received attached from the country of origin, and if the reply half is dispatched to the destination of that country. In the contrary case it is treated as an unpaid card.

Sec. 6.

Post-cards, both single and reply paid, emanating from private industry are admitted to international circulation if agreeable to the laws of the country of origin, and provided that they fulfil the conditions imposed by the present Article for admission at the reduced tariff in the exchanges from country to country for the post-cards issued by the Postal Administrations, and that they be in conformity with the post-cards issued by the office of origin, at all events in regard to size and substance of paper.

Sec. 7.

Post-cards not fulfilling, as to prescribed indications, dimensions, external form, &c., the conditions laid down by the present article for this class of correspondence, are treated as letters.

New paragraph.
Austria.

Nevertheless, post-cards originally addressed to the inland service of the country of origin, and redirected to another country, are admitted to the benefits of the reduced rates, if they comply with the conditions laid down for the circulation of post-cards to the interior of the country of origin, and do not exceed the dimensions fixed by Section 2 preceding.

49

Article 16.

Commercial Papers, XVII.

Completed by adding :—

“The corrected exercises of students, comment on the work is forbidden.”

Sec. 1.
France.

Article 17.

Samples, XIX.

Articles made of glass, liquids, oils, fatty substances, dry powders, whether dyes or not, as well as packets containing live bees, are admitted for transmission as samples of merchandise, provided that they be packed in the following manner :—

Sec. 4,
Sub-sec. 1.
Germany.

(1.) Articles made of glass must be packed solidly in boxes of metal, wood, leather, or cardboard, in such a manner as to prevent danger to correspondence and to the employee.

Completed by adding :—

“When perforated blocks of wood, lined with absorbent substances and furnished with a lid, are used having at least a thickness of $\frac{1}{10}$ th of an inch in the weakest part, it is unnecessary that such blocks be enclosed in a second box.

Sub-sec. 2.
France.

Objects of natural history, animals, and dried or preserved plants, geological specimens, &c., not sent with a commercial end in view, and the packing of which conforms with the general conditions respecting samples of merchandise, are also admitted to the rates of postage for samples.”

Sec. 5.
Belgium and
Switzerland.

Article 18.

Printed papers of every kind, XVIII.

After “photographs,” add “albums containing photographs.”

Sec. 1.
Great Britain.

Second paragraph commences “Reproductions of type copy made in manuscript or by the typewriter when obtained by a mechanical process such as poligraphy, chromography, &c., &c., are assimilated to printed matter, but in order to pass at the reduced rate of postage they must be brought to the Post Office counter and must number at least twenty copies precisely identical.

Printed papers of which the text has been altered after printing either by hand or by a mechanical process, or bears any mark whatever capable of constituting a *Conventional Language*, cannot be sent at the reduced rate.

Sec. 3.

To add in manuscript on printed visiting cards, the address of the sender and his title, *as well as wishes, congratulations, thanks, compliments of condolence* or other forms of *politeness expressed* in five words at most or by *means of conventional initials*, (p.f. &c.)

Sec. 4,
Sub-sec. b.
Egypt.

To make prominent by means of marks and by *underlining words or passages of the text* to which it is desired to draw attention.

Sub-sec. g.
Russia.

To insert or correct, in manuscript or by mechanical process, the figures in prices current, *tenders for advertisements, stock and share lists, trade circulars and prospectuses*, as well as the name of *the traveller*, the date and the locality which he intends visiting, on traveller's cards.

Sub-sec. h.
Switzerland
and Great
Britain.

After “engravings,” insert “Christmas and New Year cards.”

Sub-sec. l.

After “requisitions,” insert “*or subscriptions relative to works of the Library*” (books, newspapers, engravings, &c.)

Sub-sec. m.

Commences “Save the exceptions explicitly authorised by the present article, additions made in manuscript, &c.”

Sec. 5.

Article 19.

Articles grouped together, XX.

Nil.

Article 20.

Letter Bills, X.

(1.) Letter Bills which accompany the mails exchanged between two Administrations of the Union are prepared in accordance with Model C. annexed hereto. They are placed in coloured envelopes bearing distinctly the indications “*Feuille d'Avis*,” (Letter Bill.)

Re-drafted as
suggested by
France.

(2.) The number of bags or packages composing the mail is entered in the right-hand upper corner of the Letter Bill relating thereto, if necessary.

Excepting arrangements to the contrary in the cases of exchanges by sea, which, although periodical and regular, are not daily or on fixed days, the despatching offices must number the Letter Bills on the left-hand upper corner in an annual series for each office of origin and for each office of destination, mentioning, when possible, above the number, the name of the vessel by which the mail is conveyed.

(3.) The total number of registered articles, of packages or bags containing such articles, of loose registered articles, and of articles for express delivery, distinguishing among the latter the registered articles, if any, must be entered at the head of the Letter Bill.

(4.) The registered articles are entered separately in the first column of the Letter Bill, with the following details :—The name of the office of origin, and the registered number of that office, the name of the addressee, and the place of destination.

In the column "Observations" is added the letters AR for such articles for which acknowledgments of delivery are required. In the same column the abbreviation "Remb." followed by the indication in figures of the amount to be collected, is added against the entry of articles inscribed with trade charges. The returned acknowledgments of delivery are entered in the Table referred to, either separately or collectively, according as these acknowledgments may be more or less numerous.

(5.) When the number of registered articles despatched habitually from one office of exchange to another renders it desirable, special and detached lists must be used in place of Table I. of the Letter Bill.

The number of registered articles entered on these Lists, and the number of packages or bags enclosing such articles, must be entered on the Letter Bill.

(6.) The closed mails included in the despatches to which the Letter Bill directly relates are entered in Table 2, with the details that this Table requires.

(7.) Under the heading "Recommendations d'Office" (Official Registrations) are entered the letters on open service, the various applications or communications from the despatching office having reference to the service of exchange, *as well as the number of empty bags returned.*

(8.) When it is considered necessary in certain cases to create other tables or headings upon the Letter Bill, these may be arranged by common consent between the Administrations interested.

(9.) When an office of exchange has no correspondence to forward to an office corresponding therewith, it must at least send in the ordinary way a mail composed solely of the Letter Bill.

(10.) When closed mails are confided by one Administration to another in order to be transmitted by merchant vessels, the number or weight of the letters and other articles must be indicated on the Letter Bill, *and upon the address* of the mails, when the office charged with the embarkation of the mails demands it.

Article 21.

Transmission of registered Correspondence, XI.

Sec. 1. Registered articles, acknowledgments of delivery, articles for express delivery, and if there be any, the special lists provided by *Section 5, Article 20*, are collected *in one or more separate packages or bags, which must be suitably wrapped or enclosed and sealed in* a manner to preserve their contents. Registered articles are made up in each package following the order of their entry. When several detached lists are used each of them is inserted in the package to which it relates.

Sec. 2. The special envelope containing the letter bill is attached with string tied across and across to the outside of the package of registered articles. The package is then placed in the centre of the mail.

Article 22.

Making up Mails, XIII.

Sec. 1. Completed by the addition of the following paragraph :—

Austria. "Letters bearing traces of having been opened or damaged must be endorsed to that effect, and impressed with the date-stamp of the office which discovers the fault."

Article 23.

Verification of Mails, XIV.

Completed by adding the following paragraphs :—

Sec. 6. "At the same time a duplicate of the verification certificate is sent by the receiving office to the Administration to which the despatching office is subordinate."

Switzerland. "Upon recovery of a mail, failure of which has been reported to the office of origin, or to an intermediary office, a second verification certificate must be sent to such office advising the subsequent receipt of the mail."

France. The words "to the despatching office by the first mail after verification," have been inserted in place of "by the first mail to the despatching office a verification certificate."

Section 8. Great Britain.

Article 24.

Mails exchanged with ships of war, XXVI.

Sec. 3. When mails addressed to a naval division or to a man-of-war are despatched unenclosed, the captain of the postal packet conveying such mails holds them at the disposal of the Commander of the division or man-of-war to which they are addressed, in case that officer may demand delivery *en route.*

Completed by new paragraph. Section 7 of the Vienna Convention struck out.

Article 25.

Re-directed Correspondence, XXI.

With regard either to inland letters or packets of one country of the Union which enter, in consequence of re-direction, into the service of another country of the Union, and to letters and packets addressed from one country of the Union to another country of the Union which have adopted in their reciprocal relations a lower tariff than the ordinary Union rates, but entering, in consequence of re-direction, into the service of a third country of the Union whose rates are the ordinary Union rates, or of articles exchanged for their first transit between the localities of two neighbouring services for which a reduced tariff exists, but re-directed to other localities of these countries of the Union, or to another country of the Union, the following rules are observed:—

Sec. 2.
Denmark.

Articles unpaid or insufficiently paid for their first transmission are impressed by the delivering office with the tax applicable to articles of the same nature addressed directly from the place of origin to the new destination.

Sub-sec. 1.

Article 26.

Undelivered Correspondence, XXII.

If correspondence, posted in a country of the Union, and addressed to the interior service of that country, has for senders persons residing in another country, and which, through non-delivery, must be forwarded to another country to be returned to the senders, such articles become correspondence of International exchange. In such cases the re-directing office and the delivering office deal with the said correspondence in accordance with the stipulations of Sections 2 and 3 of Article 25 preceding.

Sec. 5
New.
France.

Correspondence for sailors and other persons addressed to the care of the Consul and returned by him to the local post office as unclaimed, must be dealt with as prescribed by Section 1 for unclaimed correspondence in general. The sums collected from the Consul for deficient postage, &c., must at the same time be refunded to him by the local post office.

Sec. 6.
New.
Great Britain.

Article 27.

Applications for ordinary articles which have failed to reach destination, XXIX.

Every Administration may demand by a notification, addressed to the International Bureau, that the applications which concern its service may be transmitted to its Central Administration or to an office specially designated by it.

Sec. 2.
Austria-
Hungary

Article 28.

Applications relative to registered articles. New Article (Austria-Hungary).

(1.) A form similar to the model E. annexed hereto is used for applications relative to registered articles. The office of origin, after having filled in the date of despatch of the article in question, transmits the form direct to the office of destination.

(2.) When the office of destination is able to furnish information as to the final disposal of the article for which application is made, it returns the form, duly filled in with the required information, to the office of origin.

(3.) When the disposal of an article which has passed à découvert through several services cannot be immediately proved in the service of the country of destination, the office of destination transmits the form to the first intermediary office, which, after filling in the particulars of transmission to the service following, forwards the application to the succeeding office, and so on, until the final disposal of the article applied for be established. The office which has effected delivery to the addressee, or, on the other hand, can neither prove delivery to the addressee nor the regular transmission to another Administration, states the fact upon the form, and returns it to the office of origin.

(4.) The form F. is drawn up in French, or bears a sublineary translation in that language. They are despatched without certificate under closed envelope, and submitted to the formality of registration. Each Administration is at liberty to demand, by a notification addressed to the International Bureau, that the applications concerning its service may be sent to its Central Administration, or to an office specially appointed, directly to the office of destination, or, if it be only interested as an intermediary office, to the office of exchange to which the article has been despatched.

(5.) The preceding stipulations do not apply to cases of robbery or loss of mails, &c., which require more extensive correspondence between the Administrations concerned.

Article 29.

Withdrawal of Correspondence and Correction of Addresses, XXX.

Recourse to the telegraph is compulsory when the sender has made use of this means of correspondence and the office of destination cannot be advised in time to be of service by post.

Sec. 5.
Completed
by new
paragraph.
Belgium.

Article 30.

Use of Postage Stamps presumed to be fraudulent for the prepayment of Postage, XXXI.

Nil.

Article 31.

Transit Charges, XXIII.

Article amended to conform to Sec. 3, Article 4, of the principal Convention.

The statistics taken in the month of May, 1896, on account of transit charges will be maintained as the basis for such accounts until the expiration of the Convention of the 15th June, 1897, and of the present Regulations, subject to the reserves stipulated in Sections 2 and 3 following:—

- (2.) In the event of the accession to the Union of a country having important relations, the countries of the Union of which the situation may, as a result of this circumstance, find themselves modified in connection with the payment of transit charges, have the option of claiming special statistics dealing exclusively with the country which has lately entered.
- (3.) When an important alteration in the movement of correspondence arises, and provided that this alteration affects a period of at least Six months, the offices interested determine between them according to the new statistics the division of the transit charges in proportion to the part taken by the said offices in the conveyance of correspondence to which the charges relate.
- (4.) The simple storing in a port of closed mails conveyed by a packet and intended to be again conveyed by another packet does not give rise to the payment of territorial transit charges to the profit of the Post Office storing such mails.

Article 32.

NOTE.—Article 24, Vienna Convention has been divided into two parts; the present article deals with the preparation of Accounts, and the following Article (33) with the settlement of Accounts.

With a view to enforcing the stipulations of Sub-sections 1, 2, of Section 5, Article 4, of the principal Convention—

- (a) Each Administration of the Union transmits to the International Bureau, upon a form *ad hoc*, that the latter will have supplied a statement of the sums to be paid or received, calculated upon the basis of the statistics for 1896, by each of the corresponding Administrations, on account of territorial transit, excluding the extraordinary transit charges provided by Section 4, Article 4, of the Convention, and not including the reductions provided by Section 5; Sub-section 1, of the same Article 4.
- (b) In case of difference between the corresponding indications of two Administrations, the International Bureau invites them to agree, and to communicate to it the sums definitely fixed.
- (c) If one of the corresponding Administrations has not furnished the statement within the period determined by the International Bureau, the statement of the other Administration is accepted.
- (d) No objections are admitted on the part of Administrations which have not furnished the statement above required within the period determined by the International Bureau.
- (e) The International Bureau designates, upon the basis of the statistics of 1896, the countries to be exonerated from all payments on account of land transit until the expiration of the Washington Convention and of the present regulations; states the total of the sums that these countries would have to pay, and makes the proportional deduction from the total of gross credits of the other countries relating to this transit. It effects, in the second place, the reduction determined, Sect. 5, Sub-sect. 1, of Article 4 of the Convention, and transmits the actual results to all the Administrations, indicating for each of them the amount of its debit or credit with regard to each of the other Administrations interested.

(2.) The duty of preparing the accounts for sea transit, upon the basis of Articles 4 and 17 of the principal Convention, and with the reductions provided by Sub-section 3 of Sect. 5 of the first of these Articles, devolves upon the office to which payment is due, which transmits them to the indebted office. The latter office returns them accepted or with its remarks with the least possible delay. If the accounts be not returned within a period of six months they will be settled in accordance with the statements of the crediting office.

Article 33.

Settlement of Transit Charges.

(1.) The annual balance, which results from balancing the reciprocal accounts between two offices, is made in hard cash (francs) by the indebted office to the office to which payment is due by means of bills drawn upon a place in the creditor country, at the option of the indebted office. The

53

costs of payment, including the discount charges, when there happen to be any, are borne by the indebted office.

The payment of transit accounts relating to a period of service must be effected with the least possible delay, and at the latest before the expiration of the first half-year of the following period. In any case, if the office which has sent the account has not received during that period a corrected statement, the account is considered as accepted. This stipulation applies also to uncontested observations made by one office upon the accounts of another office. Sec. 2.

After the expiration of six months the amounts due by one office to another are subject to interest at the rate of 5 per cent. per annum, dating from the expiration of the period referred to.

Nevertheless, it is reserved to offices interested to make, by common consent, other arrangements than those stipulated in the present article. Sec. 3.

Article 34.

Division of Expenses of the International Bureau, XXXII.

The French Colonies and Protectorates of Indo-China have been included in the 3rd class.

The Major Republic of Central America, and the German Protectorates have been added to the 6th class.

NOTE.—Since the Washington Congress the Administration of Japan has applied to be regarded as a country of the 1st class.

Article 35.

Communications to be addressed to the International Bureau, XXXIII.

Five complete sets of their postage stamps indicating, if necessary, the date from which the postage stamps of previous issues will cease to be valid. Sec. 2,
Sub-sec. 2.

Any moderation of taxes adopted, whether by virtue of special arrangements concluded by the application of Article 21 of the Convention, or in execution of Article 20 of the Convention, with the particulars of the circumstances under which the amended taxes are applicable. Sub-sec. 4.
New.
Denmark.

Sec. 5, Vienna Regulations, struck out.

Article 36.

General Statistics, XXXIV.

Nil.

Article 37.

Duties of the International Bureau, XXXV.

The International Bureau publishes, from information furnished as prescribed by Article 35 preceding, an official Statement of all information of general interest concerning the execution of the Convention, and of the present Regulations in each country of the Union. Subsequent alterations are published in half-yearly supplements. Nevertheless, in case of urgency, when an Administration expressly demands the immediate publication of a change in its service, the International Bureau makes it the subject of a special circular. Analogous statements concerning special arrangements of the Union may be published by the International Bureau on the request of the Administrations participating in such arrangements. Sec. 3.
New.

Three months inserted in lieu of Two months.

Sec. 6.
Japan.

Article 38.

Central office of accounting and liquidation of Accounts between the Administrations of the Union, XXXVI.

After having checked and accepted the special accounts for each nature of operations, the debiting Administrations transmit to the crediting Administrations an acknowledgment, made out in francs and centimes, of the amount of the balance of the two special accounts, indicating the object of the credit and the period to which it relates. Nevertheless, so far as the exchange of Money Orders is concerned, the acknowledgment must be transmitted by the debiting office on the settlement of its own special account, and on receipt of the special account of the corresponding office, not awaiting the result of detailed verification. Any differences subsequently found are entered in the first account to intervene. Excepting contrary arrangements, the Administration which desires to have general accounts for its interior accounts will have to prepare them itself, and submit them for the acceptance of the corresponding Administrations. Sec. 2.

The payment of sums due by one Administration to another on account of liquidation must be effected as soon as possible, at the latest fifteen days after receipt of the statement by the debiting Administration. Sec. 7.
Addition
Austria-
Hungary

54

Article 39.

Language, XXXVII.

*Nil.**Article 40.*

Scope of the Union, XXXVIII.

Sec. 2.
New.
Russia.

In the interval which elapses between Meetings of the Administrations of countries of the Union which open in countries foreign to the Union, Post Offices which must be considered as belonging to the Union communicate the fact to the Administrations of all other countries of the Union through the intermediary of the International Bureau.

Article 41.

Proposals made in the interval between Meetings, XXXIX.

Sec. 2.
Australasia.
Switzerland.

“Six” months inserted in lieu of “five” months.
Amendments are not permitted.



CONTRIBUTIONS TO GUARANTEES AND SUBSIDIES.

The following table shows the contributions of the several colonies to the under-mentioned guarantees and subsidies, not including the duplicate cable subsidy of £32,400 :—

Guarantee to—	Victoria.	New South Wales.	New Zealand.	South Australia.	Tasmania.	Western Australia.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
CABLE COMPANY.							
<i>(Revenue guaranteed, £237,736.)</i>							
First year ending 30th April, 1892.....	11,250 13 4	11,170 1 1	—	3161 4 3	1446 18 10	491 2 6	27,520 0 0
Second " " 1893.....	8569 0 0	8509 0 0	815 0 0	2408 0 0	1102 0 0	375 0 0	21,778 0 0
Third " " 1894.....	2071 0 0	2056 0 0	1126 0 0	582 0 0	266 0 0	90 0 0	6191 0 0
Fourth " " 1895*.....	—	—	—	—	—	—	—
<i>(Revenue guaranteed, £227,000.)</i>							
Fifth year ending 30th April, 1896*.....	—	—	—	—	—	—	—
Sixth " " 1897*.....	—	—	—	—	—	—	—
	21,890 13 4	21,735 1 1	1941 0 0	6151 4 3	2814 18 10	956 2 6	55,489 0 0
SOUTH AUSTRALIA.							
<i>(Revenue guaranteed, £37,552.)</i>							
First year ending 30th April, 1892.....	4257 16 9	4227 6 7	—	1196 7 4	547 12 0	185 17 4	10,415 0 0
Second " " 1893.....	3072 0 0	3050 0 0	162 0 0	862 0 0	395 0 0	134 0 0	7675 0 0
Third " " 1894.....	275 0 0	273 0 0	150 0 0	77 0 0	35 0 0	12 0 0	822 0 0
Fourth " " 1895.....	376 5 8	373 11 9	204 11 8	105 14 7	48 7 10	16 8 6	1125 0 0
Fifth " " 1896.....	—	—	—	—	—	—	—
Sixth " " 1897.....	—	—	—	—	—	—	—
	7981 2 5	7923 18 4	516 11 8	2241 1 11	1025 19 10	348 5 10	20,037 0 0
TASMANIA.							
<i>(Subsidy guaranteed, £4200.)</i>							
First year ending 30th April, 1892.....	1717 0 8	1704 14 8	—	482 9 1	220 16 6	74 19 1	4200 0 0
Second " " 1893.....	1717 0 8	1704 14 8	—	482 9 1	220 16 6	74 19 1	4200 0 0
Third " " 1894.....	1717 0 8	1704 14 8	—	482 9 1	220 16 6	74 19 1	4200 0 0
Fourth " " 1895.....	1717 0 8	1704 14 8	—	482 9 1	220 16 6	74 19 1	4200 0 0
Fifth " " 1896.....	1717 0 8	1704 14 8	—	482 9 1	220 16 6	74 19 1	4200 0 0
Sixth " " 1897.....	1717 0 8	1704 14 8	—	482 9 1	220 16 6	74 19 1	4200 0 0
	10,302 4 0	10,228 8 0	—	2894 14 6	1324 19 0	449 14 6	25,200 0 0
VICTORIAN GUARANTEE TO TASMANIAN CABLE.							
<i>(Guarantee—First £1000 and half any additional loss in any one year.)</i>							
First year ending 31st December, 1894....	264 9 4	262 11 6	143 15 10	74 6 3	34 0 3	11 10 11	790 14 1
Second " " 1895.....	4 13 10	4 13 3	2 11 0	1 6 4	0 12 1	0 4 2	14 0 8
Third " " 1896.....	—	—	—	—	—	—	—
Fourth " " 1897.....	—	—	—	—	—	—	—
	269 3 2	267 4 9	146 6 10	75-12 7	34 12 4	11 15 1	804 14 9
NEW ZEALAND.							
<i>(Revenue guaranteed, £26,258.)</i>							
Four months ending 30th April, 1893.....	734 15 9	729 11 6	399 10 6	206 9 6	94 10 2	32 1 7	2197 0 0
First year " " 1894.....	2432 5 11	2414 17 4	1322 8 5	683 8 6	312 16 4	106 3 6	7272 0 0
Second " " 1895.....	2447 13 7	2430 2 10	1330 15 8	687 15 0	314 15 11	106 17 0	7318 9 0
<i>(Revenue guaranteed, £20,000.)</i>							
Third year ending 30th April, 1896.....	1320 16 9	1311 7 6	718 2 7	371 2 7	169 17 5	57 13 2	3949 0 0
Fourth " " 1897.....	859 18 8	853 15 5	467 10 9	241 12 6	110 11 11	37 10 9	2871 0 0
	7795 11 8	7739 14 7	4238 7 11†	2190 8 1	1002 11 9	340 6 0	23,307 0 0
GRAND TOTALS	48,238 14 7	47,894 6 9	6842 6 5	13,553 1 4	6203 1 9	2106 3 11	124,537 14 9‡

* In those years there was a surplus of £976, £133,971, and £180,941, respectively.

† In addition, New Zealand has borne alone on account of New Zealand-Sydney cable guarantee the following sums :—1893, £1098 10s.; 1894, £3636; 1895, £3659; 1896, £1975; 1897, £1285; altogether, £11,653 10s.; making the grand total loss by all the colonies on all the subsidies, £136,491 4s. 9d.

C. TODD, *Postmaster-General.*

Adelaide, March 24, 1898.

INTERNATIONAL TELEGRAPH TRAFFIC.

TABLE 1, showing the Total Australian International Telegraph Business for the following Years, (January to December).

Year.	Messages.	Words.	Receipts.		
			£	s.	d.
1889	62,909	793,917	324,636	4	4
1890	67,066	827,278	331,468	2	11
1891	79,478	1,110,869	285,516	3	11
1892	88,130	1,321,412	261,796	14	1
1893	91,100	1,401,293	316,650	6	8
1894	90,383	1,325,241	301,507	11	7
1895	120,394	1,948,639	453,303	19	5
1896	151,206	2,326,984	562,817	18	9
1897	152,075	2,122,216	498,476	11	8

INTERNATIONAL TELEGRAPH TRAFFIC.

TABLE 2, showing the Traffic of the various Colonies for the following Years.

YEAR.	SOUTH AUSTRALIA.			VICTORIA.			TASMANIA.		
	Messages.	Words.	Value.	Messages.	Words.	Value.	Messages.	Words.	Value.
			£			£			£
1889.....	8122	147,804	39,067	21,541	291,436	119,680	791	7122	3543
1890.....	10,429	181,101	48,406	22,149	292,850	117,652	891	7968	3709
1891.....	11,478	227,787	39,120	28,229	435,419	107,431	1301	11,433	3236
1892.....	12,857	269,720	35,939	32,517	560,309	107,908	1437	12,597	2929
1893.....	14,925	266,400	40,185	29,816	555,039	129,438	1250	11,067	2842
1894.....	16,247	288,503	48,804	27,774	442,382	102,948	876	7816	2030
1895.....	17,086	322,328	57,205	32,061	538,442	127,069	1066	9376	2504
1896.....	19,530	307,487	62,094	35,152	551,894	133,077	1192	10,893	2961
1897.....	20,330	306,232	59,239	34,892	508,554	121,517	1342	12,410	3300

YEAR.	NEW SOUTH WALES.			NEW ZEALAND.			QUEENSLAND.		
	Messages.	Words.	Value.	Messages.	Words.	Value.	Messages.	Words.	Value.
			£			£			£
1889.....	18,211	193,747	85,307	8361	90,722	48,156	4619	53,068	24,755
1890.....	18,406	194,724	87,749	8673	83,871	44,212	5044	54,989	24,741
1891.....	25,577	319,116	83,199	7077	61,256	31,792	3428	32,974	14,974
1892.....	31,069	391,031	80,561	5696	42,584	21,704	1959	16,765	7184
1893.....	28,996	380,112	92,979	11,553	145,470	37,640	1986	18,483	8044
1894.....	28,146	364,860	89,574	11,345	151,256	38,976	1787	14,314	6468
1895.....	32,774	436,682	108,554	13,768	195,683	50,716	1765	13,089	5860
1896.....	36,925	481,409	121,393	18,568	288,842	75,459	1897	14,135	6559
1897.....	38,522	484,715	121,045	18,001	246,365	63,536	4182	52,012	14,557

(continued.)

INTERNATIONAL TELEGRAPH TRAFFIC.

TABLE 2 (continued), showing the Traffic of the various Colonies for the following Years.

(No. 2.)

	WESTERN AUSTRALIA.			GRAND TOTAL.		
	Messages.	Words.	Value.	Messages.	Words.	Value.
1889.....	1264	10,018	£ 4126	62,909	793,917	£ 324,636
1890.....	1474	11,775	4999	67,066	827,278	331,468
1891.....	2388	22,884	5764	79,478	1,110,869	285,516
1892.....	2595	28,406	5571	88,130	1,321,412	261,796
1893.....	2574	24,722	5520	91,100	1,401,293	316,650
1894.....	4208	54,110	12,707	90,383	1,325,241	301,507
1895.....	21,874	433,038	101,396	120,394	1,948,639	453,303
1896.....	37,942	672,323	161,273	151,206	2,326,984	562,817
1897.....	34,806	511,926	115,282	152,075	2,122,216	498,476

INTERNATIONAL TELEGRAPH TRAFFIC.

TABLE 3, showing the Number of Words in Government, Press, and Ordinary Traffic for the following Years.

Year.	Government Traffic.	Press Traffic.	American Traffic.	All other Traffic.	TOTAL.
1889	26,387	124,829	...	642,701	793,917
1890	27,008	160,051	...	640,219	827,278
1891	33,164	194,367	55,058	828,280	1,110,869
1892	28,360	263,591	54,104	975,357	1,321,412
1893	35,264	210,119	45,955	1,109,955	1,401,293
1894	31,671	189,205	49,014	1,053,351	1,323,241
1895	36,901	186,748	61,404	1,663,586	1,948,639
1896	34,428	124,949	77,145	2,090,462	2,326,984
1897	45,956	135,655	87,033	1,853,572	2,122,216

South Africa business under 1500 words monthly.

TABLE 4, showing the effect of the Reduced Cable Rates on the International Traffic of the various Colonies.

TRAFFIC FORWARDED AND RECEIVED.												
Year.	New South Wales.			Victoria.			New Zealand.			Queensland.		
	Messages.	Words.	Value.	Messages.	Words.	Value.	Messages.	Words.	Value.	Messages.	Words.	Value.
At Old Rates—			£			£			£			£
1889	18,211	193,747	85,307	21,541	291,436	119,680	8361	90,722	48,157	4019	53,068	25,755
1890	18,406	194,724	87,749	22,149	292,850	117,652	8673	83,871	44,212	5044	54,989	24,741
* At New Rates—												
Year ending April 30th												
1892...	29,104	370,633	76,595	31,691	538,440	103,364	5925	46,672	24,024	2513	20,407	8820
1893...	30,616	381,944	83,854	30,907	520,916	108,491	7588	75,850	26,472	1980	17,730	7542
1894...	28,269	372,840	91,473	29,209	540,284	126,454	11,631	149,668	38,650	1889	17,155	7665
1895...	28,994	381,084	93,785	28,696	458,277	106,228	11,608	154,948	40,155	1786	13,492	6109
1896...	34,393	453,189	113,131	32,641	540,885	129,282	14,949	221,714	57,377	1806	13,113	5882
1897...	37,743	500,545	125,934	35,818	553,293	133,176	19,223	294,246	76,769	1989	15,211	7041
Year.	South Australia.			Tasmania.			Western Australia.			GRAND TOTAL.		
	Messages.	Words.	Value.	Messages.	Words.	Value.	Messages.	Words.	Value.	Messages.	Words.	Value.
At Old Rates—			£			£			£			£
1889.....	8122	147,804	39,067	791	7122	3543	1264	10,018	4126	62,909	793,917	324,636
1890.....	10,429	181,101	48,406	891	7968	3709	1474	11,775	4999	67,066	827,278	331,468
* At New Rates—												
Year ending April 30th												
1892...	12,021	255,138	34,695	1569	14,418	3344	2751	29,483	5791	85,574	1,275,191	256,633
1893...	13,741	270,571	37,545	1335	11,498	2729	2502	24,827	5136	88,669	1,303,336	271,770
1894...	15,162	267,863	41,060	1111	9843	2567	2500	23,747	5354	89,771	1,381,400	313,222
1895...	16,690	308,886	52,737	954	8501	2233	8008	134,256	31,306	96,736	1,459,446	332,554
1896...	16,909	300,175	56,609	1051	8939	2408	29,482	572,902	133,954	131,231	2,110,917	498,643
1897...	20,256	313,311	62,928	1321	12,581	3413	40,002	660,714	158,592	156,352	2,349,901	567,852

* The reduced rates came into operation on May 1, 1891, and was raised from 4s. to 4s. 9d. on January 1, 1893.

CABLE GUARANTEE FUND.

The following Table shows separately the Revenue accruing to Guarantee Account with Eastern Extension Telegraph Company from International Telegrams, and the amount required to supplement Receipts up to the Guarantee Revenue (viz., £237,736, or from 1st May, 1895, £227,000) :—

Year.	Actual Revenue from International Telegrams.	Amount paid by Contributing Colonies to supplement Receipts.	Balance : viz., Loss borne by Cable Co.	Total Receipts.
	£	£	£	£
1891-2	182,696	27,520	27,520	237,736
1892-3	194,180	21,778	21,778	237,736
1893-4	225,354	6191	6191	237,736
1894-5	238,712	Nil.	Nil.	238,712
1895-6	360,971	Nil.	Nil.	360,971
1896-7	407,941	Nil.	Nil.	407,941

TABLE showing Contribution of each Colony to Cable Guarantee.

	1891-2.			1892-3.			1893-4.		
	£	s.	d.	£	s.	d.	£	s.	d.
South Australia	3161	4	3	2407	19	9	581	16	8
Victoria	11,250	13	4	8569	19	0	2070	14	6
Tasmania	1446	18	10	1102	3	6	266	6	4
New South Wales	11,170	1	1	8508	10	11	2055	17	10
New Zealand .....	...			815	4	9	1125	16	9
Western Australia	491	2	6	374	2	1	90	7	11
TOTAL	27,520	0	0	21,778	0	0	6191	0	0

SOUTH AUSTRALIAN GUARANTEE.

The following Table shows the actual Revenue of South Australia from International Telegrams, and the amount required to supplement Receipts up to guaranteed Revenue ; viz., £37,552 :—

Year.	Actual Revenue from International Telegrams.	Amounts paid by contributing Colonies to supplement Receipts.	Total Receipts.
	£	£	£
1891-2	27,137	10,415	37,552
1892-3	29,877	7675	37,552
1893-4	36,730	822	37,552
1894-5	36,427	1125	37,552
1895-6	43,807	<i>Nil.</i>	43,807
1896-7	48,471	<i>Nil.</i>	48,471

TABLE showing Contributions of each Colony to Guarantee.

	1891-2.	1892-3.	1893-4.	1894-5.	1895-6.	1896-7.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£
South Australia	1196 7 4	863 1 5	77 5 0	105 14 6	} <i>Nil.</i>	} <i>Nil.</i>
Victoria	4257 16 9	3071 13 3	274 18 9	376 5 8		
Tasmania	547 12 0	395 0 11	35 7 2	48 7 10		
New South Wales	4227 6 7	3049 13 0	272 19 4	373 11 9		
New Zealand .....	...	161 9 8	149 9 8	204 11 8		
Western Australia	185 17 4	134 1 9	12 0 1	16 8 7		
TOTAL	£ 10,415 0 0	7675 0 0	822 0 0	1125 0 0	...	...

C. TODD, *Postmaster-General & Supt. of Telegraphs, S.A.*

*General Post Office, Adelaide,
24th March, 1898.*

STATISTICAL RETURN, NEW SOUTH WALES, 1897.

Number of Telegraph Stations (including Public Telephone Offices).....	800
Miles of Line-wire.....	33,072
Miles of Line.....	12,745
Total cost of construction to 31st December, 1897.....	£920,036

Inland and Intercolonial.

Number of Messages received and transmitted	2,133,298
Revenue (including £17,521 14s. 6d. value of O.H.M.S. business)	£142,774 6s. 1d.

International.

Messages transmitted—	
Number	25,199
Value (including O.H.M.S. business £1101 19s. 8d.).....	£71,705 0s. 4d.
Messages received—	
Number	17,494
Value	£52,565 11s. 6d.
Net Revenue to New South Wales.....	£5645 10s. 5d.

Telephones.

Number	6726
Amount of Revenue received in 1897.....	£39,613

*Postal and Electric Telegraph Department,
General Post Office, Sydney, 25th March, 1898.*

VICTORIA.

On 31st December, 1897—

Total Mileage, Telegraph Lines	3823
" " Wires	9378
Total Number Staff Post and Telegraph Offices	209
" Contract " 	184
" Railway " 	398
Net Telegraphic Revenue, 1896-7.....	£101,605 6s. 10d.

J. GAVAN DUFFY, *Postmaster-General.*

SOUTH AUSTRALIA.

Post Office—	
Number of Post Offices	681
Number of Letters and Postcards	*18,804,962
Number of Packets	*1,973,862
Number of Newspapers	*9,488,965
Number of Parcels (per Parcel Post).....	*48,752
Revenue paid into Treasury (including "Recoups," &c., as shown below).....	£125,114
Money Order—	
Number of Offices.....	190
Number of Orders issued	80,503
Amount of ditto.....	£234,187
Number of Orders paid.....	92,809
Amount of ditto.....	£343,479
Number of Postal Notes issued	252,346
Amount of ditto.....	£85,501
Number of Postal Notes paid	251,558
Amount of ditto.....	£85,741
Revenue paid into Treasury.....	£5917
Telegraph—	
Number of Offices.....	264
Length of Telegraph Lines (miles)	5525
Ditto Wires (miles)	11,526
Length of Telephone Lines (miles).....	337
Ditto Wires (miles)	2921
Total length of Telegraph and Telephone Lines (miles)	5862
Ditto Wires (miles)	14,447
Number of Telegrams (Colonial and Intercolonial)	1,111,283
South Australian charges on ditto	£51,688
Number of International Telegrams	118,186
Gross value of ditto.....	£498,477
South Australian charges on ditto	£45,001
Total number of Telegrams	1,229,469
Revenue paid into Treasury—	
On Telegraph Account (including "Recoups," &c., as shown below) ...	£110,748
On Telephone Account	£15,916
Recoups and Sales of Government property—	
Post Office	£2035
Telegraph.....	£947
Total Revenue (including "Recoups, &c.)	£257,695
Total Expenditure (including cable subsidies and guarantees)	^a £202,903

* Approximate.

^a "Total Expenditure" :—

Includes amounts paid on account of—

Cable subsidies, &c.....	5294 14 7
Observatory	915 14 8
	<u>£6210 9 3</u>

C. TODD, *Postmaster-General and Superintendent of Telegraphs.**General Post Office, Adelaide,
18th March, 1898.*

QUEENSLAND TELEGRAPH SERVICE, 1897.

Number of Telegraph Stations	365
Miles of Line.....	10,026
Miles of Wire.....	18,031
Number of Messages transmitted and received (including International)	1,141,716
Value of ordinary Messages transmitted (excluding O.H.M.S.).....	£76,795 10s. 11d.
Revenue paid to Treasury (including £5264 5s. 5d. on account of Telephones)	£76,986 1s. 10d.
Cost of construction to date (including Buildings).....	£860,080 15s. 11d.

JOHN McDONNELL, *Under Secretary and Superintendent of Telegraphs, Queensland.*

TASMANIA, 1897.

Number of Telegraph Stations (including Public Telephone and Railway Offices)	226
Miles of Line wire	2446½
Miles of Line.....	1484
Total cost of construction to 31st December, 1897	£70,751

INLAND AND INTERCOLONIAL.

Approximately—	
Number of Messages transmitted (including about 43,421 O.P.S.O. Messages)..	342,633
Revenue (including £4442 approx. value of O.P.S.O. business), gross £33,722, net	£19,909

INTERNATIONAL.

Messages transmitted—Number	763
Value	£1860
Messages received—Number	647
Value	£3327
Net Revenue to Tasmania.....	£63

TELEPHONES.

Number.....	810
Amount received in 1897 for Telephones.....	£3526 1s.

*Post and Telegraph Department,
Hobart,
1st April, 1898.*

REPORT BY PERMANENT HEADS OF DEPARTMENTS.

Postal Conference, Hobart, 30th March, 1898.

IN pursuance of the instructions of the Honourable the Delegates assembled in Conference, we have carefully considered the questions remitted to us, and have to report as follows:—

Nos. 3 and 4.—“Adoption of uniform Letter Bills, and furnishing Statistics of Inter-colonial Correspondence.”—“Adoption of uniform Letter Bills for Mails exchanged between (a) the Principal Offices of the Australasian Colonies, and (b) Border Post Offices.”

Recommended, That the Letter Bills as prepared by New South Wales, at the request of previous Conferences, be adopted, and that, during the months of May and November in each year, the number of letters, packets, and newspapers contained in mails be stated on Letter Bills for statistical purposes.

No. 5.—“Australian Mails Way-Bill.”

No report. Can be dealt with departmentally.

No. 6.—“Reply Postage Stamp—(a) Merridew’s Scheme; (b) Maury’s Scheme.”

It would be impossible to introduce the universal use of the Reply Postage Stamp without interfering more or less with the postal revenue of the countries concerned, and we therefore cannot advise adoption of either scheme.

No. 7.—“The use of the ‘Paid-at’ Stamp on Correspondence on which postage has been paid in cash.”

Recommended, That cash payment be accepted for *all* classes of mail matter over the value of £1, posted at one and the same time, but that the “Paid Stamp” shall indicate the postage paid for each article. The Offices authorised to accept cash payment to be determined by each respective Administration.

No. 8.—“Inland Postage Rates, Local Delivery.”

No report. The Postmaster-General, South Australia, suggests that where 1*d.* postage is introduced it should be restricted to letters posted in a town for delivery in the same town. This system already obtains in Queensland and Tasmania.

Nos. 9 and 10.—“Rates of Postage levied by Fiji on Patterns and Samples and on Newspapers”—“*Re* Berne Bureau questioning the rates charged by the Australasian Colonies on International (a) Patterns, and Samples, and (b) Newspapers.”

As our rates of postage on patterns and samples and newspapers are in strict conformity with Article 5 of the Vienna Convention, and Fiji is charging similar rates, the objections raised by Berne to the rates of Fiji are not supported by the Convention. Should the Berne contention be upheld it would involve the rates in all the Colonies being raised, in the case of packets, from 1*d.* to 1½*d.* for two ounces.

No. 11.—“Samples of Glass, &c.—*vide* London Letter, dated 21st January, 1898.”

Hitherto it has been the practice of the Australasian Colonies to permit “Queen bees, and live but harmless entomological specimens,” as well as glassware—provided such articles be properly and securely packed—to be transmitted by sample post within the Colonies and to any other country or colony where allowed by the local regulations; but the Colonies have refused to transmit by sample post packets of liquids, oils, fatty substances, dry powders (whether

dyes or not). However, from the 1st January, 1899, the transmission of the whole of the above-mentioned articles by sample post will be obligatory between union countries under the Washington Congress.

The London Office has now written to say that the Postmaster-General is willing to allow samples of glass, liquids, greases, and colouring powders (but apparently not live bees) to pass in the mails exchanged between the Australian Colonies and the United Kingdom after the 1st March, 1898, the date from which they will be allowed to pass in the inland postal service of the United Kingdom, and that Office desires to be informed whether the Colonies will agree to such exchange.

The transmission of the articles mentioned will be governed by the provisions of the Postal Union Regulations, and the limits of size and weight will be those already applicable to samples exchanged between the Australian Colonies and the United Kingdom—viz., 2 feet in length by 1 foot in width and depth, and 1 lb. in weight.

As the transmission of the articles referred to by sample post will be compulsory from the 1st January, 1899, there would not seem to be any objection to the exchange with the United Kingdom taking place from the 1st July next.

No. 12.—“The Postage to be charged on obliterated stamps and spent letters.”

Recommended, That obliterated stamps and spent letters be sent at Commercial Paper Rates within the Colonies, subject to usual packet Regulations, but this cannot be done internationally, as the Rules of the Universal Postal Union Convention require letter rate to be paid.

No. 13.—“Bankers' Parcels : need for strictly enforcing Regulations relating thereto.”

We advise that intercolonially the following existing Regulation be in future strictly adhered to :—

Bankers' packets (*i.e.*, packets sent from one bank to another), containing bank-notes, cheques, cheque-books, drafts or orders, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that they contain nothing in the nature of a letter. Though not compulsory, it is strongly recommended that bank-notes should be registered. They must be registered if addressed to another Australian Colony, and cannot be forwarded at packet rates to the United Kingdom, West Australia, New Zealand, or any other country.

Bank passbooks may be sent from or to any bank at packet rates, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that “passbooks” only are being transmitted. Every such packet must be endorsed “Passbook only.”

No. 14.—“The Intercolonial Packet Post to be limited to articles of no commercial or saleable value.”

We consider that the present Regulations which admit of small packets of merchandise not exceeding 1 pound in weight being exchanged with all Colonies except Queensland, at packet rate of 1*d.* per 2 ounces should be adhered to, and, if possible, be extended to Queensland; that Colony however objects to merchandise being sent by packet post.

No. 15.—“Practice of taxing ‘officially’ or ‘compulsorily’ registered International correspondence supposed to contain money or other valuable enclosure.”

The Postal Laws of the Colonies provide for compulsory registration of letters containing valuable enclosures. Under the Universal Postal Union, however, it is not permissible to send coin, bullion, &c., and the principle of compulsory or official registration is not recognised under the Convention. The practice of compulsorily registering letters to Great Britain containing coin or bank notes has, however, been in operation for some time past in most of the Colonies, and, until recently, accepted by the London Post Office. We consider that, in the case of letters containing valuable enclosures posted in the ordinary way, it is more desirable in every respect to send them on charged with registration fee than to send them forward unregistered. We advise that the London Office be communicated with, and invited to accept such correspondence in future as they have done in the past, and collect the registration fee on delivery.

No. 16.—“Proposed Amendment of Article 12 of the Australasian Postal Convention so far as it relates to Travellers' Cards or Circulars.”

Under Article 12 of the Australasian Postal Convention appears the following paragraph :—

“Cards, Travellers' Cards, or Circulars may be sent at Packet rates, and, if necessary, may include a catalogue or list of prices. They may also bear the date and name of the traveller.”

We recommend that the following words be added—“the date of sending and the date of intended visit of the traveller, also the time of departure of train or steamer, and name of latter by which the goods are forwarded.”

No. 17.—“Permission to Commercial Travellers to post letters on trains without affixing Late fee.”

We consider this matter should be left to each Administration to act for itself. It is in operation in Victoria and New South Wales, whilst in Tasmania no Late fees are charged.

No. 18.—“Grocers’ Price Lists, Postage on.”

Two articles were submitted by South Australia with a view to obtaining an opinion generally as to whether those and publications of a like character should be considered as newspapers. We are of opinion that one of the articles is inadmissible as a newspaper, but only for the reason that it is not fully dated as the Regulations require, and that the second one is entitled to pass as a newspaper.

No. 19.—“Proxy Forms or Notices : Postage on.”

We consider that these may pass at Packet rate of postage.

No. 20.—“Circulars’ Postage.”

No report.

No. 22.—“Proposal to prohibit the enclosure of articles of a monetary denomination in parcels and packets.”

We think it most undesirable that Postal Notes, Money Orders, and Cheques should be transmitted through the post as packets, or enclosed in packets or parcels, but should be sent separately at the Letter rate of postage. (This of course does not apply to the special concessions in regard to Bankers’ parcels.)

No. 23.—“Rates levied by the respective Australasian Colonies on ‘Loose Ship Letters.’”

Recommended, That in the case of loose letters received in one Colony from another by sea, a late fee of 2*d.* each be levied on delivery in addition to the ordinary postage paid upon them, and double the deficiency where the ordinary postage is insufficiently prepaid.

No. 25.—“Transmission of Promissory Notes, Circulars, and other printed matter with Accounts.”

We consider that Promissory Notes signed or unsigned, Circulars, and other printed matter are entitled to be enclosed with Accounts and Packet rates levied on the whole packet.

No. 26.—“Printed communications, as footnotes on Invoices, Accounts, &c.”

We recommend the adoption of the following amended Regulations dealing with Accounts and Invoices :—“Accounts and Invoices, receipted or unreceipted, the remark, “With thanks” will be allowed, but either printed or written communications in the nature of a letter or of the character of actual or personal correspondence, by code or otherwise, are chargeable as letters. Invoices may be receipted, and may advise when or how the goods are forwarded, but may contain no other written matter, nor anything in the nature of actual or personal correspondence by code or otherwise. They may, however, bear the following trade notices, whether printed or impressed with a rubber or other stamp :—“All empties returned must be advised ;” “When remitting, please return the statement to be receipted ;” “Terms, cash in advance ;” “Terms, 2½ per cent. discount for cash ;” “This settles your account up to date ;” “Cheque will oblige.” Anything, however, of a general character printed in ordinary type may be enclosed with accounts, provided it is not of the nature of a personal correspondence.”

No. 27.—“Redirection Charges.”

We report that all the Colonies, with the exception of Queensland, make no charge for redirection fee. Queensland, under Section 15, Post Office Act, 1891, charges a redirection fee, but this fee is not collected by the other Colonies.

No. 30.—“Applications *re* embossing combined sheet of note-paper and envelope.”

In the opinion of this Committee there is no objection to applications being granted with regard to impressing stamps on the combined sheet of note-paper and envelope, on the following conditions :—

1. Not fewer than 500 envelopes of any one size to be received at any time.
2. Coloured envelopes not to be received for stamping.
3. Envelopes which are too thin to bear the impression of the die not to be received.
4. Envelopes provided by the Post Office Department with the proper stamp thereon to be substituted for any which may be spoiled in the operation of stamping.
5. A charge of 2*s.* per 1000 to be made for stamping.

The present practice in the different Colonies is as follows :—No charge is made in New South Wales and Tasmania, 3s. per 1000 is charged in Queensland, 2s. in Victoria; South Australia not undertaking the duty at all.

No. 31.—“Counterfeit Postage Stamps—Compliance with Article No. 18, Vienna Convention.”

Under Article 18 of the Vienna Convention the contracting countries undertake to adopt or to propose to their respective Legislatures the necessary measures for punishing the fraudulent manufacture or use of counterfeit stamps, and we think that it is desirable that the necessary legislation to enable the Colonies to give effect to this Article be obtained as early as possible by those Colonies which do not already possess it.

No. 33.—“Postage on certain class of publications.”

A publication was submitted by South Australia with a view to conferring as to whether publications of that class should be treated as packets or books. We are of opinion that, not being published in book form, they should be charged at Packet rate of postage.

No. 35.—“Postal Guides, uniformity.”

We advise that the question be taken up later on if time permits.

No. 36.—“Territorial transit rates charged by one Australian Colony to another such Colony, proposed reduction.”

As the Postmaster-General South Australia has assured this Committee that the present payment on the homeward mails and the payment by Great Britain to South Australia on the outward mails only about covers actual expenses, taking, of course, into account the landing and embarking of mails at Largs Bay, we do not advise that any reduction be made in these rates at present. In connection with this matter, we desire to call attention to the fact that in the new contracts with the P. & O. and Orient Companies, the contractors are required to land and embark the mails at all ports, including Largs Bay; but in the interests of the Colonies it is our opinion that the Adelaide Post Office should still undertake the service of landing and embarking the mails at Largs Bay, as the incoming mails occasionally arrive at such a time as to render it necessary for using the greatest possible expedition in landing the mails, in order that they may reach Adelaide in time for Melbourne express leaving at 4.30.

No. 37.—“Accelerating of train service with English mails from Brisbane.”

It is admitted that the present railway arrangements are extremely inconvenient to Queensland in regard to the connection of the English mails at Sydney. If any arrangement could be made by which the Commissioners of these two Colonies could arrange for a train to leave Brisbane about 1.30 P.M. on Monday to arrive at Sydney at 5 P.M. next day, this would enable the Queensland public to post up to noon on Monday, instead of the business people having practically to close their correspondence on Saturday evening.

No. 37A.—“Question of special trains in event of mail steamers reaching Largs Bay on Saturdays and Sundays.”

As bearing upon the English Mail Train Service, and considering the likelihood under the present contract of the steamers frequently reaching Largs Bay on Saturday and Sunday, we have considered the question of making some provision for forwarding these mails on to their destination by special trains, and thus avoiding the great delay which would be otherwise unavoidable. A Memorandum showing possibilities in regard to special trains is appended, and we recommend that the questions therein set forth be remitted for the favourable consideration of the Colonies concerned.

Appendix A.

No. 38.—“Australasian Postal Convention.”

We advise that this question be taken up later on if time permits.

No. 40.—“Proposed arrangement for enabling senders of parcels for despatch per Parcels Post to places abroad, to defray all Customs and other charges arising upon such parcels.”

The proposed arrangement is explained in the subjoined letter from the London Post Office, 12 March, 1897 :—

“I am directed by the Postmaster-General to enquire whether your office would be disposed to take part in an arrangement, which is under consideration here, for enabling the senders of parcels sent abroad by Parcel Post to defray all the charges arising upon them, that is to say, not merely the postage, but also the Customs and other charges, which have now to be paid by the addressees on delivery. Such an arrangement is in operation in connection with the Parcel Post between several of the countries of the Postal Union, and is said to work well. The procedure is as follows :—

“A person wishing to relieve his correspondent of all charge in respect of a parcel, endorses it ‘to be delivered free of all charge,’ signs a declaration that he will pay the amount due as soon as it is ascertained, and, if required, pays a deposit. A form, similar to the one annexed, is then made out and accompanies the parcel to the office of exchange of the country of destination, where the parcel is examined, and the charges are assessed. The amount is entered on the form, and claimed on a parcel bill, to which the form is attached as a voucher. The form is then sent back to the office of posting, where a settlement is come to with the sender. The parcel is, of course, delivered free.

“In this country it is proposed to charge for the facility a fee of 6*d.* per parcel.

“If your office, with the consent of the Government, is of opinion that the proposed arrangement might with advantage be adopted, you will no doubt be good enough to inform me to that effect. A date can then subsequently be fixed by mutual consent for bringing it into operation.”

We recommend that the suggestion of London should be approved, provided that the fee, in addition to the postage, instead of being 6*d.*, be 1*s.*, to be equally divided between the United Kingdom and the Colony interested.

No. 41.—“Customs Declarations on Parcel Post Packages.”

We recommend that the Regulation of the London Post Office, as under, with reference to valuation of Parcel Post Packets be adopted, viz. :—

CUSTOMS DECLARATION AND DESPATCH NOTE.

“Parcels are subject to Customs Regulations, and the sender of each parcel is required to make, for Customs purposes, upon a special form or forms, which can be obtained at any Post Office, an accurate statement of the nature and value of the contents and other particulars. *Undervaluing the contents, or failure to describe them fully, may result in seizure of the parcels.* The net weight or quantity of the various articles contained in a parcel should, if possible, be stated, and any other particulars which would facilitate the assessment of Customs Duty—such as, in the case of clothing, the material of which it is composed, and whether it is new or has been worn. In the case of articles returned to the country where they originated the fact should be stated.”

No. 42.—“Proposed ‘Express Delivery’ of Parcels and Postal Packets exchanged between the United Kingdom and the Australasian Colonies.”

By circular letter dated the 20th April, 1897, the London Office wrote to the respective Australasian Postal Administrations, bringing under notice the system of delivering ordinary *postal packets* by *express* messenger, stating that the system had worked well in the United Kingdom, and was about to be extended to international *parcels*.

The London Office suggests that, if the Colonies are now able to undertake express delivery, it should *apply to parcels as well as to other postal packets*, but, if the Colonies be still unable to arrange for the delivery by special messenger of postal packets received from places abroad, they may desire to give senders in the Colonies the opportunity of securing the express delivery of correspondence forwarded by them to the United Kingdom. If so, the London Office is prepared to deliver specially all ordinary postal packets as well as parcels marked “express,” received in the mails from the Colonies. The express fee on *ordinary postal packets*, at the rate of 3*d.* per mile, cannot be prepaid, but will be collected on delivery, while, *in the case of parcels* for “express” delivery, a special fee of 5*d.* each parcel should be collected from the sender, and credited to the Imperial Post Office on the parcel bill.

We consider that the requisite facilities for the establishment of the system do not exist here; there is no demand for its establishment; there are objections to its *partial* introduction (*i.e.*, that it should apply *only* to parcels *from* Australia); the express fees chargeable even under the favourable circumstances of a large traffic would not be remunerative; and the proposal that the Colonies should undertake the collection of fees on behalf of the United Kingdom, and undertake the task of specially treating all such parcels without any remuneration, is considered inequitable.

Under the circumstances we think it undesirable that the proposal should be acceded to.

No. 43.—“France—Parcel Post Convention.”

We recommend that, although Queensland is not at present prepared to join the Parcel Post Convention with France, except on certain conditions, the remaining colonies adopt it as soon as possible.

No. 44.—“Establishment of direct exchange of Parcels between the Australian Colonies and Cape Colony, and other South African States and Colonies.”

We have carefully revised the Draft Parcel Post Convention, and append the same, as altered, Appendix B, which we advise be forwarded to Cape Colony for approval. It is recommended that Tasmania be requested to act as intermediary in forwarding or distributing parcels passing through its office to and from the Cape without charging territorial or extra sea transit rates, the Australian Colonies being regarded as out-territory for parcel post purposes.

No. 45.—“Revision of Parcel Post Rates to India and the East, Ceylon to act as intermediary.”

No report.

No. 46.—“Proposed introduction of System of Insurance on Postal Parcels.”

We recommend that the system of insurance on parcels be agreed to inland, intercolonially, and with the United Kingdom, and that the following be the rates charged :—

	Not exceeding £10.	Each additional £10 to £50.	Maximum Charge.
Inland	4 <i>d.</i>	2 <i>d.</i>	1 <i>s.</i>
Intercolonial	5 <i>d.</i>	2½ <i>d.</i>	1 <i>s.</i> 3 <i>d.</i>
United Kingdom	6 <i>d.</i>	3 <i>d.</i>	1 <i>s.</i> 6 <i>d.</i>

But we advise that the credit to be allowed by the despatching office be the same in both directions, that is, Great Britain to credit the Colonies on the “outward” parcels with an equal amount to that credited by the Colonies on the “homeward” parcels, and the same principle should apply intercolonially. Queensland and Tasmania consent to this, so far as absolute loss is concerned, but not to insurance against damage.

No. 47.—“Articles having a saleable value received by Packet Post to be transferred to Inland Parcel Post.”

No report on this matter. It applies to Queensland only.

Nos. 48 and 49.—“Adjustment of Postage on Intercolonial Parcels posted out of course and received in the Colony of destination by other than Parcel Post.”—“Mode of charging and accounting for irregularly-posted Parcels.”

In the case of parcels sent out of course (*i.e.*, articles despatched from one colony as packets, &c. but regarded in the colony of destination as *parcels*), we advise that double the amount of deficiency at parcel rate be collected on delivery.

Nos. 50 and 51.—“Discontinuance of Registration of Parcels in New South Wales.”—“Intercolonial Charges for Certificates of posting of Parcels.”

We recommend that certificates of posting of parcels be given at a charge of 3*d.*, the one certificate to include as many parcels as the sender may choose to enter upon the list, and for an additional 2½*d.* for each parcel an acknowledgment of receipt by addressee will be obtained and forwarded to the sender by post.

No. 52.—“Apportionment of Intercolonial Parcel Postage equally between the Colony of origin and Colony of delivery.”

We recommend that the present division of postage on parcels posted intercolonially be maintained—despatching Colony 5*d.* ; receiving Colony 3*d.* : Queensland dissenting.

Nos. 53 and 54.—“Claim of London Office to be credited with 1*d.* per lb. for sea transit from Australia to England on parcels sent to Foreign Countries *via* the United Kingdom.”—“Apportionment of postage on parcels exchanged with Foreign Countries through the intermediary of the United Kingdom.”

In 1896, at the suggestion of the London Office, it was agreed that the postage on parcels exchanged between the United Kingdom and the Australian Colonies should be reduced *from* 1*s.* 6*d.* for the first 2 pounds or fraction, and 9*d.* for each additional pound, *to* 1*s.* for the first pound or fraction, and 6*d.* for each additional pound.

The proposal for such reduction of postage was first made in 1894, but the apportionment of postage then suggested by the London Office was considered to be unfair to the Colonies, and it was not until after the exchange of considerable correspondence on the subject between the London and Colonial Offices that the former office agreed in 1896 that the postage should be apportioned as under on parcels forwarded in both directions ; *viz.* :—

Colonial share—First pound, 7*d.* ; each additional pound, 3*d.*
Imperial „ „ „ 5*d.* ; „ „ „ 3*d.*

(NOTE.—Owing to the heavy expense incurred by the Colonies in initiating the Parcel Post System in 1886, the London Office agreed to allow them the larger share of the postage, and the Colonial share is still 2*d.* more on each parcel than that received by the United Kingdom.)

Subsequently to the above-mentioned division of postage being agreed upon, the London Office, in a circular letter dated the 30th December, 1896, suggested that the Australian Colonies should accept the *same* credit on parcels sent from Foreign Countries to Australia *viâ* England as on those sent direct from the United Kingdom to Australia, *viz.*, 7*d.* for the first pound, and 3*d.* for each additional pound, *in lieu* of the credits then received, *viz.*, 9*d.* up to two pounds, 2*s.* 3*d.* between two pounds and seven pounds, 3*s.* 9*d.* between seven pounds and eleven pounds. This suggestion, although entailing a loss on the Colonies, was adopted for the sake of uniformity.

On the 18th June, 1897, the London Post Office wrote to the Adelaide Office intimating that it would be necessary for the Australian Post Offices to credit the Imperial Post Office with 1*d.* per pound rate (for sea postage from Australia to London), in addition to the onward postage from England, on all parcels which they might send to other countries *viâ* the United Kingdom, after the 31st July, 1897. In a reply, forwarded from New South Wales to London (dated 14th September, 1897), attention was drawn to the particulars stated above, and that office was reminded that *at the present time no special payment is made to the Orient and P. & O. Companies for the sea transit of parcels* (those Companies having since the 1st February, 1896, abandoned the special charges made up to that date for such transit); and it was pointed out that *subsidies now allowed cover payment for the conveyance of all mail-matter (including parcels), and the Australian Colonies, as joint parties with the United Kingdom to the contracts with the Companies named, are entitled to the full benefit of the altered arrangement.* It was therefore intimated that, under the circumstances, it was thought that the demand made was unreasonable, and that the London Office was not justified in making a special levy on the Australian Colonies with respect to the sea conveyance of parcels any more than it would be in acting similarly with regard to ordinary correspondence (letters, &c.); and it was added, in conclusion, that as the Colonies had reduced the postages on parcels to and *viâ* the United Kingdom, on the understanding that they were to receive certain credits, it would now be necessary, in order to comply with the request made, either to submit to a loss of revenue, or to increase the postage rates on the parcels. Victoria and South Australia also objected to compliance with the request made.

The London Office, under date the 5th November, 1897, replied, expressing regret that the proposal of that office was considered by Australia to be unreasonable, and asking for a re-consideration of the matter.

It is thought that the particulars furnished the London Office sufficiently demonstrated the unreasonableness of the request made by that office. The discussion on the subject seems to have arisen because of an apparent misapprehension on the part of the London Office, which appears to think that some particular portion of the Colonial share of postage on parcels exchanged with the United Kingdom is allocated for the sea service; but such is not the case, and it must be obvious that (the Orient and P. and O. Companies having two years since abandoned their special charges for the sea transit of parcels) there is no need to allocate any portion of the postage receipts to cover charges which no longer exist.

The London Office has not made, *nor is it entitled to make, any claim for the sea transit of parcels sent from the Colonies addressed to the United Kingdom*, and, as the arrangement made is that the Colonies are to receive the *same share of postage* on parcels exchanged with foreign countries *viâ* the United Kingdom as on parcels exchanged direct with the United Kingdom, and in view of the other strong reasons herein given, it seems sufficiently clear that the London Office has no good claim to the credit asked for; *and it is still thought that the request made should not be acceded to.*

To sum up the matter, on parcels for Foreign Countries *viâ* the United Kingdom, the London Office receives *its full share of postage at the rates agreed upon, in addition to the onward postage from the United Kingdom to destination*, and it would seem clear that the London Office has no good claim for any further payment.

Were the claim of the London Office admitted, the Colonies would receive (after the first lb.) only 2*d.* per lb., whilst the United Kingdom would receive 4*d.* per lb., instead of each receiving as at present, 3*d.* per lb.

We recommend that the foregoing statement be communicated to the London Post Office, Queensland dissenting, that Colony having already made the necessary charge on parcels in order to meet London demands.

No. 55.—“The practicability or otherwise of introducing the ‘Value payable,’ or ‘Cash’ on delivery of Parcels System into the Australasian Colonies.”

It is thought that there would be strong protests from country storekeepers and others were this system introduced; indeed, when the parcel post was brought into operation there were numerous complaints that people in the country found it cheaper to obtain their goods from the city by parcel post than to (as formerly) patronise their local storekeepers, who suffered in consequence. Were the “value payable,” post inaugurated, it is obvious that the grievance would be intensified. Moreover, were the system to apply, as in India, only between Money Order Offices, it would not be available for use by people in remote districts, by whom it would be most appreciated. Under these circumstances it is thought that it would not be desirable at the present time to bring the system mentioned into operation in the Australasian Colonies.

No. 56.—“Rates of Commission on Money Orders from the Australasian Colonies to the United Kingdom, Cape Colony, &c.”

We recommend that the rates of commission charged on Money Orders for the United Kingdom, British Possessions, and Foreign Countries, in all the Colonies as in New South Wales and Queensland, be 6*d.* for each pound or fraction of a pound.

No. 57.—“Reduction in rate of commission to paying country on Money Orders exchanged between Australasian Colonies and Singapore.”

The rate of commission has now been reduced from one per cent. to half of one per cent. by all the Colonies.

No. 58.—“Treatment of Money Order Advices missent to other Colonies.”

We advise that in the event of Money Order Advice being inadvertently sent to the wrong Colony, that Colony should forward the Advice without delay to the Head Office of the Colony on which the Money Order was drawn, so that the payee may at once receive payment; at the same time, the issuing Colony should be informed of the action taken and requested to deduct the amount of such Advice from the next Account.

No. 59.—“Practice of forwarding Money Order Advices, with and without lists, between Colonies.”

We advise that Tasmania correspond by letter with the Colonies concerned.

No. 60.—“Telegraph Money Orders to New Zealand and Tasmania.”—“Omission of signature from Advices, and Cable Company’s charges.”

At the 1896 (Sydney) Conference, the following recommendation by Permanent Heads of Departments was adopted, viz.:—“We recommend that the proposal of New Zealand to introduce the Telegraph Money Order system between that Colony and Australia and Tasmania be agreed to. Our experience of the system which is now in force between the Australian Colonies and Tasmania does not lead us to anticipate that any serious risk would be incurred by extending it to New Zealand. We advise that the usual Money Order Commissions be charged, plus the cost of a ten-word telegraph message to the paying office, and another to the payee.”

The system was brought into operation in July, 1897, and, in the Regulations adopted, it was provided that *one* message would “be sufficient for any number of Orders from the same remitter to the same payee, provided the numbers are continuous.”

However, on the 21st December, 1897, Mr. Warren, of the Eastern Extension Telegraph Company, wrote, intimating that, from the 1st January, 1898, “*only one Money Order will be accepted at the single rate, every additional Order embodied in the same message to be charged as an extra message,*” and also suggesting that a considerable reduction in the average number of words in a message would be made were the signatures to Telegraph Money Order Advices omitted. On the recommendation of the Controller, it was decided by New South Wales to “agree to dispense with the transmission of the Postmaster’s name and designation to all telegraphic advices to New Zealand, as it is of no use to the paying office.”

However, in the Regulations subsequently prepared on the subject, it was provided that “in advising the remittance of money by telegram to *either New Zealand or Tasmania*, the Postmaster or other official will not give his name or official designation, but simply the name of the office at which the order is issued.”

The *Tasmanian Postal Authorities* apparently were not consulted respecting the above-mentioned altered arrangement, and on receipt of an unsigned telegraph money order advice from the Postmaster, Oxford-street, made enquiry in the matter. A memorandum in reply seems to have been sent from the Money Order Office, to which the *Hobart Office* replied that “*Telegraph Money Order advices unsigned will not be recognised by this Colony (Tasmania).*” Hobart was thereupon informed that “signatures of Postmasters dispensed with in accordance with arrangement with Cable Company.”

A letter, dated the 16th February, 1898, has since come to hand from *Tasmania*, intimating that with regard to the signatures of telegraphic advices being abolished altogether, the question will be placed before the Honorable the Postmaster-General on his return to the Colony, and his decision made known to you.

By letter, dated the 19th February, Mr. Warren intimated that “*on and after the 1st March, 1898, the New Zealand cable rate for official Telegraph Money Order Advices will be two shillings and sixpence, instead of two shillings, as at present,*” also that “*additional orders may be included in one telegram at the minimum rate of two shillings and sixpence.*” In reply to an enquiry from the Sydney Office, Mr. Warren stated that the above rates will not apply to Tasmanian Money Order cable business.

The points for consideration seem to be the adoption of a uniform practice on the part of the whole of the Australasian Colonies respecting the signing or otherwise of Telegraph Money Order Advices to New Zealand and Tasmania respectively.

New Zealand has intimated that the Postal Department of that Colony is unable to dispense with the issuing officer's signature; whilst *Tasmania* has notified the Sydney Office that unsigned Telegraph Money Order Advices will not be recognised by that Colony.

We are of opinion that the practice of wiring the Postmaster's signature is a safeguard. We also consider that *the simplest way of adjusting the charges with the Cable Company would be to pay them their proper tariff of 2s. in the case of New Zealand, and 1s. in the case of Tasmania, for the first 10 words, and 3d. and 1d. each additional word contained in the messages transmitted over the New Zealand and Tasmanian cable lines respectively, the sender, of course, being charged the full rates as given in the Postal Guide.*

No. 61.—“Exchange of Money Orders with Japan.”

The Hong Kong Office having intimated that they can no longer act as intermediary in connection with the exchange of Money Orders between Australia and Japan, we advise that a joint Convention be entered into with that country.

Nos. 62 and 63.—“Suggested discontinuance of the issue of Duplicate Postal Notes and the payment of the face value of postage stamps affixed to Postal Notes.”—“Duplicate Postal Notes.”

We advise that a Duplicate Postal Note may be issued on satisfactory evidence of the destruction of the original, or in case of loss, on the expiration of Six months from the date of such original note. No note shall be paid after the expiration of Six months from date of issue without reference to the Head Office of the Colony of issue, in order to ascertain whether the original has been paid.

No. 64.—“Exchange of Postal Notes between Australasia and the United Kingdom.”

At the 1892 (Hobart) Conference it was decided to invite the London Office “to adopt an exchange of postal notes with the Australasian Colonies on the same lines as those now existing between some of the Colonies.” At the 1893 (Brisbane) Conference the Permanent Heads reported that “the London Office having absolutely refused to exchange postal notes with Australia, we have no recommendation to make.” At the 1894 (New Zealand) Conference the Permanent Heads reported that “as no new circumstances have arisen since the Brisbane Conference, we do not think that this matter should be reconsidered at present;” and, again, at the 1895 (Hobart) Conference it was reported that “the London Office was communicated with, but declined to exchange postal notes on account of the great risk.” It appears from enquiry made by the Deputy Postmaster-General of New South Wales, when in London last year, that that office is quite firm in its opposition to the exchange of postal notes between the Australian Colonies and the United Kingdom. In the first place there is the old objection, namely, the difficulty of guarding against forgery and fraud, and of providing for the payment of these notes at the 12,000 offices in the United Kingdom, many of these being held, as in our case, by storekeepers who could not distinguish between a postal note issued at one country or another country, or whether it was a forgery. A further objection is that the balance—always an uncertain one—would be against the United Kingdom, that is to say, that more postal notes would be issued in the Colonies upon Great Britain than in Great Britain upon the Colonies.

It was suggested that the case might be met by adopting a similar course to that in the case of India, that is, let the Colonies purchase a quantity of British Postal Notes, paying of course cash for them, and also paying the commission. The London Office has no objection to our selling these notes in the Colonies, charging of course our commission in addition to the British commission. Should this be done they would agree to date the currency of the notes only from the date of our postmark, and not from the date of purchase from the London Office.

It is stated that experience has shown that there is very little demand for these notes in India. We consider that all the requirements of the public in the way of remitting small sums of money have been met in most of the Colonies by the reduction in the charge on Money Orders for sums not exceeding £1, from 1s. to 6d.

No. 69.—“Berne's Circular *re* tabulated Telegraph Routes, and method of indicating such Routes.”

We consider this does not affect the Colonies to any great extent, and it is therefore recommended that no action be taken.

No. 70.—“Fire Alarms.”

We have no report to make.

No. 71.—“Sunday Telegraph Rates to Tasmania.”

We recommend that Tasmania adopt the Sunday rates on telegrams charged in the other Colonies,

Nos. 72, 73, and 81.—“Intercolonial Telegraph Rates.”—“Resolution of Conference Chambers of Commerce *re* Intercolonial Telegraph Charges.”—“Reduction of the New South Wales-Queensland Telegraph Rates, and alteration in mode of charging on Inland and Intercolonial Telegrams.”

The question of reducing the rates—2s. for the first 10 words, and 2d. each additional word—on telegrams between New South Wales and Queensland, has been under consideration on several occasions.

In 1885, a proposal was made to Queensland that the rates be reduced to those then, and now, existing between New South Wales and Victoria, viz., 1s. for the first 10 words, and 2d. for each additional word. A reply was received that, having regard to the long distances over which telegrams pass in Queensland, the Government of that Colony was not then disposed to make any reduction in the charges levied. In 1887 the attention of Queensland was again drawn to the matter, but a reply was received to the effect that, for the reasons already given, the Government of that Colony was “still unable to meet the wishes of the Government of New South Wales with regard to the proposed reduction.”

At a Conference held at Adelaide in 1890, a Resolution was agreed to, of which the following is an extract, viz. :—

“That, between any two contiguous Colonies, 1s. shall be the initial charge for 12 words, and 1½d. for each additional word; names and addresses to be paid for.”

Owing to some of the Colonies not taking the necessary action, this Resolution was not given effect to, nor was a somewhat similar Resolution making the charge “between any two contiguous Colonies 1s. for 15 words, and 1½d. for each additional word, names and addresses to be paid for,” which was adopted at a Conference held at Sydney, 1891. A Resolution, similar in terms to the latter, was submitted for consideration at the 1892 (Hobart) Conference, but was rejected.

In 1896 the Chambers of Commerce in Sydney, Melbourne, and Adelaide wrote to the New South Wales, Victorian, and South Australian Post and Telegraph Administrations, asking for the reduction of the Intercolonial telegraph rates. The Sydney Chamber of Commerce asked that, after the first ten words, the charge on messages between New South Wales and Victoria be reduced from 2d. to 1d. per word. The Melbourne Chamber of Commerce made a similar request with respect to messages from Victoria to New South Wales, besides asking that consideration be given to the existing rates on messages between Victoria and South Australia. The Adelaide Chamber of Commerce also asked for a reduction.

The matter was considered at the 1896 (Sydney) Conference, when the Permanent Heads reported as follows :—

“We refrain from making any recommendation. We would, however, suggest for the consideration of Ministers that, in the event of an alteration of the rates being made, it should be *on the basis of the International principle of counting addresses and signatures*, as recommended at the Conferences held at Adelaide and Sydney in 1890 and 1891 respectively.”

In December, 1897, the Brisbane office opened up a correspondence with the Sydney office on the question of reducing the rates on telegrams to and from New South Wales and Queensland. The proposal of Queensland was to charge 1s. for 12 words, including address and signature, and 1½d. for each additional word. To this proposal New South Wales could not agree, because of the anomaly which would be created, and owing to it being thought that the charges on messages between New South Wales and Victoria, and New South Wales and Queensland, should be as nearly uniform as possible, whereas were the Queensland proposal adopted the following would be the position :—

New South Wales to Queensland.—1s. for the first 12 words (at least six of which would be address and signature), and 1½d. for each additional word.

New South Wales to Victoria.—1s. for the first 10 words (exclusive of address and signature), and 2d. for each additional word.

Queensland was informed that if it would agree to the addresses being sent free, and to charge 1s. for the first 10 words and 2d. for each additional word, New South Wales would be prepared to consider the matter. The question still remained unsettled, but, in a letter explaining the reasons which guided Queensland in making the above-mentioned proposal, the Brisbane Office states that “*it has been recognised in all European Administrations, and confirmed by the International Bureau (see Rule 19, &c.), that the words in addresses and signatures should be counted,*” and that “*the Australian Colonies appear to be the only Administrations which do not observe this rule.*”

In a letter dated 11th August, 1897, the Adelaide Office drew attention to the fact that “a general reduction of telegraph rates, local and intercolonial, is again being urged in several of the Colonies,” and stated that “our rates compare very favourably with those obtaining in Europe.” That office also stated that the Queensland Postmaster-General is anxious that some re-arrangement should be arrived at, but he considered—

1. That no Colony should take separate action.
2. That any change should include the charging for addresses and signatures.
3. That the rates internally should be uniform throughout the Colonies, if this can possibly be arrived at, but in any case intercolonial rates should be uniform.”

73

The whole subject has to be considered at the present Conference, the points for consideration being—

1. The charges on messages to and from New South Wales and Queensland.
2. The adoption of uniform rates between contiguous Colonies.
3. The adoption of uniform rates between Colonies not contiguous to one another, as between Queensland and South Australia, New South Wales and Western Australia, &c.
4. The advisability or otherwise of charging for addresses and signatures, or signatures alone.
5. The adoption of uniform charges for inland messages.

We are still of opinion that any re-arrangement of charges should be on the basis of charging for every word, whether in addresses or text. This is the International principle. We would also respectfully point out that the present rates appear very reasonable when the great distances covered, and the small population, are taken into consideration. They compare very favourably with those obtaining in Europe, as the following table will show :—

		Minimum Charge.	Rate per Word.	Distance about
		<i>d.</i>	<i>d.</i>	Miles.
Between London and	Paris.....	10	2	287
"	" Madrid.....	10	4	1195
"	" Antwerp.....	10	2	270
"	" Berlin.....	10	2	746
"	" Vienna.....	10	3	980
"	" Hamburg.....	10	2	657
"	" St. Petersburg.....	10	5½	1774

Names and Addresses being counted.

With a view, if possible, to effect some reduction, we suggest the following Tariff for consideration :—

	Queensland.		New South Wales.		Victoria.		South Australia.		West Australia.	
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Queensland .....	...	...	1	6 0 2	2	3 0 3	2	3 0 3	3	0 0 4
New South Wales	1	6 0 2	...	...	1	0 0 2	1	6 0 2	2	3 0 3
Victoria	2	3 0 3	1	0 0 2	...	...	1	6 0 2	2	3 0 3
South Australia	2	3 0 3	1	6 0 2	1	6 0 2	...	...	1	6 0 2
West Australia	3	0 0 4	2	3 0 3	2	3 0 3	1	6 0 2	...	...
Tasmania	In proportion, <i>plus</i> cable rate									

The Address and Signature, to the number or twelve words, to be sent free.

In this table the first amount indicates the rate for the first ten words, exclusive of names and addresses, the second amount indicates the rate for every succeeding word.

Nos. 74, 85.—“ Mode of counting and charging Telegrams. Disputes with the public as to what are Cipher Words. (Orders for parts of Machinery).” “ *Re* numbers as well as words appearing in Telegrams.”

We recommend that figures be not allowed in the text of Inland or Intercolonial messages, but that amounts or numbers be written and signalled in words only. Isolated letters or groups of letters having no connective meaning shall be charged as one word for each letter.

Nos. 75, 78.—“ System of counting words in Inland and Intercolonial Ordinary Telegrams.” “ Counting double names in Telegrams.”

We suggest that these matters be referred to a Sub-Committee, to consist of Sir Chas. Todd, Mr. P. B. Walker, and Mr. John Hesketh, to be settled by correspondence.

No. 76.—“ Share-dealing.”

We are unable to deal with this matter. It refers to traffic in shares by telegraph employees, and should, we respectfully suggest, be dealt with by the respective Governments,

No. 77.—“Share Telegrams between Stock Exchanges.”

We are of opinion that telegrams giving share quotations and passing between stock exchanges should not be accepted at press rates, but be charged as ordinary telegrams.

No. 79.—“*Re* word ‘care’ being inserted in Address of Message.”

We recommend that when an International telegram is addressed to the care of a person who has registered an abbreviated or code address, his name or registered address must be preceded by the word “care.” When such word is omitted the omission should involve a non-delivery, and the sender be obliged to correct the address by a paid service, as provided for in the International Regulations.

No. 80.—“Suggested abolition of additional charge on cipher words contained in Inland and Intercolonial telegrams.”

With reference to the extra rate now levied on cipher words, we recommend that no extra rate be charged on any English Dictionary word containing not more than 15 letters. The above is intended to apply to both Inland and Intercolonial telegrams.

No. 82.—“Intercolonial Telegraph Repeats.”

It is desirable that the practice of the Colonies should be uniform in dealing with the question of repeats, and it is recommended that the Resolution, No. 43, of the Brisbane Conference, March, 1893, be adhered to. The Resolution in question is as follows:—

The receiver of a message may have the whole or part of it repeated on payment of the cost of the telegram demanding the repetition, and of the reply to the same.

The sender can also have the whole or any portion of his message repeated on payment of the cost of the telegram he forwards and of the reply.

The demand for the repetition must be made within seventy-two hours after receipt or despatch of the telegram, and should be written in the following manner:—

“Sydney from Brisbane” (these words are not charged for).

“R.P. 4” (representing reply paid, four words).

“Twenty-sixth” (date of message to be repeated); “Brown” (receiver’s name); “Repeat first, fourth, ninth” (meaning words of the text of the telegram to be repeated); or,

“Twenty-sixth”; “Brown” (repeat word or words); “after”

The reply will be worded as follows:—

“Brisbane to Sydney,” (these words are not charged for).

“Brown” (words repeated.)

No. 83.—“Proposed omission of the word “to” from before addresses on telegrams.”

We are of opinion that it is unnecessary to signal the word “to” before the addresses on telegrams.

No. 84.—“Charges for certified copies of telegrams and search fees.”

We recommend that a certified copy of any Inland or Intercolonial message be supplied to the sender or addressee, or their authorised representative, upon proof of identity and full particulars being furnished, together with the payment of a fee of 1s.; but where such particulars are not supplied the fee will be 2s. 6d.

No. 86.—“Consideration of Berne’s Circular Letter, August 3rd, 1897.”

This letter relates to contradictory articles in the Buda-Pesth Convention pointed out by Austria. No report is thought to be necessary, as the matter can be dealt with departmentally.

No. 89.—“Urgent Telegrams, distinctive coloured forms.”

This is a matter which can be dealt with departmentally.

No. 90.—Question of issuing vouchers with ‘Reply Paid’ telegrams in terms of paragraph 1, clause 51, of Buda-Pesth Telegraph Service Regulations.”

Appendix C. We advise that the voucher system be adopted, and that the New Zealand form be accepted as pattern.

No. 91.—“Typewriters for Telegrams.”

This matter can be dealt with departmentally.

No. 92.—“Code Vocabulary. Points submitted by Berne Telegraph Bureau for consideration.”

We suggest that this matter be referred to a Sub-Committee, to consist of Sir Charles Todd, Mr. P. B. Walker, and Mr. John Hesketh, to be settled by correspondence.

No. 93.—“Proposal that Australasian Telegraph Administrations undertake for a fee the ‘coding’ of International Messages, as is now done by Reuter’s Agency.”

We are of opinion that the time is not yet ripe for the consideration of this question.

Nos. 94, 95, 96, and 97.—“Adoption of Uniform Charges and Regulations with respect to International Code Addresses.”—“Surnames as Code Addresses.”—“Code Addresses.”—“Code Addresses, registration of.”

We recommend that the fee for registration of code addresses be 10s. 6d. for the year, or 2s. 6d. for one month, for each address registered. We also recommend that the attention of the Australasian Administrations be drawn to the Resolution passed at the Conference at Sydney in November, 1896, with the request that it be complied with in future. The following is the Resolution referred to:—“(1.) That code addresses be not adopted intercolonially, except in the case of Tasmania and New Zealand, which for this purpose are international. (2.) That in connection with International Messages, code surnames be not accepted.”

Nos. 98, 99, 100.—“Telegraph Regulations.”—“Telephone Regulations.”—“Private Telephone Line.”

No report. We advise that these questions be taken up later on if time permits.

No. 101.—“Free transmissions of Telegrams on Postal Service over New Zealand and Bass Straits Cables.”

We recommend that this matter be dealt with departmentally.

No. 103.—“Regulations regarding Uniforms of Letter Carriers and Messengers.”

We recommend that this matter be dealt with departmentally.

No. 104.—“Holidays, Christmas and Good Friday.”

We recommend that this matter be dealt with departmentally.

No. 105.—Free transmission of instructions respecting delivery of Telegrams.”

We recommend that office instructions, such as “By post,” “Porterage paid” or “guaranteed,” be charged for, the same as “Reply paid.”

The following is our Report on additional matters remitted to us by the Honorable the Ministers:—

No. 39.—“Ratification of Washington Congress, and consideration of the various Conventions entered into at Washington but not signed by the Australasian Delegate.”

We see no objection to the ratification by the Australasian Administrations of the Postal Union Convention as agreed to at Washington.

The most important question, so far as Australasia is concerned, is the reduction of the territorial and sea transits; but we find that these reductions will, if anything, be in our favour, especially as, owing to the new arrangements in connection with the P. & O. and Orient contracts, the transit rates payable by non-contracting countries and colonies will, instead of being retained by Great Britain in one direction and the Colonies in the other, be placed to the credit of the subsidy, and the balance divided between Great Britain and the Colonies in the proportion of $\frac{1}{4}$ to Great Britain and $\frac{3}{4}$ to the Colonies.

With reference to the subsidiary Treaties referred to in the Hon. Mr. Duffy’s Motion, time has not permitted of a careful examination of the untranslated Book of Proceedings recently received from Washington, but we understand that these Treaties do not materially, if at all, affect the Australasian Colonies.

With regard to the optional provisions of the Washington Principal Convention, we report as follows:—

1. Article 6.—The registration fee is fixed at “25 centimes, ($2\frac{1}{2}d.$) at most,” but, under Article 2 of the Final Protocol, “it is agreed that the States outside Europe are authorised to maintain the maximum at 50 centimes ($5d.$)” Under these circumstances the Colonies need not alter their present charge for registration, which is $3d.$ and we advise accordingly.

2. *Article 7.*—Administrations agreeing thereto may exchange registered correspondence marked with trade charges, up to 1000 francs (£40) to be collected on delivery; the proceeds (less charges of collections, &c.), to be remitted to the senders of such correspondence.

The Colonies decided in 1892 not to adopt the system, and again at the present Conference.

3. *Article 8.*—This provides for the payment of an indemnity of 50 francs (£2) “in case of the loss of a registered article and except in cases beyond control,” but under Article 3 of the Final Protocol, “it is agreed, as a temporary measure, that Administrations of Countries outside Europe whose legislation is at present opposed to the principle of responsibility, retain the option of postponing the application of that principle until they shall have been able to obtain from the Legislature authority to introduce it. We recommend the adoption of this provision, and that it be extended inland and intercolonially from 1st January next.

4. *Article 9.*—Where the legislation of a country permits, the sender of a letter or other article can have it withdrawn from the post, or have its address altered, so long as such article has not been delivered to the addressee.

No objection to this, it being our present practice.

5. *Article 13.*—In countries which consent to undertake the service in their reciprocal relations a system may be adopted under which, at the request of the senders, and on their paying in advance a sum of 3*d.* for each article, all classes of correspondence are sent to the addressees by a special messenger immediately on arrival in the country of destination.

We do not recommend the adoption of this system, as it is not practicable in sparsely populated districts.

6. *Regulation 6.*—It will be necessary for the Colonies to consider whether they are in a position to make up their postage stamps in the stipulated colours:—

2½*d.* in dark blue,
1*d.* in red,
½*d.* in green.

We see no objection, and recommend accordingly.

7. *Regulation 11.*—Administrations, whose Inland Regulations do not admit of the use of labels (R) in connection with registered articles, may postpone their introduction, and continue to use stamps for the indication of registered articles.

The present practice is to mark registered letters with a blue or red cross, and impressed with the letter “R,” which we find answers every purpose, and we advise its continuance.

No. 68.—“Cable Subsidies and Guarantees, time of year closing.”

We recommend that this matter be referred to the Postmaster-General, South Australia, to arrange, if possible, with the Eastern Extension Telegraph Company that the year close on the 31st December.

No. 87.—“The question of abolishing the system of ‘Urgent’ Intercolonial Telegrams, or of overcoming the delays to which ordinary Telegrams are subjected in Colonies in which such system is in operation.”

We recommend that the system of urgent telegrams be discontinued with regard to Intercolonial and International Messages. Queensland and Tasmania dissenting.

No. 88.—“Urgent Telegrams with West Australia.”

It is suggested that this Question be withdrawn, as it is disposed of by the recommendation of No. 87.

No. 102.—“Establishment of Telephonic communication between the Capital Cities of the Australian Continent.”

In 1896 several letters were received by the Sydney Office from Mr. Jules Renard, respecting the establishment of Telephonic communication between the capital cities of the Australian Continent (Adelaide, Melbourne, Sydney, Brisbane), it being pointed out that such a system of communication existed between Brussels and Paris; Paris, Lyons, and Marseilles (537 miles); Chicago and New York (1500 miles*); as well as in other places. It was represented that the line from Adelaide to Brisbane could be constructed for a sum not exceeding £40,000. The Sydney Chamber of Commerce also wrote, enclosing a copy of a letter received by that body from Mr. Renard, and suggested that the subject might be considered at the next Intercolonial Postal Conference.

The matter received attention at the 1896 (Sydney) Conference, when the following Report of Permanent Heads was adopted; viz. :—

“This is a matter that requires careful consideration. The first cost would be more than double Mr. Renard’s estimate for connecting Brisbane, Sydney, Melbourne, and Adelaide,

* The distance is under 1000 miles.

and the charge that would have to be made for conversation would be so large as to be almost prohibitory. The population of the Colonies is not sufficiently developed to enable an expensive work of this nature to be carried out so as to be remunerative at a reasonable charge to the public. The line from Sydney to Brisbane alone would cost £41,750, or, presuming that the existing poles could be used (which is impracticable), the estimate might be reduced to £24,250. Even making no allowance for maintenance of the line or for working expenses, the interest and sinking fund on a fifteen years' purchase is 10 per cent. of the capital cost (really £9 12s. 8d. per cent.). Therefore, for a line to be justifiable, a revenue of £4175 will require to be guaranteed on the Brisbane and Sydney line alone. It must also be borne in mind that telephonic communication between the capital cities of Australia would materially interfere with the telegraph revenue. We are therefore not prepared to recommend Mr. Renard's proposal for favourable consideration."

Mr. Renard subsequently wrote, stating that the line from Sydney to Brisbane would not cost more than one-half the sum named in the above-quoted Report, and that, taking the largest diameter of wire for the through line from Adelaide to Brisbane (1800 miles), the total cost would not exceed £100,000, including new poles.

In June, 1897, the Sydney Chamber of Commerce forwarded to the New South Wales Postal Department a copy of the following Resolution, adopted at a Conference of Chambers of Commerce of Australasia held at Sydney, in May, 1897, viz. :—

" *Long distance Telephony.*—That it is desirable that telephonic communication be established between the various Capitals and leading Towns of Australia as early as possible."

In forwarding this Resolution, a hope was expressed that, as early as possible, enquiry would be made into the prospects of such an undertaking being a commercial success.

We are still of the opinion that there is not sufficient justification at the present time for the adoption of any scheme of Trunk Telephone Lines between the capital cities of the Australian Colonies. The reasons for our arriving at this decision are as follow :—

The present lines of poles are not able to carry the telephone wires in some cases, and, therefore, new poles would require to be erected in these places. The cost of construction would be still further increased by the necessity for using very heavy copper wires, and of re-arranging the present wires so as to avoid interference.

Experience indicates that the use of Telephone Trunk Lines would interfere with the Telegraphic Revenue. The extent of this interference depends upon the amount and nature of the business and tariffs.

The centres of Australia are far apart and comparatively sparsely populated. We are, therefore, of the opinion that the circumstances of the Colony, its population, &c., do not justify us in recommending the adoption of any comprehensive scheme at present.

We are, however, of opinion that the steps at present being taken by the various Colonies are in a direction which will eventually lead to the desired end. In all the principal Colonies trunk lines of moderate length are being introduced. Those in New South Wales and Queensland lead in the direction of the respective borders. As experience gained on them is found to justify it, the various Colonies will doubtless still further extend these lines until at last they meet.

Meantime, we recommend that the different Colonies be desired to furnish a statement of the Telephone Trunk Lines in use or contemplated, together with particulars of the cost, effect on revenue, and any other information of interest on the subject.

H. V. BAYLY, Chairman, Secretary Post and Telegraph Department, Tasmania.

S. H. LAMBTON, Deputy Postmaster-General, New South Wales.

F. L. OUTTRIM, Deputy Postmaster-General, Victoria.

CHARLES TODD, K.C.M.G., Postmaster-General, South Australia.

JOHN M'DONNELL, Under Secretary Post and Telegraph Department, Queensland.

APPENDIX A.

PROPOSED EMPLOYMENT of Special Trains for Mails arriving at the Semaphore, South Australia, (a) up to 2 P.M. on Saturdays, (b) between 3 P.M. on Saturday, and 2 P.M. on Sunday, and (c) between 2 P.M. and 7 P.M. on Sundays.

MAILS from Europe per British mail packets arriving at the Semaphore on Saturday up to 2 P.M. leave Adelaide at 4.30 P.M. the same day, arriving in Melbourne on Sunday at 9.55 A.M., where they now remain until 6.15 A.M. on Monday, arriving in Sydney on Tuesday at 6 A.M., the mails for Europe closing in Sydney at 4.30 P.M. on the same day.

It has been suggested that, with a view to obviate the detention of the mails in Melbourne for about 21 hours, and thus afford the Sydney public more time in which to reply to their London correspondence, a special train might on such occasions be employed to leave Melbourne on Sunday, at 11 A.M., arriving in Sydney between 4.15 and 6.0 A.M. on Mondays. The mails for Queensland, under such an arrangement, would then leave Sydney on Monday instead of Tuesday, at 6.15 P.M., and arrive in Brisbane at 10.30 P.M. on Tuesday instead of Wednesday. The cost of such a special train would be £226 0s. 6d., namely:—

	£	s.	d.
Melbourne to Albury (191 miles), at 7s. 6d. per mile	71	12	6
Albury to Sydney (386 miles), at 8s. per mile	154	8	0
	£226	0	6

It was thought that the cost of such a train might be borne by Victoria, New South Wales, and Queensland, but the Melbourne Office states that it would not be prepared to bear any portion of such cost, as the train would be of no value so far as that office is concerned, there being no pillar clearances after 3.30 P.M. on Saturday, and all the business places being closed; that office thinks that under the circumstances the Intercolonial correspondence to be forwarded by the special train would be very trifling, not exceeding 100 letters.

A second point for consideration is, in the event of a steamer reaching Adelaide after 2 P.M. Saturday, and not later than 9.30 A.M. Sunday, to arrange for special train to reach Melbourne by 5 A.M. Monday, securing delivery in Melbourne at 8 A.M. Such an arrangement might be joined by Victoria, New South Wales, and Queensland. Victoria has already agreed that, in the event of the South Australian Department conveying the mails by special train to Serviceton free of charge on occasions when the steamers may happen to reach Adelaide on Sunday up to 2 P.M., to favourably consider the running of a special from Serviceton to Melbourne, to enable the mails to reach Melbourne 9.55 A.M. on Monday, provided the other Colonies share the cost of the special. In such a case it is thought that South Australia will run a train to Serviceton free of charge. Probable cost from Serviceton to Melbourne, £107 12s.

A third point for consideration is the employment of special trains when the Mail steamers reach the Semaphore on Sunday by 7 P.M. In such a case it is also considered that the South Australian Government will, free of charge, run a special train to leave Adelaide Sunday 9.30 P.M. (or earlier as required), connecting at Serviceton with a special train arriving in Melbourne on Monday at 2.55 P.M. The mails to then come on by express train leaving Melbourne on Monday at 5.15 P.M., arriving in Sydney on Tuesday at 10.40 A.M. Mails for Queensland, leaving Sydney on Tuesday at 6.15 P.M., arriving in Brisbane on Wednesday at 10.30 P.M.

Under such an arrangement as this mails arriving at the Semaphore up to 7 P.M. on Sunday would reach Melbourne about 19 hours, and Sydney, and Brisbane, 24 hours, earlier than at present. The cost of the special train from Serviceton to Melbourne would be £107 12s., the charges for such train on other week days being only £71 15s.

It now seems necessary to ascertain—

1. Whether Queensland is willing to share with New South Wales the cost (£226 0s. 6d.) of the suggested special train from Melbourne to Sydney on Sundays to convey the mails arriving at the Semaphore on Saturdays up to 2 P.M., Melbourne Sunday morning, and if so, what proportion of such cost Queensland will bear.
2. Whether the three Colonies will share the cost of special Serviceton to Melbourne leaving Adelaide between 3 P.M. Saturday and 9.30 A.M. Sunday, or leaving Adelaide up to 4.30 P.M. Sunday.
3. Whether any arrangement can be made for the employment of special trains from Adelaide to Melbourne to convey the mails from Adelaide between 4.30 and 9.30 P.M. Sundays, and if so, what proportion of the cost (£107 12s.) Victoria and Queensland respectively are prepared to bear.

APPENDIX B.

CONVENTION.

His Excellency the Governor of the Colony of the Cape of Good Hope, and His Excellency the Governor of the Colony of _____, being desirous of promoting greater facilities than at present exist for the exchange of parcels between the Colony of _____ and the Colony of the Cape of Good Hope, have agreed, on behalf of their respective Governments, to the following Articles:—

ARTICLE 1.

The parcel post between the Colony of _____ and the Colony of the Cape of Good Hope, shall come into operation on the First day of _____, one thousand eight hundred and ninety _____.

ARTICLE 2.

There shall be a regular exchange of parcels between the Colony of _____ and the Colony of the Cape of Good Hope, and other South African States and Colonies served through the Cape Colony, which shall be effected by means of the ordinary postal service between _____ and the Cape Colony.

ARTICLE 3.

All parcel mails shall be made up on, and forwarded direct to, such offices of exchange as may be mutually agreed upon.

ARTICLE 4.

In the event of its being necessary to provide receptacles for the exchange of parcels under this Convention, the cost of such receptacles shall be equally shared between the post offices of _____ and the Cape Colony.

ARTICLE 5.

A parcel must not exceed three feet six inches in length, nor six feet in girth and length combined.

ARTICLE 6.

The maximum weight of a parcel must not for the present exceed eleven pounds avoirdupois, and the scale of weight shall advance by even pounds, beginning with the first pound.

ARTICLE 7.

Postage for the conveyance of a parcel from the place of posting to the place of destination must be prepaid by means of postage stamps.

Parcels not fully prepaid and posted out of course, the senders of which are not known, may be forwarded, charged double the deficiency, entry to be made in "Rates prepaid" column as if fully prepaid, and the amount of tax and fine to be entered in column "Accrued charges due to country of despatch."

ARTICLE 8.

Parcels of the following description must not be accepted for transmission by parcel post:—

(a) Parcels which bear on the outside any writing or drawing of an indecent or offensive nature, or within which any contents of a like nature may be observed, and parcels containing parts of the vine, fruit, plants, cuttings, bulbs, or roots, (unless accompanied by a special declaration that no phylloxera exists or has existed in them); gunpowder, cartridges, lucifer matches, or anything explosive or liable to sudden combustion; bladders containing liquid; live animals; grossly offensive or filthy matter; and anything in a condition likely to injure other parcels or any officer of the post office, are prohibited.

Should any such parcel as is described above be tendered for posting at any post office it must be refused, or, if detected in transit, it must be detained, and the sender communicated with. If this cannot be done, the Postmaster must report the circumstance to the chief office of the Colony in which the irregularity is detected, stating the address of the parcel, the number of the Letter Bill or Parcel Bill on which it is entered, the office from which it was received, its supposed contents, and request instructions.

If, however, such a parcel should contain perishable matter which has become offensive, the Postmaster may use his own discretion if the immediate destruction of the parcel be imperative.

(b) Parcels containing game, meat, eggs, &c., or razors, scissors, needles, knives, forks, or other sharp instruments, must not be accepted unless securely packed, so as to guard against risk or injury to other parcels. Liquids, or semi-liquids, such as jellies, pickles, paint, varnish, &c., must not be accepted unless in bottles or cans securely stoppered, nor powders, unless so packed that they cannot escape in transmission. Bottles or glass in any form must be accepted only when so packed as to be secure from breakage.

If a parcel of this nature be tendered at any post office in a damaged or insecure condition, or in a condition likely to injure other parcels or any officer of the post office, it must be refused; if a parcel in such condition should be observed in transit it must, if possible, be made secure and sent forward; if it cannot be so secured it must be detained, and a report must be made to the Chief Officer of the Colony in which the irregularity is detected, as in the case of forbidden articles (paragraph 8A).

(c) No parcel containing diamonds, specie, bullion, gold (in dust or nuggets), or ostrich feathers, must under any circumstances be accepted for transmission by Parcel Post, but these articles may, as heretofore, be sent through the post at the letter rate of postage, if duly registered.

ARTICLE 9.

The postage on parcels posted in _____ and addressed to the Cape Colony, and on parcels posted in the Cape Colony and addressed to _____ shall be at the rates specified in Schedule "A" to this Convention.

ARTICLE 10.

No parcel may contain a letter or other postal packet intended for delivery to a person other than the addressee of the parcel.

If such a letter or postal packet be discovered in a parcel it must be sent forward charged with postage at the unpaid rate applicable to such letter or postal packet.

ARTICLE 11.

No parcel may contain other parcels intended for delivery at any address other than that borne by the parcel itself. If such enclosed parcels be detected they will be withdrawn and sent forward, charged with new and distinct Parcel Post rates.

ARTICLE 12.

Each parcel must be plainly directed, such direction setting forth the name and full address of the person for whom the parcel is intended.

ARTICLE 13.

The sender should write the words "Parcel Post" on the address side of the cover, as well as his name and address at the date of posting.

ARTICLE 14.

All parcels must be securely and substantially packed and closed by the sender, and, in those cases where seals are necessary, the wax must be of a quality to resist any heat to which it may be subjected during transit.

ARTICLE 15.

All parcels must have attached to them a Custom House Declaration form, similar to that set forth in Annexure "C" to this Convention, which must give an accurate statement of the contents and value of the parcel, the name of the place to which it is addressed, and the sender of the parcel must affix his signature and place of abode to the form, together with the date on which the parcel was posted. This form must, after being affixed to the parcel in such a manner as to be readily seen by the Custom House officers, be impressed with the dated stamp of the office at which the parcel is posted.

ARTICLE 16.

In the event of the declaration being found incorrect in any particular, the parcel will be liable to seizure by the Customs Department.

ARTICLE 17.

We advise that the form of Parcel Bill to be adopted should be similar to that in use between the Colonies and the United Kingdom.

ARTICLE 18.

All such Parcel Bills shall be made out in triplicate, and be disposed of in the following manner:— One copy to be retained by the office of exchange of the Colony of despatch, and two copies to accompany the mail to the office of exchange of the Colony of destination.

The Parcel Bills shall be numbered consecutively, commencing with No. 1, on the 1st of January in each year; and each entry in the Bill shall be numbered consecutively, commencing with No. 1. The number of the Bill and entry shall be entered on the corresponding parcel, for the purpose of identification.

ARTICLE 19.

All parcels exchanged under the provisions of this Convention shall, for the time being, be chargeable with such Custom dues as may be leviable under the laws of the Colony of destination.

ARTICLE 20.

We advise that this Article be excised, as not applicable to the Australasian Colonies.

ARTICLE 21.

The despatch of every separate parcel mail shall be advised on the ordinary Letter Bill of the mail with which the parcel mail is sent.

ARTICLE 22.

All errors which may be discovered on receipt of the mails at the office of exchange of the Colony of destination shall, after verification by a second officer, be reported to the Postmaster-General of the Colony of despatch.

ARTICLE 23.

If a parcel advised on a Parcel Bill be not received, the entry on the Parcel Bill shall, after the non-receipt has been verified by a second officer, be cancelled, and the error reported at once to the Postmaster-General of the country in which the error is discovered.

ARTICLE 24.

Should a parcel be received in a damaged or imperfect condition, full particulars must be reported, without delay, to the Postmaster-General of the Colony in which the damage is observed.

ARTICLE 25.

All errors and irregularities in connection with the exchange of parcel mails shall be reported by the one Colony to the other, on the form of Verification Certificate set forth in Annexure "E" to this Convention.

ARTICLE 26.

If no Verification Certificate be received, a Parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE 27.

The postage levied under Table I of the Convention shall be divided between the Colonies of origin and destination in the proportions set forth in Schedule B, Tables 1 and 2.

The despatching Colony retaining the sea rate of 2*d.* per lb.

ARTICLE 28.

At the close of each quarter the Postmaster-General of the Cape Colony shall prepare a general account between the two Colonies, on a form similar to that set forth in Annexure "F" to this Convention, which shall be supported, so far as the entries of parcels are concerned, by a statement on the form set forth in Annexure "G" to this Convention, of the proportions of postage to be credited to South Australia and the Cape Colony respectively on parcels exchanged, and also the proportion of postage on parcels redirected in both directions, the entries being supported by the necessary vouchers in detail.

ARTICLE 29.

Immediately on receipt of the General Account referred to in the foregoing Article, the Postmaster-General of _____ shall cause it to be examined, and shall, as soon as possible thereafter, forward to the Postmaster-General of the Cape Colony through the Agents-General for the respective Colonies in London, or otherwise as may from time to time be determined, a remittance for the amount of the balance thereof, if in favour of the Cape Colony, and in the event of the balance of the account being in favour of _____, the Postmaster-General of the Cape Colony shall forward with the account a certificate for the amount of such balance, which shall be payable on presentation by the Agent-General of the Cape Colony in London, or shall otherwise cause an adjustment of the balance due to be effected as may be determined by mutual agreement between the two Departments: provided always that the balance to be so adjusted shall in either case exceed the sum of £100, and that a remittance on account shall be similarly effected by either Department in advance of the quarterly account, at the end of every month in which it is ascertained that the indebtedness to the other Department exceeds £100. In the event of the balance on the quarterly account not being in excess of £100, the amount thereof shall be carried forward to the next account.

ARTICLE 30.

Any parcel which may be redirected shall be subject to a redirection charge equal to the original postage, and the credits shall be apportioned in all respects as if the parcel had originated in the ordinary course in the Colony from which the parcel is redirected.

ARTICLE 31.

Parcels which may from any cause remain undelivered after the lapse of a period of six months from the date of posting shall be returned for disposal to the Superintendent of the Office of Exchange in the Colony in which they were posted; but such parcels shall give rise to no charge and to no account.

ARTICLE 32.

Parcels missent shall be returned to the Office of Exchange in the Colony of Despatch by the earliest possible opportunity.

ARTICLE 33.

Government parcels must be paid for as ordinary parcels, and will be liable to be charged for redirection, and they will be subject in all respects to the same rules, as regards dimensions, weight and contents, as ordinary parcels.

ARTICLE 34.

The Post Office Department of either of the Colonies parties to this Convention will not be responsible for the loss or damage of any parcels, and no indemnity can consequently be claimed by the sender or addressee of either Colony.

ARTICLE 35.

Except as otherwise provided in this Convention, all parcels passing between _____ and the Cape Colony shall be subject to the general Regulations of the Postal Department of those Colonies respectively.

ARTICLE 36.

Subject to the general provisions of this Convention, parcels may be exchanged through the intermediary of the Offices of Exchange of the countries parties to this Convention, between either of such countries and any other country with which a direct exchange of parcels shall have been arranged by either of the contracting countries; and there shall be paid by the country of origin to the postal administration of the country of transit the credits specified in Article 27 of this Convention, and any "Forward Postage" which may be payable for the conveyance of such parcels beyond the country of transit to the place of destination.

ARTICLE 37.

All parcels sent from the Colony of _____ to Colonies or States served in transit through the Cape Colony must be entered separately from parcels addressed to the Cape Colony on the form set forth in Annexure "D" to this Convention.

ARTICLE 38.

This Convention is entered in between the respective Governments of the Colony of the Cape of Good Hope and the Colony of _____ from the date hereinbefore mentioned, and shall remain in force until it shall be necessary to be modified in consequence of the Cape Colony subscribing to the Parcel Post Convention signed at Paris on the 3rd of November, 1880, or otherwise as may be found expedient.

SCHEDULE A.

TABLE I.

POSTAGE TARIFF on Parcels originating in the Colony of _____ and addressed to the Cape Colony and other States and Colonies in South Africa served in transit through the Cape Colony.

Country of Origin.	Country of Destination.	Rate of Postage per lb. or fraction thereof.
	Cape Colony	<i>s. d.</i> 1 0
	British Bechuanaland	1 3
	Orange Free State	1 3
	South African Republic	1 3
	British Bechuanaland Protectorate	2 10
	Mashonaland	2 10

TABLE II.

POSTAGE TARIFF on Parcels addressed to the Colony of _____ and originating in the Cape Colony and other States and Colonies in South Africa served in transit through the Cape Colony.

Country of Origin.	Country of Destination.	Rate of Postage per lb. or fraction thereof.
Cape Colony		<i>s. d.</i> 1 0
British Bechuanaland		1 3
Orange Free State		1 3
South African Republic		1 3
British Bechuanaland Protectorate		2 10
Mashonaland		2 10

ANNEXURE C.

Date Stamp.	COLONIAL AND FOREIGN PARCEL POST.		Place to which the Parcel is addressed.	
	For use in the case of Parcels sent from the _____ to the _____			
	FORM OF CUSTOMS DECLARATION.			
Gross Weight of Parcel. ____ lbs. ____ ozs.	CONTENTS.		Net weight of contents. lbs. ozs.	Value as Merchandise. £ <i>s. d.</i>
<p>CAUTION.—In the event of the above declaration being found incorrect in any particular, the Parcel will be liable to seizure by the Customs Authorities. No Letter may be placed in any Parcel, nor may a Parcel contain Diamonds, Specie, Bullion, Gold (in dust or nuggets), or Ostrich Feathers. For other prohibited articles see the Post Office Guide.</p>				
Date Stamp of Office of Exchange.	(For use of Post Office of Exchange only.)		Name and Address of Sender :—	
	Parcel Bill No. _____	No. of Rates } _____ prepaid }		
	Entry No.		Date of Posting _____ 189 _____	

Date Stamp.	PARCEL POST.	P.P. No. 20. I., B., & F. P.P., No. 1.
[For use for Parcels to and from the Channel Islands, and between the United Kingdom and British Possessions and Colonies, and to Foreign Countries generally.]		Place to which the Parcel is addressed.
FORM OF CUSTOMS DECLARATION.		

Description of Parcel. <small>(State whether Box, Basket, Bag, &c.)</small>	<i>In the case of Foreign Parcels only.</i> CONTENTS. * Net Weight, lbs. _____ oz. _____ * To be filled in by Sender. † Gross Weight, lbs. _____ oz. _____ † " " Postmaster.	Value. £ s. d.
Description. }		

Date of Posting _____ 189	Signature and Address of Sender. _____
---------------------------	--

<input type="checkbox"/> For use of Post Office only, and to be filled up at the Office of Exchange :-	Parcel Bill No. _____	No. of Rates prepaid _____	Entry No. _____
	<i>(Not to be filled up in the case of Foreign Countries.)</i>		

COLONIAL AND FOREIGN PARCEL POST.

Date Stamp of the Despatching Office.	MANIFEST OF PARCELS despatched from _____ to the _____ Per S.S. " _____ "	Date Stamp of the Receiving Office.
Parcel Bill No. _____ dated _____ 189		

No. of Entry.	Office of Origin.	Name of Addressee.	Address of Parcel.	Detailed Contents.	Declared Value.	Approved Value.	No. of Rates prepaid.		Unpaid returned Parcels.		To be filled in by the Office.		Date of Payment of Customs Duty to the Customs Authorities.	Remarks.
							At	At	At	At	Customs Dues.	Other Postal Charges.		
							1s.	1s.	1s.	1s.				

Signature of Despatching Officer. _____

Signature of Receiving Officer. _____

Date Stamp of the Post Office.

C. & F. P. P. No. 4A.

Date Stamp of the Receiving Office.

PARCELS FROM _____ TO _____

Parcel Bill No. _____, dated _____, 189____, per " _____."

* Sheet No. _____

Entry No.	Origin of Parcel.	Name of Addressee.	Address of Parcel.	Declared Contents.	Declared Value.	No. of Rates Prepaid. (Every Parcel not exceeding 2lbs. to be entered two rates.)	Unpaid Re-directed Parcels.		Remarks.
							No. of Rates.	Accrued Charges due to	
					£ s. d.		£ s. d.		
				£ Totals....					

* When more than one Sheet is required for the entry of the Parcels sent by the Mail, it will be sufficient if the undermentioned particulars are entered on the Last Sheet of the Parcel Bill.

† Total number of Parcels sent by the Mail _____ **lbs.**
 † Number of Boxes or other Receptacles forming the Mail _____
 † Total weight of Mail _____
 † Deduct Weight of Receptacles _____
 * Net weight of Parcels _____
 Signature of Despatching Officer, at General Post Office, _____
 Signature of Receiving Officer, General Post Office _____

ANNEXURE E.

Colonial and Foreign Parcel Post.

DATE STAMP.

VERIFICATION CERTIFICATE.

For the Correction and Verification of Irregularities and Errors of every kind observed in the Parcel Mail from the _____ for the _____ Office.
 Date of Mail _____ 189____ Parcel Bill No. _____

IRREGULARITIES.

(Non-receipt of Parcel Bill in due course. Non-receipt of Parcels. Particulars of Damaged Parcels. Boxes, &c., not properly secured, &c., &c.)

ERRORS.

Entry No.	Name of Addressee.	Address of Parcel.	Declared Contents.	Declared Value.	No. of Rates Prepaid.	REMARKS.—The entry as made by the Despatching Officer to be copied in black ink, and the corrected entry below in red ink; any necessary explanation being added in this column. When the total is affected the original and corrected totals must be given in the proper place.

Original Total _____
 _____ 189____

Corrected Total _____
 Examined and accepted, _____ 189____

Signature of the Controlling Officer at the Office of Arrival.

Signature of the Controlling Officer at the Office of Despatch.

85

SCHEDULE B.

TABLE I.

APPORTIONMENT of Postage on Parcels originating in the Colony of _____, and addressed to the Cape Colony and other States and Colonies in South Africa, served in transit through the Cape Colony.

Rate of Postage.	Country of Destination.	Apportionment of Postage.										TOTAL.
		To _____		To Cape Colony.		To Orange Free State, Terminal Land Rate.	To South African Republic, Terminal Land Rate.	To British Bechuanaland.		To British Bechuanaland Protectorate, Terminal Land Rate.	To Mashonaland, Terminal Land Rate.	
		Land Rate.	Sea Transit Rate.	Terminal Land Rate.	Inland Transit Rate.			Terminal Land Rate.	Inland Transit Rate.			
per lb. s. d.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1 0	Cape Colony.....	0 5	0 2	0 5	...	...	...	...	...	...	...	1 0
1 3	Orange Free State	0 5	0 2	...	0 3	0 5	...	...	...	...	...	1 3
1 3	South African Republic	0 5	0 2	...	0 3	...	0 5	...	...	...	...	1 3
1 3	British Bechuanaland	0 5	0 2	...	0 3	...	...	0 5	...	...	...	1 3
2 10	British Bechuanaland Protectorate.....	0 5	0 2	...	0 3	...	...	...	0 11	1 1	...	2 10
2 10	Mashonaland.....	0 5	0 2	...	0 3	...	...	...	0 11	...	1 1	2 10

TABLE II.

APPORTIONMENT of Postage on Parcels addressed to the Colony of _____, and originating in the Cape Colony and other States and Colonies in South Africa, served in transit through the Cape Colony.

Rate of Postage.	Country of Origin.	Apportionment of Postage.									TOTAL.
		To Mashonaland, Land Rate.	To British Bechuanaland Protectorate, Land Rate.	To South African Republic, Land Rate.	To Orange Free State, Land Rate.	To British Bechuanaland.		To Cape Colony.		To Terminal Land Rate.	
						Land Rate.	Land Transit Rate.	Land Rate.	Sea Transit Rate.		
Per lb. s. d.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
2 10	Mashonaland	1 1	...	...	...	...	0 11	0 3	0 2	0 5	2 10
2 10	British Bechuanaland Protectorate .....	...	1 1	...	...	...	0 11	0 3	0 2	0 5	2 10
1 3	South African Republic .....	...	...	0 5	...	...	...	0 3	0 2	0 5	1 3
1 3	Orange Free State .....	...	...	...	0 5	...	...	0 3	0 2	0 5	1 3
1 3	British Bechuanaland.....	...	...	...	...	0 5	...	0 3	0 2	0 5	1 3
1 0	Cape Colony .....	...	...	...	...	...	...	0 5	0 2	0 5	1 0

**ANNEXURE F.
GENERAL ACCOUNT**

BETWEEN the Post Office of the Colony of the Cape of Good Hope and the Post Office of _____ for
the Quarter ended _____ 189__.

TO THE CREDIT OF THE CAPE COLONY.	£	s.	d.	TO THE CREDIT OF _____	£	s.	d.
To Balance brought from preceding Account				By Balance brought from preceding Account			
„ Balance of Errors on previous Accounts for the quarter ended _____ 189__ (as per Statement received from _____)				„ Balance of Errors on previous Account for the quarter ended _____ 189__ (as per Statement received from _____)			
„ Unpaid and insufficiently paid postage				„ Money Orders issued in the Cape Colony and abroad			
„ Money Orders drawn upon the Colony, United Kingdom, and Foreign Countries				„ Share of Commission on ditto			
„ Share of Commission on ditto				„ Repaid and Void Money Orders (as per separate Statements)			
„ Repaid and Void Money Orders (as per separate Statements)				„ Proportion of Postage on Parcels received from the Cape Colony (as per Statement annexed)			
„ Postage on Parcels sent to _____ (as per Statement annexed)				„ Proportion of Postage due to _____ on Parcels redirected to the Cape Colony			
„ Proportion of Postage due to the Cape Colony on Parcels redirected to _____				„ Remittances received from _____			
„ Balance of Errors on Current Account				„ Balance of Errors on Current Account			
„ Balance due to _____				„ Balance due to the Cape Colony			
TOTAL.....£				TOTAL.....£			

Postmaster-General.

General Post Office, Cape Town,
_____ day of _____, 189__.

ANNEXURE G.

DETAILED ACCOUNT of Parcel Mails exchanged between the Cape Colony and _____ during the
Quarter ending.....189...

PARCEL MAILS FROM THE CAPE COLONY TO						PARCEL MAILS FROM _____ TO THE CAPE COLONY.					
Parcel Bill.		Parcels (prepaid.)		Re-directed Parcels.		Parcel Bill.		Parcels (prepaid.)		Re-directed Parcels.	
Date of Despatch. 1.	No. of Bill. 2.	No. of Rates. 3.	Proportion of Postage. 4.	Unpaid Rates. 5.	Accrued Charges. 6.	Date of Despatch. 7.	No. of Bill. 8.	No. of Rates. 9.	Proportion of Postage. 10.	Unpaid Rates. 11.	Accrued Charges. 12.
			£ s. d.		£ s. d.				£ s. d.		£ s. d.
								.... at 5d.			
								.... at 8d.			
								at 2s. 3d.			
			At 5d. per rate.	At 5d. per rate.				At 5d. per rate.	At 5d. per rate	At 5d. per rate	Credit of
			Credit of	Credit of Colony.				Credit of Cape Colony.	Credit of	Credit of	Credit of
			£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	£ s. d.

SUMMARY.

Credit of _____	Amount.	Credit of Cape Colony.	Amount.
	£ s. d.		£ s. d.
Total of Column 4		Total of Column 5.....	
„ „ 11		„ „ 6.....	
„ „ 12		„ „ 10.....	
Total due to _____, carried to General Account	£	Total due to Colony, carried to General Account.....	£

APPENDIX C.

PREPAID REPLY FORM.

[SEE OTHER SIDE.

NEW ZEALAND POST OFFICE TELEGRAPHS.

A.P. Code : Handed in (Time) : No. of Message :

Office of Origin :	Words.	Sent.	Office Stamp.
	At	m.	
Instructions :	Excess Charge.	To	
		By	

STAMPS IN PAYMENT OF EXCESS CHARGE (IF ANY) MUST BE AFFIXED HERE BY THE SENDER.

No. of Message

This Telegram is presented for Transmission by the undersigned, subject to the authorised conditions.

A.P. R.

TO }



--	--	--	--

No. 171A.

N.B.—Office of origin to be inserted after signature, and Telegraphed.

[ON BACK.

Stamp of Issuing Office.

REPLY VOUCHER.—A sum of _____ having been deposited for a reply of _____ words (addresses included) to a telegram handed in at _____ timed _____, addressed to _____, this form will be accepted within six weeks of the date of its issue at any Postal Telegraph Office in payment or part payment, as the case may be, of a telegram.

Signature of Issuing Officer : _____

N.B.—If this form be not used, or if it be used for a telegram the charge for which is less than the amount deposited, the whole of the amount deposited, or the difference, as the case may be, will be returned on application being made to the Controller, G.P.O., Wellington, within six weeks of the date of issue. After that interval no application for the return of the amount will be entertained



POSTAL AND TELEGRAPHIC CONFERENCE, 1898.

REPORT OF THE DEBATES.

(See also Minutes of Proceedings.)

MONDAY, 28TH MARCH, 1898.

Election of President.

Hon. JOSEPH COOK said he had much pleasure in proposing that Sir Philip Fysh take the Chair, not only because the Conference had assembled in Hobart, but also by reason of Sir Philip's seniority and his well-known abilities.

Hon. J. R. DICKSON had much pleasure in seconding the Motion, and in doing so felt he did not need to add to what had been very properly said by the Postmaster-General of New South Wales, of one who had held a high position in the Colony for a long time.

Motion put and passed.

Sir PHILIP FYSH, in taking the Chair, thanked them for their kind expressions of goodwill and the honor they had done him. He desired, on behalf of the Government and himself, to heartily welcome them all, both Ministers and Permanent Heads of Departments to Tasmania, trusting that during their stay they would not only render service to the Colonies they represented, but also derive much health and pleasure at the same time.

Election of Secretary.

Hon. J. GAVAN DUFFY moved—

“That Mr. T. C. Just be elected Secretary to the Conference.”

Hon. JOSEPH COOK seconded. They had previously had a taste of Mr. Just's qualities in that position, and were sure that the fact of his being made Secretary would conduce to the despatch of business.

Motion put and passed.

The Press.

Hon. J. GAVAN DUFFY moved—

“That the Press be admitted to all the deliberations of the Conference, excepting Sittings in Committee.”

Hon. JOSEPH COOK seconded.

Motion put and passed.

Papers.

Hon. JOSEPH COOK tabled a Report on the Palmyra and Fanning Islands as to their suitability and capabilities as submarine cable stations, prepared by Captain A. M. Field, R.N., of H.M.S. *Penguin*.

Sir CHAS. TODD tabled a Return of Inter-colonial Telegraph Traffic for the past Nine years.

Hon. JOSEPH COOK tabled a Return relating to Postal and Telegraphic Business in New South Wales during 1897.

Printing.

Hon. J. GAVAN DUFFY moved—

“That the President and the Hon. Joseph Cook be a Sub-Committee to consider and report upon what papers and documents required to be printed.”

Hon. J. R. DICKSON seconded.

Motion put and passed.

Days of Sitting.

Hon. J. R. DICKSON moved—

“That this Conference sit for the despatch of business each day at half-past 10 o'clock until 1 P.M., and from half-past 2 till 5 P.M., Sundays excepted.”

Hon. J. GAVAN DUFFY seconded, and the Motion was agreed to.

Subjects for consideration.

A list of the subjects proposed to be discussed at the Conference was then tabled by the Secretary. It was arranged that those subjects of a detailed character should first be submitted to the permanent Departmental Heads to report upon. The subjects of a more general nature were reserved for direct consideration by Ministers.

Hon. J. GAVAN DUFFY moved—

“That the Sub-Committee of Permanent Heads be requested, previous to considering the various items placed before them, to revise the list and report to the Conference as to such matters as they consider either unnecessary, or that time will not permit them to proceed with.”

Hon. J. R. DICKSON seconded the motion, which was put and passed.

On the motion of the Hon. Joseph Cook, the Heads of Departments present were appointed a Sub-Committee for the purpose of giving effect to the previous Resolution.

The Conference adjourned until 10·30 next day.

TUESDAY, 29TH MARCH.

The Conference met at 10·30.

In the absence of Hon. Sir Philip Fysh, Hon. Joseph Cook was voted to the Chair on the motion of the Hon. J. Gavan Duffy, seconded by the Hon. J. R. Dickson, and the Conference adjourned until next day at 10·30.

This course has been found necessary on account of the Permanent Heads of the Postal and Telegraphic Departments having such a large number of subjects to handle and report upon to the Ministerial Heads, that they had not yet completed their work.

WEDNESDAY, 30TH MARCH.

The Conference met formally at 10·30 A.M.

Hon. JOSEPH COOK was voted to the Chair in the absence of the President.

Hon. J. R. DICKSON moved—

“That, to enable the Departmental Heads to proceed with work in Committee, the Conference adjourn until 10·30 A.M. next day.”

Hon. J. GAVAN DUFFY seconded.

Motion put and passed.

The Conference adjourned accordingly.

THURSDAY, 31ST MARCH.*Papers.*

Hon. J. GAVAN DUFFY tabled a Paper furnishing Returns in connection with the Telegraph Service of Victoria.

Hon. J. R. DICKSON tabled a similar Paper on behalf of Queensland.

Proposed Reduction of Postage Rate.

The Conference proceeded to discuss the proposed reduction from 2½*d.* to 2*d.* per half ounce postage of Letters passing in both directions between the United Kingdom and other parts of the British Empire.

Hon. JOSEPH COOK (New South Wales) said there had already been a great deal of correspondence in regard to this proposal between these Colonies and the Mother Country, and also between Canada and the Mother Country. It appears that Canada wanted to make the rate very much lower to the British Possessions, and to differentiate between 2*d.* for the Empire and her Colonies, and 2½*d.* between the Empire and the rest of the world. So far as New South Wales was concerned they felt there was every reason why the present rate should not be reduced from 2½*d.* to 2*d.* There was no great demand in the Colonies for such a reduction. What demand there was had come from certain distinguished gentlemen in England who interested themselves from time to time in Postal and Telegraphic matters. If the proposed reduction was made it would at once mean an agitation and a demand for a reduction of the Intercolonial and Inland rates on the ground of anomaly. A Postal Commission was, he believed, being held, or about to be held, in London, where this question was also to be considered, and New South Wales had definitely instructed her Agent-General to say that his Colony could not consent. Victoria, he understood, had refused point blank to send a representative.

Hon. J. GAVAN DUFFY : We appointed a delegate, who has received similar instructions.

Hon. JOSEPH COOK would point out that the anomaly of such a reduction would be at once seen with the inland rate of 2*d.*, and an agitation would at once arise for reducing the latter rate. The Colonies could not at present afford such reductions. Having to send the letters a distance of 14,000 miles, 2½*d.* per half ounce did not seem after all to be very excessive. He could easily understand the reduction from the old rate of 6*d.* to 2½*d.* It was felt in his colony, at any rate, that if the Government was in a position to grant concessions to the people, the same could be done in many more advantageous ways than by reducing the oversea rate for letters from 2½*d.* to 2*d.* per half ounce. Sentimental reasons might be given for the proposal, but sentimental reasons could stand no chance when there was a need for hard cash in the Treasury. At present the net loss to New South Wales alone in the maintenance of their postal relations with the outside world was just £20,000 per annum, and if this proposal was adopted it would mean an additional £3000 a year loss, and for the whole of the Australasian Colonies he supposed it would be £7000 to £8000 per annum. The latter sum might not seem very much distributed over all the Colonies, it was true, but the reduction would mean a demand for intercolonial and inland rates of postage to be reduced. A reduction of a halfpenny per half ounce in the oversea letters would not make any appreciable increase in the amount of correspondence, and altogether the matter of ½*d.* was not worth the doing. If the Colonies could see their way to substitute a 1*d.* letter rate it would be something ; but, of course, at present that could not be thought of. He therefore moved,—

“That, in the opinion of this Conference, it would be inadvisable to make any further reduction in the oversea postage rate until the way is clear for a reduction of the present large subsidies paid for the carriage of mails at present inland and colonial rates.”

Hon. J. GAVAN DUFFY seconded the motion. He did not think he had anything to add to the exhaustive statement which had been made by the Hon. Joseph Cook in this matter. He fully concurred with him that it would be an anomaly to reduce the postage rate as proposed whilst they were unable to reduce the rates to their own people within the Colonies. The rate of 2½*d.* per half ounce was not an excessive one. Until not long ago it was 6*d.*, and that was excessive, and the correspondence was limited ; nobody could hold that a reduction from 2½*d.* to 2*d.* would increase the correspondence to any degree whatever. To put the matter in a nutshell, the Colonies could not afford it. A reduction of postage from England to 2*d.* all over the world was proposed in a Budget Bill of the British Chancellor of the Exchequer. Of course, such a reduction would not be felt in a wealthy country with an immense population, a high standard of education, and with a yearly surplus of three millions. At the Washington Postal Conference, when such a reduction was proposed, it had very little support. Then the Imperial Government dwelt upon 2½*d.* being an excess of the 25 cents stipulated in the Postal Union treaty, but still England had little support, the general feeling being that England ought not to make a reduction below what was considered fair all over the world.

Hon. J. R. DICKSON said hon. members who had spoken had voiced the opinion that Queensland held in this matter. He did not think the reduction was demanded by the public, and it would not mean any appreciable increase in the quantity of letters that would be posted. Queensland had sustained a loss of £34,000 in consequence of the reduction seven years ago from 6*d.* ; but he would not say that they should revert to the 6*d.* rate. He was aware that Mr. Henniker Heaton was always advocating reductions in postal rates, and the Imperial Government seemed to favour the idea ; but the Australian Colonies could not at present entertain such proposals.

Hon. J. G. JENKINS, on behalf of South Australia, supported the motion. The main point had been tersely made by Mr. Cook when he said there was no great demand for the reduction in question at the present time beyond what Mr. Henniker Heaton and a few commercial men had advanced. Moreover, it would be followed by an agitation for such a reduction of intercolonial rates which could not be made.

Motion put and passed.

The Canadian Three Cents proposals.

The consideration of proposal of Canada to reduce postage on letters to all parts of the British Empire from 5 cents to 3 cents was taken in Committee, when the following resolution was passed :—

“That this Conference communicate by cable with the Canadian Postmaster-General to the effect that the various Colonies cannot agree to receive Canadian letters with only 3 cents postage thereon, and ask that the proposal be not proceeded with.”

Queensland's Surcharges.

“*Re* Queensland surcharging New Zealand postal matter prepaid at the ½*d.* per 2 oz. rate.”

Hon. JOSEPH COOK said that some years ago New Zealand had this low rate on printed matter in existence. The question, however, was then raised by New Zealand whether she would be compelled to revert to the higher rate of postage on printed matter. He took it that New Zealand still continued to impose the ½*d.* rate, but did not know if Queensland surcharged.

Hon. J. R. DICKSON : She has to surcharge under the statute law.

Hon. JOSEPH COOK moved,—

“That the matter be referred to the heads of departments for report.”

After discussion the motion was withdrawn.

Hon. JOSEPH COOK moved,—

“That the matter be struck out.”

Hon. J. GAVAN DUFFY suggested that instead of being struck out the subject should simply be not dealt with. It might seem discourteous to strike it out.

The motion was not seconded, and the subject was dropped.

Obliteration of Stamps.

As to obliteration of stamps issued to collectors,

Hon. J. GAVAN DUFFY said that this matter was becoming somewhat of a nuisance. Many people seemed to be fanatics in regard to collecting stamps, and latterly in Victoria the department had been placing a courtesy post mark upon them. This was done in order that the stamps might not be used for postage purposes by those who obtained them. That did not do away with the philatelic value of the stamps. He thought that a uniform method ought to be adopted by the different colonies. It should be clearly arranged so that stamps given out for purposes of collection could not be otherwise used. He moved,—

“This Conference is of opinion that all stamps issued to collectors should be post-marked, so as to prevent them from being used for postal purposes.”

Hon. J. R. DICKSON seconded the motion.

Hon. J. G. JENKINS moved as an amendment,—

“That the word ‘specimen’ should be placed across the stamps issued to collectors.”

Hon. JOSEPH COOK seconded the amendment.

Hon. J. GAVAN DUFFY said that as the weight of opinion appeared to be against him, he would withdraw the motion.

The amendment was then put, when

The PRESIDENT said that it appeared from the voices that it would be his duty to give a casting vote. He regarded the Post Office as an institution maintained by the Government for postal purposes only, and would therefore vote for the amendment, and declared it carried.

Hon. JOSEPH COOK moved—

“That all postage-stamps issued to the Berne Postal Bureau or between Post Offices shall bear an obliteration with the date-stamp.”

Hon. J. G. JENKINS seconded, and the motion was agreed to.

Newspaper Supplements.

Hon. J. GAVAN DUFFY said: In the Victorian Post Office Act, which, he took it, was similar to if not identical with that of other colonies, a newspaper supplement was said to be wholly and substantially part of the newspaper; but he wanted to call the attention of the Conference to tradesmen’s handbills and insets being sent in the newspapers through the post, and his department held that such were not supplements within the meaning of the law. He would like to have the matter discussed. It was claimed in Victoria that such handbills were supplements within the meaning of the Victorian Act. He formally moved—

“That an inset or a handbill shall not be regarded as coming within the definition of a newspaper supplement under the Post Office Acts.”

Hon. J. G. JENKINS seconded. As far as his colony was concerned their regulations did not allow such so-called “supplements” to be carried in newspapers.

Hon. JOSEPH COOK said it was never anticipated that such things should be carried in the newspapers. It was a means of distributing small handbills for shopkeepers, for which the newspapers were paid. It would never do in New South Wales, where the newspapers were carried through the post free. It was an abuse against which decided action should be taken.

Hon. J. R. DICKSON quoted the Queensland Act and regulations bearing on the subject, and supported the motion.

Motion put and passed.

Queensland’s Treatment of other Colonies’ Newspapers.

Consideration of operation of the Suppression of Gambling and Indecent Advertisement Act of Queensland, in connection with newspapers published outside Queensland and forwarded by post to that colony.

Hon. J. GAVAN DUFFY wondered if there was anything to be done with their friends from Queensland in this matter. As Mr. Dickson knew, this matter had been a bone of contention between Queensland and the other Colonies for years. He had put the subject down on the notice-

paper to see if Queensland could not be induced to fall into line with the other Colonies. That Colony had been treated with every fairness and courtesy, and he did not think Queensland realised the amount of restraint and restrictions that her laws had imposed upon the press of all the other Colonies. He did not wish to force this on his hon. friend, but he thought, perhaps, that a few friendly remonstrances from his fellow Postmaster-Generals of the other Colonies would have some effect upon him.

Hon. JOSEPH COOK : What have they been doing ?

Hon. J. GAVAN DUFFY : Stopping all newspapers from the other Colonies coming into Queensland at the same rate as we allow Queensland newspapers to come into the other Colonies. Proceeding, Mr. Duffy said he did not wish to put a motion before the chair, but he trusted his hon. friend would have the matter thoroughly looked into. Though Queensland had not yet joined the proposed federation they trusted that she would do so soon. (Hear, hear.) In these days of federation it was hardly right for one Colony to stand aloof from its neighbours in postal matters.

The PRESIDENT : We must have some definite motion before the Conference. It had better be put that representations be made to Queensland—

Hon. J. GAVAN DUFFY would adopt the President's suggestion, and move—

“That representations be made from this Conference to the Post Office authorities in Queensland, pointing out that the operation of their Suppression of Gambling and Indecent Advertisements and Post Office Acts in regard to newspapers published outside Queensland, and forwarded by post to that Colony, is a restriction upon the Australian press.”

In fact, newspaper proprietors sending newspapers into Queensland had to publish special issues before they could get them delivered in Queensland, or do as the Czar of Russia did with newspapers going into that country—blacken out a page ; and, in addition, Queensland imposed a much higher rate of postage on newspapers from outside than the other Colonies imposed on Queensland newspapers.

Hon. JOSEPH COOK could not see his way to support the motion in regard to Queensland suppressing gambling and indecent advertisements.

Hon. J. GAVAN DUFFY : I want to include a representation to them to modify their postage rates on newspapers.

Hon. JOSEPH COOK would second the motion for the sake of discussion.

Hon. J. R. DICKSON said his Colony had endeavoured to suppress a growing spirit for gambling, especially among their youths, and the restrictions in these respects, and with respect to indecent advertisements which had been thus imposed, applied equally to newspapers published in Queensland as to those coming from outside. He recognised that the press of the other Colonies had met them very fairly in this matter, and had endeavoured to conform to the new legislation by excluding from the columns of their papers entering Queensland such advertisements as were objected to. Having the law before them, the Queensland postal authorities were bound to act up to it. As to the postal rates charged upon papers coming in from the other Colonies, that was a separate matter. Before the rates were altered the Colony was inundated with newspapers from the other Colonies, and which were carried gratuitously. The Colony was a large one, much of it was sparsely populated, and the distances were long, and so the cost thus incurred became too great. On that account it had been found imperative to charge for the newspapers at the rates now in force. Perhaps upon fuller consideration of the matter the Government of Queensland might, in the future, feel justified in modifying the restrictions at present imposed ; but when those special Acts were passed they became imperative by reason of the ever increasing demoralising tendencies of the advertisements objected to. At that time the Parliament might have gone to extremes, but such legislation was much required, and the respectable press, both of Queensland and the other Colonies, deserved to be thanked for the readiness with which they had conformed to the views of the Parliament of that Colony.

Hon. J. G. JENKINS would support the Resolution if it was limited to a protest against the high postage rates charged in Queensland on Intercolonial newspapers. It would only be right that Queensland should have the same intercolonial postage rate.

Hon. JOSEPH COOK thought that Queensland was to be congratulated on her Act against indecent literature and gambling. The efforts made in the other places to drive out gambling had resulted in sending it to another Colony. They ought not to do anything to hinder Queensland from continuing her crusade against gambling and indecent advertising ; it was a step in the right direction. If the mover would eliminate certain matter from the Resolution, he would support it. The charges levied by Queensland on intercolonial newspapers at the present time was exorbitant. They charged 2*d.* on certain Sydney weekly newspapers that were sent to that Colony ; that was a rate which specially applied to back-woodsmen, as the newspapers referred to were largely availed of by people resident in the country.

Hon. J. GAVAN DUFFY expressed pleasure at hearing that Queensland was not only so good as she claimed to be, but was also as good as she ought to be. He readily agreed that gambling to the extent that it had taken root in Australasia was becoming a public danger. With regard to indecent advertising, they were all agreed that it should be put down. In reference to

gambling advertisements, he was sorry to see that Queensland had gone so much further in the matter than the other Colonies had done. It was to be hoped that the whole of the Colonies would deal firmly with indecent advertising, but he did not agree that the gambling advertisements did so much harm as was suggested. He intended, with the permission of the other Members of the Conference, to withdraw his Resolution and propose another. He hardly liked to say that the rate in Queensland was exorbitant, but it was excessively heavy. It was not in the interests of any Colony that the people should be denied outside newspapers owing to a heavy rate. Victoria did not try to keep other colonial newspapers from her people. He hoped that the Queenslanders would see their way to deal with the Colonies in the way that the other Colonies dealt with them.

Leave was then given to withdraw the motion.

Hon. J. GAVAN DUFFY said that the following was the motion which he would submit in place of the one withdrawn :—

“That representations be made from this Conference to the Post Office authorities of Queensland, pointing out to them that the high rates charged on newspapers coming from the other colonies is an unjustifiable restriction on the Australian press.”

Hon. JOSEPH COOK seconded the motion.

After further discussion,

The PRESIDENT said that before putting the motion he wished to refer to a remark made with reference to the gambling having drifted to another colony. It would be just as well for the members of the Conference to carry away a correct idea of how the gambling was carried on. He would have been glad if they could have had an opportunity of visiting the racecourse in order to see what immense advantages Tasmania possessed by reason of her management of the Gambling Act. Tasmanians when visiting the racecourses on the mainland found objection to the noisy system of bookmakers, which held forth such inducements to the young, who were inclined to gamble. They found that the totalisator system in Tasmania did not inculcate gambling into the young of the colony, as representatives from the other colonies supposed.

The motion was then put and passed.

Urgent Telegrams.

Hon. JOSEPH COOK moved—

“That the system of ‘urgent’ telegrams in operation in six Colonies of Australia be abolished.”

They in New South Wales never had, as a matter of fact, concurred in the proposal to treat certain messages as “urgent” over others. It was not the right thing to allow certain people to have a monopoly over the telegraph service because they were able to pay an extra rate. The system was often most vicious in its application. A poor man with only 1s. in his pocket could only pay that sum for his message at the ordinary rate, and had to wait until perhaps 50 or 60 urgent messages paid for at a higher rate took precedence. The telegraphs being maintained by the Governments of the colonies, the telegraph rate should be made the same to every member of the community.

Hon. J. GAVAN DUFFY would second the motion as a matter of courtesy to his hon. friend, not that he believed in it—quite the contrary.

Hon. J. G. JENKINS moved as an amendment,—

“That the matter be referred to the Permanent Heads of Departments for report.”

In his colony they had power by Act of Parliament to charge for “urgent” telegrams, so any postmaster, even if the motion was passed, would be obliged to send “urgent” telegrams. But beyond that, he did not think the proposal was a wise one.

After further discussion,

Hon. J. R. DICKSON could not say that he was in favour of either the motion or the amendment. A man might get a special train to proceed to a place—it was all a matter of paying.

Hon. J. GAVAN DUFFY: Withdraw.

Hon. JOSEPH COOK hoped Mr. Jenkins would not withdraw the amendment. There was no parallel at all between a man paying for a special train and men, because they had the money, monopolising the public telegraph service. A man could only get a special train so long as he did not inconvenience the public using the ordinary trains. A special train could be delayed by an ordinary train, but the ordinary telegraph business of the country was compelled to wait until specially paid for “urgent” telegrams had passed over the wires; and that, he held, was unfair, making it a source of trouble, inconvenience, and annoyance.

The amendment was agreed to. (See Report of Sub-Committee, page 76.)

Telephonic Communication.

On the subject of “Establishment of telephonic communication between the capital cities of the Australian Continent,”

Hon. JOSEPH COOK said that the question was one that had been raised from time to time by the various Chambers of Commerce. No doubt it would be a desirable thing to have a thorough

connection by telephone between the various metropolitan centres if it could be done on a commercial basis. It appeared, however, that the cost would be out of proportion to the benefits derived from its establishment. Long distance wires were becoming the fashion, but whether the time had arrived for the system to be established among the colonies he was not prepared to say. It would be advisable to refer the matter to the heads of the departments. If the cost was shown to be reasonable as regarded its construction, he did not think that anyone would object to its introduction. He moved—

“That the matter be referred to the Heads of Departments, with a view of ascertaining what the cost would be, and also information as to the possible loss to the telegraphic revenue.”

Hon. J. GAVAN DUFFY seconded the motion. He was not prepared to say that Victoria would, at first, be prepared to take part in the undertaking. If the telephonic system were adopted, it would, of course, destroy to a certain extent the revenue derived from the telegraph. Such things would progress, however, and the telephone in course of time would almost completely supersede the telegraph. He had at times used the telephone, which extended over a long distance, and had found it to work well.

Hon. J. G. JENKINS supported the proposal. A great deal of information had been obtained in 1892, but no doubt things had very much changed since then. At the time to which he referred it was shown that the undertaking, if entered upon, would cause a heavy loss. He had no objection, however, to further information being obtained with reference to the matter.

Hon. J. R. DICKSON also approved of the subject being considered by the heads of departments. He agreed with the Hon. Joseph Cook that the telephonic system was bound to come. It was only a question of time. They must not rest content with the facilities that were at present enjoyed. In Queensland one of the gold-mining towns was connected with Townsville, a distance of 82 miles. The same wire used for the telegraph was also utilised for the telephone, and the results were in every way satisfactory. It would be a wise thing to refer the matter to the permanent heads to report upon.

The motion was put and passed. (See Report of Sub-Committee, p. 76.)

Adjournment.

The Conference adjourned until 10:30 A.M. next day.

FRIDAY, 1ST APRIL.

Papers.

The PRESIDENT laid on the table the minute of his appointment as a Delegate to the Conference; also Post and Telegraph Returns, (Tasmania).

Hon. J. G. JENKINS (South Australia) tabled the Minute of his appointment.

The Washington Conference.

In the matter of the ratification of Washington Congress, and consideration of the various Conventions entered into at Washington but not signed by the Australasian Delegate;

Hon. J. GAVAN DUFFY moved—

“That this Conference recommends to the Governments of Australasia the ratification of the treaty entered into at Washington at the last Universal Postal Congress. That the Sub-Committee of Permanent Heads be requested to report to the Conference—1st. On the several matters left optional by the principal treaty; 2nd. On the various subsidiary treaties entered into by some Administrations at Washington, but not signed by the Australasian Delegate.”

In rising to move this resolution, he said he thought that in the first place he should take this first public occasion offered him of thanking his fellow Postmaster-Generals for the honour and distinction which they conferred upon him in sending him to the Washington Congress as the representative of Australasia. He would never forget their having done so, and the kind manner in which it was done. Where every one was so kind in the matter, it would perhaps be improper to single out individuals; but he could hardly pass on without mentioning the Hon. Joseph Cook, Postmaster-General of New South Wales, who, if he had pressed his claim to have gone to the Congress it could scarcely have been refused. In thanking them he would say he was especially proud of the Commission because he was, he believed, the first to have held a Commission for all the Colonies of Australasia for any purpose. On that occasion he looked upon himself in some respects as a forerunner of the Federation they were all hoping now to see brought about. Having described the gathering as a most interesting one, with representatives from every independent nation in the world, the picturesqueness of some of the costumes worn, such as that of the representative of Corea, the hospitality enjoyed, and the great ability many delegates displayed—though at the same time he felt that Australasia had occasion to be proud of its Todds and its Lambtons, and others whom he met at the Australasian Postal Conferences—the speaker said: The result of

the labours of the representatives at the Congress was now before them. He hoped that they would ratify the treaty which he had had the honour of signing on behalf of Australasia. The treaties themselves had only just reached the Colonies, and the English translations had not yet arrived. He had taken out all the changes made by the last Congress in the treaty of Vienna, by which they were formerly bound. These changes had been printed (see page 43), but he realised that it would be hard to follow them without having the full context of the Convention itself before them. At these meetings of postal matters a great amount of minor detail had to be considered. He desired to call attention to the second part of his motion. It struck him when at Washington that it would be better if they were furnished with all information about the subsidiary treaties. It would be well to be furnished with those treaties in order to consider them at leisure to see if they would not be of advantage to the Colony on the whole. Although nothing might be done in the matter for a year or two, he desired to draw attention to them with a view to having them dealt with at the next Conference. There might be in the treaties some advantage worthy of adoption. The treaty also contained several clauses making it optional to do certain things if it were possible to do so. He understood that all the optional points that were in the old treaty of Vienna had been carefully considered. A matter that had been introduced of somewhat minor importance was the colour of stamps. He was not sure that they need trouble themselves about that, because if federation were brought about it would put postal matters in Australia on a different footing. Before he left Washington he had sent a short report to the various administrations which he represented which he thought contained pretty well the gist of the matter. In accordance with instructions he twice brought before the Congress the question of prohibiting the carriage in the mails of indecent and obscene literature. He regretted to say that his motion was both times lost by a majority of four votes; not that the majority approved of the matter, but that they were afraid of establishing what might be a censorship of the post offices. A material matter in which the treaty of Washington made a change from the former treaty was on the question of transit rates and the taking of statistics. By a large majority a motion had been carried reducing territorial and maritime transit rates. It was decided that the statistics should not be taken afresh before the meeting of the next Congress, which would meet at Rome in about five or six years hence, but were to be calculated on the last statistics taken in 1896. In other respects it went without saying the treaty at Washington was certainly a benefit to all the countries within the postal union, and a great deal of care had been taken and skill displayed in remedying the defects of the former treaty, and putting the whole business of the union on a better and surer basis.

The PRESIDENT said it was understood the second portion of the motion dealing with the reference to the permanent heads was to be taken first.

Hon. J. R. DICKSON rose to second the motion, and, referring to Mr. Duffy's interesting speech, said that gentleman had justified the wisdom of selection made in him as the representative of Australasia. In Queensland the Postal Department had but just come into possession of the very bulky tome containing a report of the Conference, and the heads of departments could not yet be fully conversant with the bearing of the various proposed changes, and it was therefore very desirable a report should be obtained from them before they recommended the Governments of Australasia to ratify the treaty as a whole. The press reports of the Washington Conference had been very meagre—

Hon. J. GAVAN DUFFY: Yes, we had great difficulty with the American press. One day we would be referred to as snobs, and another as puppets of European kings. (Laughter.)

Hon. JOSEPH COOK supported the motion, and thought it very necessary the permanent heads should report as to how the proposals would affect the colonies. Some very serious alterations were proposed in respect to territorial and maritime transit rates that would affect the British Empire much more than any other people in the world, for the simple reason that Great Britain had such a preponderance of the traffic of the world, and it would be well for the permanent heads to let them know what these alterations would mean even to these colonies. The reductions, it was true, were proposed on a sliding scale over a term of years, but at the present time they did not know what the probable effect would be.

Hon. J. G. JENKINS supported the motion, and, after remarks highly complimentary to Mr. Duffy, agreed with Mr. Cook that the proposed changes in territorial transit rates was a matter needing careful consideration by the permanent heads before unqualified approval was expressed.

Hon. J. GAVAN DUFFY, closing the debate, considered the transit rate question a most important one, and this had been a subject of the greatest controversy at the Washington Congress, the result being in reality a compromise between the views of the German representative on the one side, and the English and Colonial on the other. He himself had got a little more heated than he need have done during those discussions, which were in French, and had intimated that, though signing the treaty, if the fact proved that the loss involved was greater than the Colonies could reasonably bear, advantage would have to be taken of a clause allowing any State to withdraw from the Union. This extreme measure he did not, however, anticipate would be necessary.

The second part of the motion was put and passed. (See Report of Sub-Committee, p. 75.)

Hon. J. GAVAN DUFFY moved that the first part of the original motion be discharged, and made an order for next day.

The motion was agreed to.

Hon. JOSEPH COOK moved :—

“That this Conference hereby records its appreciation of the zealous and able manner in which Hon. J. Gavan Duffy, Postmaster-General of Victoria, discharged the duty of representing Australasia at the Washington Postal Conference.”

Hon. J. R. DICKSON seconded, and the motion was passed.

Hon. J. GAVAN DUFFY thanked the Conference in suitable terms. He was pleased to say that it had come to him from outside sources that his efforts at the Congress were not altogether unsuccessful. (Hear, hear.)

Report of Permanent Heads of Departments.

The Report of the Sub-Committee of Heads of Departments on the subjects submitted to them was next considered, most of the recommendations being agreed to. (See Minutes of Proceedings, pp. 18, to 40.)

Queensland Mail Service.

The Sub-Committee reported :—

“It is admitted that the present railway arrangements are extremely inconvenient to Queensland in regard to the connection of the English mails at Sydney. If any arrangement could be made by which the Commissioners of these two Colonies could arrange for a train to leave Brisbane about 1.30 p.m. on Monday, to arrive at Sydney at 5 p.m. next day, this would enable the Queensland public to post up to noon on Monday, instead of the business people having practically to close their correspondence on Saturday evening.”

Hon. J. R. DICKSON explained that lately the Queensland train service had been extended considerably north of Brisbane, and under the new arrangements places which formerly received mail matter by steamer now were supplied by train. He was looking forward to the time when some general action would be taken in the direction of a tidal or mail train running through the whole of the mainland. He knew that even the step now suggested would mean expense, but it was justifiable, and they must face it on a fair basis.

Hon. J. GAVAN DUFFY thought it the duty of the Conference to try and help Queensland in this direction, and while believing in the idea of facilitating arrangements between Queensland and New South Wales, was still more in favour of Mr. Dickson's contention that the time had come that the Colonies should have a postal train going through the whole continent, so that every colonist who wished to send a letter by mail should be able to do so at the earliest possible moment. (Hear, hear.)

Hon. J. G. JENKINS appreciated the suggestion of the permanent heads, but he was inclined to think it would be better to withdraw in favour of any arrangement that could be made for a special mail train. He saw no reason why an arrangement should not be made for a special mail train to run once a week from Brisbane direct to Adelaide. Of course it would involve a change of gauge and transfer of mails: but instead of a delay of several hours in Sydney and Melbourne the train might be accelerated to arrive in Adelaide without any special delay. The Colonies despatching their mails by such a train would all benefit by the expedition, even Tasmania. A rapid mail train from Brisbane right through to Adelaide would carry many passengers who could not, perhaps, be carried otherwise. He would suggest that this matter be referred to the Railway Commissioners of the whole of the Colonies.

Hon. JOSEPH COOK sympathised very much with Queensland, and if that Colony could be helped in the matter he would like to see it done. Such a mail train would be very desirable, but the difficulty was the enormous cost. As the result of repeated conversations with Commissioners on this very point, it was found that a special mail train per week between Brisbane and Sydney would cost £5000 a year, and to run one through to Adelaide would cost £10,000 to £12,000. If the Colonies would agree to incur that cost something might be done in that direction. It would be an admirable thing to have such a train not only as an express for mails, but also for passengers, and as an additional facility for travelling. He would like to see it, but felt justified in saying that £10,000 was too much to pay for it. The service of such a train would relieve the clerks of Sunday work, just as the previous change had relieved them in Sydney, and which was much appreciated.

The Report was agreed to.

Special Trains.

On the question of a special train in the event of mail steamers reaching Largs Bay on Saturdays and Sundays, the permanent heads reported as follows:—“As bearing upon the English mail train service, and considering the likelihood under the present contract of the steamers frequently reaching Largs Bay on Saturday and Sunday, we have considered the question of making some provision for forwarding these mails on to their destination by special trains, and thus avoiding the great delay which would be otherwise unavoidable. A memorandum showing possibilities in regard to special trains is appended, and we recommend that the question therein set forth be remitted for the favourable consideration of the Colonies concerned.”

Agreed to.

The Conference adjourned until 10 A.M. next day.

SATURDAY, 2ND APRIL.

Papers.

Hon. J. G. JENKINS tabled Statistics of the South Australian Post and Telegraph Department for 1897.

Report of Sub-Committee.

The Conference continued consideration of the Report of the Sub-Committee of Permanent Heads.

On the question of intercolonial telegraph rates, resolution of Conference of Chambers of Commerce *re* intercolonial telegraph charges, reduction of New South Wales telegraph rates, and alteration in mode of charging on inland and intercolonial telegrams ;

The Permanent Heads Committee presented a lengthy report explaining the position. The question of reducing the rates—2s. for the first 10 words, and 2d. each additional word on telegrams between New South Wales and Queensland, has been under consideration on several occasions. They concluded :—

“ We are still of opinion that any re-arrangement of charges should be on the basis of charging for every word, whether in addresses or text. This is the international principle. We would also respectfully point out that the present rates appear very reasonable when the great distances covered and the small population are taken into consideration. They compare very favourably with those obtaining in Europe.”

On the motion of the Hon. J. GAVAN DUFFY, the Report was considered in Committee.

Upon the Conference resuming,

The PRESIDENT read the following formulated Resolution that had been drawn up :—

“ That this Conference regrets that owing to the financial losses involved, the question of a general reduction in the prices of Intercolonial telegrams must stand over for the present, and makes no suggestion on the question of limitation of addresses.”

Hon. J. GAVAN DUFFY would like to add to that Resolution, that it was suggested that the Post Office Departments of New South Wales and Queensland might make an arrangement between themselves as regards the telegrams passing between those two Colonies. He moved that the following be the words added :—

“ But it is suggested that the Governments of New South Wales and Queensland should arrange between themselves as to the limitation of words and addresses.”

Hon. J. G. JENKINS seconded.

Hon. J. R. DICKSON, before the motion was put, wished to say, for the purpose of recording the position he occupied, that his Colony desired that a closer arrangement should be made not only between New South Wales and Queensland, but also with the other Colonies. In the meantime he had moved in Committee a Resolution for the purpose of re-approaching New South Wales. It was as follows :—

“ That any re-arrangement in charging may be on the basis either of charging for every word, whether in addresses or text, such being the International principle, or of allowing the address and signature to the number of 12 words to be sent free.”

The Government he represented would be quite prepared to enter into an arrangement with New South Wales on the basis of that between New South Wales and Victoria, subject only to restrictions being placed on the number of words in the addresses. His Government was prepared to join New South Wales in a tariff of 10 words for 1s. text, and allow either 10 or 12 words for address and signature. He wished that to be understood, so that the fact might be recorded that he had done all he could to make a satisfactory arrangement as between New South Wales and Queensland. He hoped negotiations to that effect would be successful. There was a strong feeling in his Government in favour of adhering to the principle of the International Bureau. Queensland might enforce her own system within her own territory, but did not like the idea of telegrams coming from New South Wales being surcharged across the border.

Hon. JOSEPH COOK said it seemed to him that what Mr. Dickson had said went a long way towards what was desired. When he (Mr. Cook) returned to Sydney he would have the whole question of the average number of words in signatures and addresses connected with messages travelling between New South Wales and Queensland looked into, and unless he found some very violent reasons he would be glad to fall in with Mr. Dickson's wishes. On the other hand, he hoped that if he found New South Wales telegrams were not passing the limit, Mr. Dickson would take a common-sense view of the matter.

The Resolution was then passed.

Hon. J. GAVAN DUFFY moved—

“ That the Motion introduced by Hon. J. R. Dickson in Committee, but which was not seconded, be placed upon the Records.”

Hon. J. G. JENKINS seconded, and the motion was agreed to.

Share-dealing by Telegraph Operators.

Hon. J. GAVAN DUFFY said, with reference to share-dealing by employees, that in Victoria any telegraph employee dealing in shares was dismissed, but the public ought to know why. Telegrams respecting shares had been used for personal purposes.

Hon. J. G. JENKINS : Do you allow them to deal in shares as an investment ?

Hon. J. GAVAN DUFFY : No. I move—

“That in the opinion of this Conference telegraph employees should be absolutely prohibited from speculating in shares.”

Hon. J. G. JENKINS seconded the Resolution. But it was a question where speculation began. In South Australia it was discovered that operators dealt in telegrams respecting shares, and gave information of their contents to other people. The department held an inquiry into the matter, which resulted in the loss of some of their most able officers. Wherever they could suppress dealing or speculating in shares by telegraph employees they should do so.

The Resolution was carried.

Ratification of Washington Treaty.

Hon. J. GAVAN DUFFY moved—

“That this Conference recommend to the Governments of Australasia the ratification of the treaty entered into at Washington at the last Universal Postal Congress.”

He said : After reading the very able report of the Permanent Heads, especially considering the limited time at their disposal, regarding the various points in connection with the treaty, he thought the Conference could fairly recommend that it be ratified. (Hear, hear.)

Hon. J. G. JENKINS seconded, and said it had been made evident by the reports of the Permanent Heads that the material alterations suggested were profitable ones as far as the Australasian Colonies were concerned.

The motion was agreed to.

The Conference then adjourned until 10:30 A.M. on Monday.

MONDAY, 4TH APRIL.

Canadian Three Cents Postal Rate.

The PRESIDENT said : Before they proceeded to the business on the Agenda paper he had to call the attention of the Conference to a cable message that he, at their request, despatched a few days ago to the Postmaster-General of Canada, and to the reply which he had received by cable late on Sunday evening from Ottawa. The message which he despatched to Ottawa read as follows :—

To the Hon. the Postmaster-General, Ottawa, Canada.

I am directed by the Australian Postal Conference, sitting at Hobart, to inquire if it is intended to carry out the proposed reduction of postage from five cents to three cents, and to inform you of the objection of Australasia to concur in the proposition.

It was dated April 1 ; and to it he had received the following reply :—

Canada would welcome inter-Imperial uniform reduced preferential postal rates, but if that plan not approved of hopes she may be allowed, at her own expense, to reduce her out-going letter rate to all parts of the Empire, conceding like freedom of action to all other portions of Empire. Having regard to Canada's geographical and commercial position, existing postal rates constitute serious grievance. Meantime Canada has suspended all action pending approaching Postal Conference at London.—W. MULLOCK, *Postmaster-General*.

Hon. J. GAVAN DUFFY moved—

“That the cable reply from the Postmaster-General of Canada be received, and that the Conference resolve into Committee to consider the same.”

He understood that the Postal Conference now sitting in London required to know what Australasia was going to do in the matter. It would therefore be necessary to formulate the objections of this Conference to Canada's proposals.

Hon. J. G. JENKINS seconded, and the motion was agreed to, and the Conference resolved into Committee.

The Committee, after deliberation, submitted the following Report to the Conference :—

“That the various Agents-General delegates to the Postal Conference in London be instructed to oppose the proposal to reduce the rate of postage to all parts of the British Empire from 2½d. per ½oz. to 2d., and also the Canadian proposal to reduce her outgoing rate from 5c. per ½oz. to 3c. per 1oz., for the following reasons :—(1.) The present rate is not an unreasonably high one, having in view the large cost to the colonies involved in the maintenance of the present means of postal communication with the various portions of the Empire. (2.) Because of the anomaly which would be created by carrying letters 14,000 miles for the same rate as now charged for delivery

within the limits of the town where posted. Regarding the proposal of Canada to reduce her outgoing postage, this Conference is strongly of opinion that no reduction should take place which would be a departure from the present uniform rate, for the following reason, *inter alia* :—At present a charge of 2*d.* per $\frac{1}{2}$ oz. is made in Australia for the carriage of letters to however small a distance, while the Canadian proposal would involve the carrying of letters over the same routes at a greatly reduced cost. This would, in the opinion of the Conference, lead to confusion and dissatisfaction.”

On the motion of the Hon. JOSEPH COOK the Report was adopted.

Hon. J. GAVAN DUFFY moved that the following reply be sent to the Postmaster-General of Ottawa :—

“It is satisfactory to learn that your contemplated action *re* postage rates is postponed pending London Conference.”

The motion was put and passed.

It was agreed, on the motion of the Hon. J. G. JENKINS, that a copy of the Resolution should be despatched to the Premiers of the different colonies.

Alterations in Postal and Telegraph Rates.

Hon. J. G. JENKINS moved—

“That this Conference recommends to the Governments of Australasia that no alteration in international postal or telegraphic rates be made without the colony proposing to make such alterations advising the other colonies and endeavouring to arrange for uniformity of action.”

It was not necessary for him to make any lengthy explanation, as the meaning was patent to all members, excepting to say that in the past, in one or two instances, there had been some alterations made in one of the colonies in postal rates either in newspapers or letters, and they in South Australia thought it would be better—and he was sure the other members of the Conference would agree—that before any alterations, even of a trifling character, were carried out by the Postal and Telegraph Department of a colony, the same departments in the other colonies should be advised, so as to secure as far as possible uniformity throughout all the colonies. He especially referred to intercolonial postage. As to local alteration it would not so much matter.

Hon. J. GAVAN DUFFY seconded the motion. The observance of such a resolution would be most useful on the part of all the postal administrations of Australasia. Even over any slight change in the intercolonial postal and telegraph arrangements, the departments of the different colonies should first consult one with the other, so that all objections might be fairly considered and got rid of. He had much pleasure in seconding the motion.

Motion put and passed.

Telegraphic—Alternative Cable Route.

Hon. J. GAVAN DUFFY explained that Mr. Warren was present, and had received a reply from the Eastern Extension Telegraph Company to place before the Conference. He moved :—

“That the Conference resolve itself into a Committee to interview Mr. Warren.”

Motion was put and passed.

Upon the Conference resuming—

Hon. JOSEPH COOK obtained leave to move a Resolution without notice. He said they were all aware that the representatives of the other Colonies had been endeavouring during the last few days to ascertain from the manager of the E. E. Telegraph Co. (Mr. Warren) on what basis fresh arrangements could be entered into after next year for carrying on the cable business over the Company's lines. He had to express disappointment at the unsatisfactory nature of the reply received from the Company on the subject. Of course, Mr. Warren was only able to do what the Company authorised him to undertake. But with regard to the attitude of the Company, he thought the Conference had great reason to complain at the way they had acted. Negotiations had been pending with the Company during the sitting of the present Conference, and at the close of it they had no definite proposal from the Company, and nothing, so far as could be seen, by which any fresh arrangement could be entered into when the present undertaking ceased. In conducting the negotiations, the Conference had submitted three plain queries to be answered. If those queries had been answered there would have been something definite upon which to make a fresh arrangement. The most vague replies, however, were given to the questions that they had asked. The Company was asked, in the first place, what would be the cost of messages passing from the Colonies to England after the subsidy should expire during the next year; secondly, what would be the cost, assuming the subsidy was still paid to them, leaving out of count altogether the question of a duplicate cable. Another question asked the Company was—What would be the rate on messages, assuming the subsidy was paid and the Colonies entered into the Company's proposal for the construction of an alternative route? The Company simply said, in reply to those queries, that they could make no reduction in the present rates. The reply, in fact, was one that did not justify

consideration. The Company said that if they entered into the Cape route arrangement the price of Government messages would be reduced from 3s. 6d. to 2s. 6d. per word, and press messages from 1s. 9d. to 1s. 6d. There appeared to be no inclination to reduce the price of messages sent by the public. The Company got what concession was possible from the Government by means of a large subsidy, and were prepared to give the Government in return a concession amounting to about £2000. This amount, together with the concession that would be made to the press, would total about £4000 a year. Last year alone, which was a year of reduced traffic, the money collected in excess of the guaranteed amount was £50,000. Yet, in view of this extensive business, the Company was only prepared to make a reduction of about £4000. It seemed to him that such a proposal was inadequate, in view of the large subsidies that the Company had received during the last 20 years. It was not sufficient to induce them to enter into any fresh arrangement. It would be a reasonable proposal on the part of the Company if they had said we will give the public their messages at 4s. That would have reduced the amount of the Company's takings to about the guaranteed amount. After receiving the subsidy for 20 years the Company still wanted the subsidy, and were prepared to make no abatement on the present prices. The Company were disinclined to do anything except on the understanding that the colonies entered into the new project of an alternative route *viâ* the Cape. Instead of a definite plan being arrived at they were no nearer a solution of the matter than at the commencement of the Conference. The last response made by the Company was a very singular one. The telegram received by Mr. Warren stated that the Board had carefully considered the question in all its bearings, and, with every desire to meet the Colonies, it was found impossible to make any reduction in the ordinary charges. The Company said it would involve them in a loss of £60,000 a year. This last suggestion of theirs meant that they wanted the present receipts guaranteed to them, or that they required a guarantee of £45,000 more per year than was guaranteed three years ago. That was the plain English of the proposal. He thought, unless it could be shown that the cable *viâ* the Cape had some advantages for Australia other than from an absolutely strategic standpoint or the sentimental, the Empire point of view, they would not be justified in representing to their respective Governments that arrangements should be made on the basis laid down. Moreover, he did not think the Conference was in a position to make any arrangements with regard to the Cape Cable. That had been practically decided by the Conference of Premiers, whose views had already been communicated to the Home Government. The most this Conference could do would be to give utterance to an expression of opinion regarding this or any other proposal, as they were met primarily to make business arrangements on lines determined by the various Governments. Since the cable project was so absolutely a matter of policy, this concerned the Governments, and it would be *ultra vires* for the Conference to make arrangements with regard to a route not yet in existence. That being so, they were in the position that, since the Company had made no proposal with respect to fresh arrangements when the present subsidy expired, the delegates would have to go home without anything to recommend one way or the other. The Conference of Premiers had, by implication, decided that they would not subsidise this Cape Cable. He was aware this result had not been stated in so many words, but the Premiers had said they would subsidise the Pacific Cable, and had simply let the Cape proposal drop out altogether. A strategic scheme was paid for too dearly on the lines suggested by this Company. If they wanted an alternative route, it should be by means of Canada rather than the Cape. It seemed to him, that at the bottom of all this agitation was the feeling that the present rates were too high for the purposes of business, and the great advantage of an alternative cable under control of Government would be the establishment of competing rates, and the consequent gain to the public. He could only hope that the further negotiations which must undoubtedly take place would result in a more reasonable attitude on the Company's part, and that they would still gain some material concession with regard to the rates given to the public by this very powerful and widely ramified Company. He moved:—

“That, in the absence of any satisfactory proposal from the Eastern Extension Telegraph Company, and of any proposal at all except on the basis of an alternative cable *viâ* Africa, this Conference is unable to make any fresh arrangements with that Company.”

Hon. J. GAVAN DUFFY seconded the motion, and reminded the Conference that in 1872 the relations of the Company and Australia were very different, and the former had actually to go to the Government of South Australia to ask permission to land their cables upon the South Australian shores. But that pleasant state of things for the Governments and people of Australia had gradually undergone a change. They had spoon-fed the Company, and the more they had fed it the more spoon-fed they wanted to be. The first time the Government interfered was in 1879, when it became necessary, on account of frequent breaks, that a duplicate cable should be laid. The Company came forward and said they were prepared to lay it, but would it not be nice for the governments to give a little subsidy. They agreed, and gave £32,400 for 20 years; in other words, the governments of Australia were to pay for the making of that cable, extending over 20 years, and no doubt secured to the colonies a good service. People, however, began to grumble at paying 10s. or 9s. 2d. a word, and the Company were quite willing to reduce it, but suggested it would be nice if the governments would give a guarantee against possible loss. Well, the governments were willing to do some more spoon-feeding, and gave the guarantee, but business was so good that the guarantee practically ran itself out. Now, they had arrived at the present position. There were two matters which got mixed up, but which had no connection with each other. The subsidy of £32,400 that the colonies, except Queensland, gave to the Telegraph Company was in reality the

price for the duplicate cable; the other matter was the guarantee to the Company against the Company's receipts falling lower than £237,000 in the first place, and £227,000 in the second. Both the guarantee and subsidy would run out in October of next year; so that in October, 1899, all parties would be at perfect liberty. If the Company liked it could, of course, take up its cable and carry it away, but he had no doubt the people and the Company would be quite able to make satisfactory arrangements without the governments interfering. Still, there was this peculiar feature, that this was the only cable communication between Australia and Europe, Asia, Africa, and America, and without going the extreme length he had indicated, there was no doubt the Company might raise their prices to such a prohibitive figure as to practically shut the colonies off from the outside world. That was not a position in which the people of Australia should be placed, or allowed to remain in for any length of time, and the Company ought to be bound down on some terms that they should not charge those dealing with them more than a reasonable business rate. Failing this the colonies ought to be prepared to encourage competition, or, better still, to undertake rival lines themselves. That was the position that struck them all some time ago. A patriotic sentiment arose in Canada, and a strong desire to be linked with the Imperial Government and Australia. The Canadians came forward and offered to bear one-third of the cost of constructing a totally new line of cable across the Pacific, if Great Britain—who, by the way, he would say, had never behaved fairly to the Australian colonies in cable matters—would also pay one-third. That project was entertained very fairly, and at one time it seemed as though the line would be immediately constructed. But, for some reason or other, a blight had come over it, and they did not now hear of it. To his mind, if the Imperial Government would come forward and act more justly towards Australia than hitherto, and Canada would come forward and contribute her quota, as she had already intimated her willingness to do, we in Australia ought to be very glad to contribute our quota and have an all-British line, along which all those cabling would get messages at reasonable rates. (Hear, hear.) There was no object to serve but to secure for the public the cheapest and best service they possibly could. He would now say that he favoured a Canadian-Pacific scheme. What they wanted to get in Australasia was cheaper communication with the old country, and if possible an all-British one; but at any rate they did not want to give a monopoly to any company, however wealthy and effective that company might be. They required freetrade in telegraphy as well as in other matters, and as the Governments, both in Great Britain and in the Australian Colonies, had taken over the land lines, they should also have the oversea services as well. For these reasons he hoped the all-British Pacific cable scheme would come into great prominence. A new scheme had just dawned upon them, which they had never thought of before. The Eastern Extension Company, who already had a monopoly of the cable business of Australasia, agreed with the Imperial Government to a line by way of St. Helena, Ascension Island, the Cape and Mauritius, and so on to India, and then they thought it would be a grand opportunity of having an all-British line to Australia by extending an arm of the cable from the Mauritius to Australia. The idea seemed to have struck the people as an eminently Australasian matter, whereas, as a fact, Australia was not interested in the line at all until it got to the Mauritius. Only from there to Australia would it give these Colonies an alternative route. And an unfortunate feature of the route was, that it would involve the taking up of the cable already existing to Roebuck Bay—there being three lines—one to Roebuck Bay and two to Port Darwin. If Australia joined in a cable from Perth to the Cape, then, under such circumstances, there would only be three lines, as at present. He saw the advantage of the project from strategic, imperial, and commercial points of view; but, unfortunately, the Eastern Extension Telegraph Company, in endeavouring to secure that route, were securing a further monopoly and preventing the Pacific cable from being made. Such terms were not calculated to benefit the people of these Colonies from a commercial point of view, for they wanted a reduction of the present charges. Australia's subsidy ran out next year, and the company was naturally anxious to continue to receive a comfortable sum annually; but if Australia was to continue to fund £32,000 a year, even if they got the new route *via* the Cape provided, the game would not be worth the candle unless the charges were reduced. (Hear, hear.) That opinion had already been voiced at the recent meeting of the Premiers in Melbourne, and he could not, therefore, see how this Conference could arrive at a different conclusion. It would be preferable to break the monopoly by having the all-British Pacific cable, *via* Canada, and the Company should not have the monopoly and the power to prevent it. If the Company would agree to a more reasonable business rate, he would then be prepared to consider a fresh agreement with considerable favour. (Hear, hear.)

Hon. J. R. DICKSON regarded it as a matter for very great regret that the Eastern Extension Telegraph Company had not placed the Conference in possession of fuller information, or submitted such proposals as would have enabled the Conference to deal with the matter before they separated. He would say at once that, as far as Queensland was concerned, the Pacific cable route was that which was of primary consideration to her; but at the same time he would have been glad to consider any reasonable proposal the E. E. Company might have been prepared to make in regard to the duplication of their line. Had their proposals been of such a character as would mean giving the public cheaper cable rates, he would have been prepared to recommend his Government to consider the same favourably. Though Queensland dissented over the subsidy, she had come in over the guarantee.

Hon. J. GAVAN DUFFY: When there was nothing to pay.

Hon. JOSEPH COOK: Absolutely nothing. (Hear, hear.)

Hon. J. R. DICKSON: Well, we would have been prepared to discharge any liability that might have arisen. (Laughter.) He hoped the public would clearly understand the position. It was that up to the present the Eastern Extension Telegraph Company expected a continuance of the subsidy already paid for 10 years more, and that without any reduction, whatever in the cable rates (excepting some proposed minor reductions to the press and Government business), and that in face of the fact that the business had been continually increasing, and would doubtless continue to increase in the course of the next 10 years. The Company should be prepared to submit better terms, or permit some other means of communication by cable which would give these Colonies the advantages they ought to possess. He looked upon the proposed cable from the Mauritius as actually detrimental. It seemed that a cable *via* the Cape to the Mauritius was a matter that the Imperial authorities had approved of, and that its construction to that point had already been decided upon on account of its strategic advantages. The extension of that line to Australia (as well as to India) was what the Eastern Extension Telegraph Company had submitted for the consideration of this Conference, and to his mind it did not offer the advantages of duplication which the Pacific cable route would afford. But whether it would furnish a duplication or not, if it would confer upon the people of these Colonies cheaper cable communication he would be prepared to say that Queensland would join her sister Colonies in fairly considering it. He said that much because he recognised that although the Company had made a considerable amount of money out of their cable communication with Australia, they had furnished a very beneficial service between Australia and the rest of the civilised world. It was, undoubtedly, a company with strength and power, and fully capable of undertaking any increased cable accommodation financially, and having the plant to carry out such undertakings without unnecessary delay. If, therefore, they were able to meet the Conference with cheaper rates, he thought the Eastern Extension Company deserved consideration. Mr. Warren had been most attentive and courteous in the matter of these negotiations, and was to be absolutely excluded from all blame, for he had doubtless done his part in seeking to obtain for the Conference the information desired.

Hon. J. G. JENKINS joined with the other speakers in regretting that they were unable to come to some arrangement, either in the way of a renewal or some other arrangement with the Company. He would have been pleased if Mr. Warren had been able to place before them some proposal to reduce the charges to the public, irrespective of any line from the Cape. It was to be deplored that some arrangement could not be entered into with the Company for a number of years irrespective of any other line. There was nothing to be feared, however, although there would be some delay. It might appear as if they were placed in the power of the Company by failing to enter into some arrangement. It was very likely that within a few months' time they would be able to speak to the Company as a National Australasia, and then fresh negotiations might be opened up. There was no danger of excessive charges being made on the public in future. Excessive charges would only bring into existence early competition.

Hon. JOSEPH COOK wished to refer to a statement that had been made by the Hon. J. Gavan Duffy with regard to the construction of the Cape cable. It had already been decided to construct the cable from Mauritius, irrespective of any connection with Australia. Out of the 14,000 miles to be constructed *via* the Cape route, 10,000 miles had already been decided upon. Therefore, whether they agreed to any subsidy or not, that part of the cable had to be constructed, and, perhaps, the cable would be taken from Mauritius to India. The only part of connection they were directly interested in was from the Colonies to Mauritius. That was about 4000 miles. It was always represented by the Company that the cost would be £2,700,000. The great point to be considered was that the Colonies were interested in a small modicum of that sum, and that was a feature he would like the public to thoroughly understand.

Motion put and passed.

Hon. J. R. DICKSON said the matter of maintaining communication with the outside world was considered one of primary importance in Queensland. They believed that by the construction of a Pacific cable *via* Vancouver, communication would not only be obtained with the great districts of the Dominion, but it would also enable them to introduce a cheaper system of telegraphic communication than was likely to be obtained from any private company. It would have the advantage of destroying a monopoly, which at present was certainly not tending to reduce the charges commensurate with public business, and would also answer requirements until the time arrived when the Governments of Australasia, the Dominion, and Great Britain, acting in concert, could construct a line connecting the different portions of the Empire. The Premiers of the colonies had met from time to time to consider the question, and no later than this year the Committee made a recommendation on the subject. Therefore the question of communication had never been lost sight of. As the hour was getting late he would not detain them any longer, but move—

“That this Conference re-affirms the opinion that, in the interests of Australasia the Pacific cable project should be consummated as speedily as practicable, and that the Governments of the various Australasian colonies be requested to represent to the Imperial and Dominion Governments the foregoing opinion, together with the proposal of the Premiers, as agreed to at their recent Conference held in Melbourne, viz.:—‘That if Great Britain and Canada would each contribute one-third of the cost, the Colonies would be prepared to contribute the remaining one-third.’”

Hon. J. GAVAN DUFFY seconded the Resolution.

Hon. J. G. JENKINS explained that he did not wish to act out of harmony with the other colonies. He recognised the important fact that between South Australia and West Australia a considerable amount of telegraphic business was conducted, and at the Premiers' Conference recently held, the Premiers of West Australia and South Australia refrained from voting on a similar resolution that was proposed. In his opinion he could not do better than follow their example, and, while not opposing the motion, he would refrain from voting in support of it.

Motion put and passed.

The Overland Wire.

Hon. J. R. DICKSON said this was a matter which more particularly affected the working of the overland line between Adelaide and Port Darwin, and doubtless would afford an opportunity to the South Australian representatives to say something concerning the repeated faults which appeared to exist on that line. Queensland, however, had a direct interest in the South Australian overland line, inasmuch as she had extended her telegraph system to her western border, and was desirous that South Australia should connect therewith from Alice Springs, Reid's Creek, or such other point as would be most convenient to effect such connection. He moved—

“That the question in reference to the overland telegraph wires between South Australia and Queensland be referred to the Governments of those two colonies.”

Hon. J. GAVAN DUFFY seconded, and said in his opinion this matter of land-lines was of as great importance as that of the marine cables. The great complaint in West Australia, as in Tasmania, was that the land-lines were continually breaking down. The land-line crossed South Australia, traversing some hundreds of miles through desert country, and was continually breaking down one way or another. What they wanted was that the line between the Capitals of Australia should be put in such a state as to render regular and efficient service. He gave the South Australian Government great credit for the Adelaide-Port Darwin line, but then they had paid handsomely for it, and the least they had a right to expect in return was that it should be kept in efficient order. Beside that, they had the cable to Roebuck Bay, but could not make use of it, because as soon as the floods came the land-line was washed away, so that there was no efficient service in West Australia. What they really wanted in regard to Roebuck Bay was a new land-line service through West Australia, not touching the sea coast at all, but running inland, where it was not so liable to damage as was a line skirting the coast. He hoped the Conference would be able to make a suggestion to the Colonies of West Australia, South Australia, and Queensland, by which the existing state of affairs could be remedied.

Hon. JOSEPH COOK said something would have to be done as far as New South Wales was concerned, for the simple reason that things could not go on as they were at present. Business was disarranged, and had been for months past, and the great delays caused by land-line interruptions rendered the marine cable of little use. From a list of delays from December 9, 1897, to March 8, 1898, he found no less than 38 specific delays in the cable business. It had become quite a frequent thing to hear of interruptions. Last year there were over 60, but every month they were getting more frequent, and the statement at the head of newspaper columns that the cable was interrupted had become so monotonous and so provocative of bad language and loss of business and money, that it was imperative something must be done. They were all disposed to blame the Cable Company, and when, through the breaking down of the land-line, interruptions took place, people worried Mr. Warren, Manager of the Eastern Extension Telegraph Company, although he assured them that not a single interruption had taken place on his line for years past. Whatever had been said about the obligations of the Eastern Extension Company applied equally to the South Australia land-line. Their receipts were from £10,000 to £12,000 a year more than the amount the Colonies guaranteed three years ago, and he thought, as their receipts were swelling so enormously, they might spend a few thousands in putting this line in repair. He was sure, if they duplicated the line all through, it could be done for £150,000, and the losses through these interruptions would be equal to interest on £300,000. He did not hesitate to say the agitation in favour of the Pacific cable was greatly strengthened by the interruptions, the fault of the land-lines; but though they would not have anything to do with the Pacific cable, they sat quietly down while they had it in their own hands to remedy all this, and to make people positively love the Eastern Extension Company by attending to the land-line, the source of the mischief. Delays during the last six months had averaged eight or nine days per month, meaning immense loss to the business public. There was an absolute feeling of irritation and disappointment in Sydney and throughout the whole mercantile community of New South Wales through these vexatious defects in the land-line.

Hon. J. G. JENKINS said some years ago he had had the pleasure of listening to a lecture delivered by the Rev. Joseph Cook of Boston; just now he had had another all to himself by the Hon. Joseph Cook. (Laughter.)

Hon. J. GAVAN DUFFY: No. Only a simple relation of facts.

Hon. J. G. JENKINS: Well, he had been glad to listen, because it showed necessity for careful inquiry into the whole subject. The statements made by Mr. Cook might be perfectly true as regarded the number of breaks, yet not correct as applied to South Australia and West Australia. During the last 14 years, according to their statistical records, there had been only 67 breaks on the overland route to Port Darwin.

Hon. JOSEPH COOK: The hon. member says "breaks," not "interruptions."

Hon. J. G. JENKINS: No; interruptions. In 1897 the returns showed that the breaks in the overland line between Adelaide and Port Darwin were only four. If 1,000 messages had to be sent through, and New South Wales had to wait, that would be delay, but not an interruption. He read a list of items of breakages in the line which had taken place in 1897. The South Australian Government recognised that they had had a very good return for the line they had constructed; but they had already expended within their own territory over £100,000, and had provided for another expenditure of £30,000 to put the same in better repair. As to their line from Port Darwin, nearly all the interruptions were caused by floods and hurricanes; and it was proposed by the South Australian Government to construct a double line, as they were advised that such would avoid many of the present interruptions and breakages, being most anxious to get over these interruptions. His Government recognised the friendly spirit displayed by the other Colonies, and felt that if South Australia went to a large expense in duplicating the line or adopting an alternative route in the worst places, the other Colonies would not hesitate to compensate them for their enterprise. He would say, without binding the other Colonies, whilst trusting to their support, the South Australian Government had agreed to incur an expenditure of £50,000 to £60,000 to duplicate the wire to Port Darwin at places that were so dangerous, and when that was done, and the other Colonies had duplicate lines through their territories also, duplicate messages would be sent direct from Port Darwin to Melbourne and Sydney without re-transmission.

Hon. JOSEPH COOK: When will that be done?

Hon. J. G. JENKINS: I cannot say exactly. Sir Charles Todd tells me that everything is ready to send for the material. If that is the case we should have the line duplicated during the present year.

Hon. JOSEPH COOK: What about the other arrangement about duplexing?

Hon. J. G. JENKINS: The duplexing could be done at once.

Sir CHARLES TODD: The duplex will be working both ways in the same manner within the next two months.

Hon. JOSEPH COOK: We expect to have our line completed to Deniliquin in about six months.

Sir CHARLES TODD explained that frequently hours of delay between Adelaide and Sydney arose through the pressure on one line.

Motion put and passed.

Hon. JOSEPH COOK moved—

"This Conference has heard with satisfaction from the Representative of South Australia of the intention of his Government to take immediate steps for the improvement of the overland telegraph line, and urges him to impress upon his Government to lose no time in effecting the improvements suggested, and hoping the West Australian Government will take similar steps with regard to their overland line."

Hon. J. GAVAN DUFFY seconded. He was sure they had all heard with great satisfaction what the Hon. the Minister from South Australia had stated. No doubt his Government, having put their hands to the plough, would not look back, but carry the work through, so that the complaints now made in Melbourne and Sydney would not continue. He was sorry Western Australia was not represented at the Conference; but they trusted she would take similar steps in her territory, and thus secure an effective service right over the continent.

Motion put and passed.

Thanks.

Hon. JOSEPH COOK said that as the business of the Conference was completed, he had several votes of thanks to move. In the first place, he wished to move a cordial vote of thanks to the President for the courtesy, urbanity, and wisdom with which he had guided their deliberations.

Hon. J. G. JENKINS seconded the motion. He wished to endorse all that had been said regarding the capable manner in which the President had discharged his duties. It would not be out of place if he paid a tribute to the hospitality of the Tasmanian people.

Hon. J. R. DICKSON heartily concurred in what had been said by the previous speakers.

Hon. J. GAVAN DUFFY said he believed that the business had been conducted with all necessary decorum.

The motion was unanimously agreed to.

The PRESIDENT, in thanking them for the vote that had been passed, said it was a pleasure to meet the representatives from the other Colonies. That Conference might possibly be their last one, but against that one regret there would be, he hoped, the lasting pleasure of the consummation of Federation, the great destiny that they were all looking forward to, when the Colonies would be one in commerce, with one postage-stamp.

Hon. JOSEPH COOK proposed a vote of thanks to Mr. T. C. Just, who had so ably filled the office of Secretary at several Conferences.

The motion was supported by the Hons. J. G. Duffy, J. R. Dickson, and J. G. Jenkins, and carried.

Mr. JUST acknowledged the compliment.

A vote of thanks to the Press and the Secretary of the Hobart Post Office (Mr. H. V. Bayly) was next proposed by the Hon. JOSEPH COOK.

Hon. J. G. JENKINS seconded the motion. He felt sure that the Press had given the public a clear idea of their deliberations.

The other members of the Conference also spoke in support of the Resolution.

The motion was then put and agreed to.

This concluded the business of the Conference.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POLICE DEPARTMENT.

(REPORT FOR YEAR 1897.)

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

The Inspector-General of Police to The Principal Under Secretary.

Sir,

Police Department, Inspector-General's Office, Sydney, 7 January, 1898.

In compliance with the Chief Secretary's instructions, and as required by the Police Regulations, I have the honor to submit the following Report for the year 1897, respecting the Department under my control, accompanied by a statement, as usually furnished, of the strength and distribution of the Police Force on the 31st December.

New stations have been formed during the year at the places named hereunder :—

Metropolitan District	...	...	...	...	...	...	{ Longueville Wahroonga.
Northern District	...	...	...	...	...	...	{ Mullumbimby. North Lismore.
Southern District	...	...	...	...	...	...	{ Cathcart. Central Tilba.
Eastern District...	...	...	...	...	...	...	{ Bundanoon.
Western District	...	...	...	...	...	...	{ Capertee. Tomingley.
Bourke District ...	...	...	...	...	...	...	{ Bobadah. Comborah.
South-western District	...	...	...	...	...	...	{ Finley. Lockhart.
Murray District	...	...	...	...	...	...	{ Walla Walla.

Police-camps have been formed on the Hilltop-Exeter, Orange-Mullion Creek, and Frampton Railway deviation works, and at the Robertson-Macquarie Pass Public Road works. A constable has also been sent to Henty, in the Murray District, for duty during harvesting.

Additional police have been stationed at Cobar and Brewarrina in the Bourke District and Barraba in the North-western District; also at Walbundrie, Murray District, during the shearing season. A slight increase has also been made in the strength of the Force in the Metropolitan District.

The stations at the following places were discontinued during the year :—

Northern District	...	...	...	...	...	...	{ Brunswick. Narooma.
Southern District	...	...	...	...	...	...	{ M'Mahon's Reef. Bibbenluke.
Bourke District ...	...	...	...	...	...	...	{ Grawin.
South-western District	...	...	...	...	...	...	{ Round Hill.
Murray District...	...	...	...	...	...	...	{ Gerogery. Tooma.

To provide for the increase shown, and to fill vacancies occasioned as under, 107 appointments have been made during the year :—

Resignations	...	...	...	...	...	...	25
Discharges	...	...	...	...	...	...	17
Dismissals	...	...	...	...	...	...	2
Superannuations	...	...	...	...	...	...	22
Deaths	...	...	...	...	...	...	19

Eight police pensioners died in 1897 who had been in receipt of pensions amounting in the aggregate to £859 5s. 5d. per annum.

* 8—A

[735 copies—Approximate Cost of Printing S.L. (labour and material), £5 15s.]

Twenty-two

Twenty-two members of the Force were superannuated during the year, 15 receiving pensions at rates varying from £68 8s. 9d. to £245 per annum, amounting in all to £2,278 7s. 1d. per annum, and 7 being granted gratuities upon their discharge, which entailed a further charge of £940 10s. upon the Fund.

Thirteen widows of members of the Force were awarded gratuities from the Police Reward Fund, amounting in all to £2,673 13s. 4d., and two were granted pensions of £60 and £100 per annum respectively.

The investments of the Police Reward and Superannuation Funds having become exhausted, the income has been insufficient to meet the claims for pensions and gratuities. The balance required has been provided from the Treasury, an event probably foreseen when the Police Regulation Act of 1850 was passed (*vide* section 25). Considering, however, the strain upon the funds when the present Act was passed in 1861, and during the period bushranging was rife, it is a matter for surprise that the Funds have been self-supporting for so long a time—forty-seven years—even taking into account the extra 1 per cent. voluntarily contributed by the members of the Force for the past thirty years.

The following figures taken from the station watch-house records in the Metropolitan District show a decrease of 233 in the total number of apprehensions within that district during 1897 as compared with the previous year:—

Total number of arrests during 1896	...	...	...	...	...	22,226
Do	do	1897	...	...	...	21,943

There were 38 less apprehensions for drunkenness, simple or accompanied by disorderly conduct, than during the previous year.

As regards the Colony generally, there has been a large increase in the number of charges of criminal assaults on girls and women, the numbers for 1896 and the year just closed being 47 and 75 respectively. The number of cases of murder was considerably below the average, there having been only 6 as compared with 21 during the previous year. There have also been marked decreases in the numbers of cases of forgery and of horse and cattle stealing.

Burglaries and cases of thefts from dwellings are still numerous, most of the latter being from premises left unprotected. The total for the year is about the usual average.

The following statement will serve to show the extent of the licensing business transacted in the Metropolitan District during the year:—

Applications.	Granted.	Refused.	Withdrawn.	No Parties.	Total.
For new publicans' licenses		1	.....	.....	1
For Colonial wine licenses	74	22	9	11	116
For conditional licenses.....	1	1	.....	.....	2
By landlords, under sec. 16	13	.....	1	.....	14
For publicans' transfers	395	8	42	14	459
For Colonial wine transfers	40	.....	.....	2	42

At the close of the year the publicans' licenses in existence totalled 789, the same as in 1896; colonial wine licenses 292, an increase of 26; spirit merchants licenses 104, a decrease of 5; billiard licenses 122, a decrease of 20; and packet licenses 21, an increase of 3.

There were 1,151 inquests held during the year on the bodies of deceased persons, a decrease of 12 as compared with the previous year. In 84 cases death was attributable either directly or indirectly to intemperance.

193 inquests were held on fires, a heavy increase of 59 on the year 1896. 50 were returned as "wilful," 53 as "accidental," and 90 not specified.

The "missing friend" inquiries made by the Department continue to increase. During the past year 533 such inquiries, including 104 from the United Kingdom and abroad, have been undertaken, 261 resulting successfully.

Proceedings have been taken by the Police on behalf of the Public Instruction Department in 1,663 cases under the compulsory clauses of the Education Act, for neglect to send children to school, and recovery of fees, &c., and cautions issued by them in 194 cases.

Inquiries have also been conducted in 984 cases for the Master-in-Lunacy, 1,228 for the State Children's Relief Department and Government Asylums, 324 for the Mercantile Explosives Department, and 460 cases on behalf of the Superintendent of the N.S.S. "Sobraon." 560 notices were also served on behalf of the Land Board.

The duties devolving upon the police under the Health Act, which became law on the 1st January, 1897, have added considerably to the work and responsibility of many members of the force, who have to act as local authorities and sanitary inspectors, and generally to afford assistance to the Board of Health in carrying out instructions for the enforcement of the Act. This work is likely to increase considerably in the near future.

The undermentioned works in connection with buildings have been completed during the year on behalf of the Department:—

Castle Hill	...	...	...	...	Erection of lock-up.
Drake	..	...	...	...	Erection of court and watch-house.
Forbes	...	...	...	...	Erection of police barracks and stables.
Lismore	...	...	...	...	Additions to lock-up.
Marsden's	...	...	...	...	Erection of court and watch-house.
Parramatta	...	...	...	...	Erection of court-house and police barracks.
Sofala	...	...	...	...	Erection of lock-up.
Tumut	..	...	...	...	" "
Wee Waa	...	...	...	...	" "
West Maitland	...	...	...	...	Erection of court-house and police barracks.
White Cliffs	...	...	...	...	Erection of court-house and police station.
Wyalong	...	...	...	...	Erection of lock-up.

During the year a number of police have voluntarily attended courses of instruction under the St. John Ambulance Association. In the Metropolitan District 127 members of the Force hold ambulance certificates awarded by that institution.

It is interesting to notice the establishment of a police band. A high state of efficiency has been reached, largely due to the encouragement given by the Chief Secretary in authorising the payment of a highly competent bandmaster.

The Police Rifle Club and the Police Swimming Club are both flourishing and doing good work in an important direction. Many men have also perfected themselves in the use of the bicycle.

The usual increase to the establishment has not been provided on the Estimates for the current financial year. It will, therefore, be impracticable to comply with the numerous applications for additional police or new stations.

Numerous applications are made for employment in the Police Force, and no difficulty is experienced in obtaining men up to the standard both educationally and physically. Of the 107 new appointments made during the year, 40 were for the Mounted and 67 for the Foot Police. The average height and weight of the former were 5 ft. 9 $\frac{3}{4}$ in. and 10 st. 13 lb. respectively, and of the Foot 5 ft. 11 $\frac{3}{4}$ in. and 13 st.

Resignations during 1897 were 40 below the average for the previous ten years, which, no doubt, is to be attributed to the scarcity of employment in other directions and the relatively high rate of pay received. The number of discharges was also below the average, and the fact that there were only 2 dismissals during the year is in itself sufficient evidence to show that the conduct of the members of the Force has been good.

I have, &c.,

EDMUND FOSBERY,
Inspector-General of Police.

RETURN of the Strength and Distribution of the Police Force on the 31st December, 1897.

DISTRICTS.	STATIONS.	MOUNTED.						FOOT.				
		Super-intendents.	Inspectors.	Sub-inspectors.	Senior-sergeants.	Sergeants.	Senior constables.	Constables.	Senior-sergeants.	Sergeants.	Senior constables.	Constables.
Metropolitan..	No. 1 Head Station	1	2	2	..	..	..	..	1	7	15	59
	Central Station . . .	..	..	..	..	..	..	..	1	2	..	4
	Pyrmont . . . . .	..	..	..	..	..	..	..	1	1	..	3
	General Post Office..	..	..	..	..	..	..	..	..	..	..	3
	Mint . . . . .	..	..	..	..	..	..	..	1	..	..	3
	Glebe Island . . . .	..	..	..	..	..	..	..	..	..	..	1
	No. 2 Head Station	..	..	2	..	..	..	..	2	4	13	57
	Glebe . . . . .	..	..	..	..	..	..	..	..	1	3	12
	Redfern and Darling- ton . . . . .	..	1	..	..	..	..	..	..	2	6	22
	Waterloo and Alex- andria . . . . .	..	..	..	..	..	..	..	1	..	2	10
	Beaconsfield Estate	..	..	..	..	..	..	..	..	..	..	1
	Mitchell Road . . .	..	..	..	..	..	..	..	..	..	..	1
	Irish Town . . . . .	..	..	..	..	..	..	..	..	..	..	1
	No. 3 Head Station	..	1	1	..	..	..	..	4	3	7	57
	Watson's Bay . . . .	..	..	..	..	..	..	..	..	..	..	1
	Waverley and Bondi	..	..	..	..	..	..	..	1	..	2	13
	Paddington and Woollahra . . . . .	..	..	..	..	..	..	..	1	2	5	18
	Botany . . . . .	..	..	..	..	..	..	..	..	1	..	4
	Double Bay . . . . .	..	..	..	..	..	..	..	..	..	..	1
	Rose Bay . . . . .	..	..	..	..	..	..	..	..	..	..	1
	Rushcutters' Bay . .	..	..	..	..	..	..	..	..	..	..	1
	Randwick & Coogee	..	..	..	..	..	..	..	..	1	2	7
	No. 4 Head Station	..	..	1	..	..	..	..	2	5	5	28
	Chief Secretary's Office . . . . .	..	..	..	..	..	..	..	..	..	..	5
	Lands Office . . . .	..	..	..	..	..	..	..	..	..	..	3
	Treasury . . . . .	..	..	..	..	..	..	..	..	..	..	3
	Balmain . . . . .	..	..	1	..	..	..	..	1	1	5	10
	Manly . . . . .	..	..	..	..	..	..	..	1	..	..	4
	Government House..	..	..	..	..	..	..	..	..	..	..	2
	No. 5 Head Station	..	..	1	..	..	..	..	2	5	6	23
	Cook's River . . . .	..	..	..	..	..	..	..	..	..	..	2
	Concord . . . . .	..	..	..	..	..	..	..	..	..	1	1
	Petersham . . . . .	..	..	..	..	..	..	..	..	..	2	12
	Leichhardt . . . . .	..	..	..	..	..	..	..	..	1	2	9
	Camperdown . . . .	..	..	..	..	..	..	..	..	..	..	4
	Ashfield . . . . .	..	..	..	..	..	..	..	..	1	2	7
	Enfield . . . . .	..	..	..	..	..	..	..	..	..	..	1
	Canterbury . . . . .	..	..	..	..	..	..	..	..	..	..	1
	Marrickville . . . .	..	..	..	..	..	..	..	1	..	2	12
	Burwood . . . . .	..	..	..	..	..	..	..	1	..	2	5
	Erskineville . . . .	..	..	..	..	..	..	..	..	..	..	4
	Kogarah . . . . .	..	..	..	..	..	..	..	..	..	1	2
	Five Dock . . . . .	..	..	..	..	..	..	..	..	..	..	2
	Stanmore . . . . .	..	..	..	..	..	..	..	..	..	1	1
	Summer Hill . . . .	..	..	..	..	..	..	..	..	..	..	4
	Homebush . . . . .	..	..	..	..	..	..	..	..	..	..	1
	Strathfield . . . . .	..	..	..	..	..	..	..	..	..	..	2
	Hurstville . . . . .	..	..	..	..	..	..	..	..	..	1	1
	Belmore . . . . .	..	..	..	..	..	..	..	..	..	..	1
	Croydon . . . . .	..	..	..	..	..	..	..	..	..	..	2
Mortlake . . . . .	..	..	..	..	..	..	..	..	..	..	1	
Annandale . . . . .	..	..	..	..	..	..	..	..	..	1	4	
Drummoyne . . . . .	..	..	..	..	..	..	..	..	..	..	2	
St. Peters . . . . .	..	..	..	..	..	..	..	..	..	1	2	
Helsarmel . . . . .	..	..	..	..	..	..	..	..	..	..	1	
Rockdale . . . . .	..	..	..	..	..	..	..	..	..	..	3	
Peakhurst . . . . .	..	..	..	..	..	..	..	..	..	..	1	
Arncliffe . . . . .	..	..	..	..	..	..	..	..	..	..	1	
Dulwich Hill . . . .	..	..	..	..	..	..	..	..	..	..	2	
Rosedale . . . . .	..	..	..	..	..	..	..	..	..	..	1	
North Sydney . . . .	..	1	..	..	..	..	..	..	2	8	20	
Willoughby . . . . .	..	..	..	..	..	..	..	..	1	..	3	
Neutral Bay . . . . .	..	..	..	..	..	..	..	..	..	1	2	
Lane Cove . . . . .	..	..	..	..	..	..	..	..	..	1	1	
Mossman . . . . .	..	..	..	..	..	..	..	..	..	1	3	
Greenwich . . . . .	..	..	..	..	..	..	..	..	..	..	1	
Narremburn . . . . .	..	..	..	..	..	..	..	..	..	..	1	
Water Police . . . .	..	1	..	..	..	..	..	1	..	9	16	
Longueville . . . .	..	..	..	..	..	..	..	..	..	..	1	
Wahroonga . . . . .	..	..	..	..	..	..	..	..	..	..	1	
Northern	Armidale	1	..	..	1	..	..	4	1	..	..	6
	Do West . . . . .	..	..	..	..	..	..	..	..	..	..	1
	Uralla . . . . .	..	..	..	..	..	1	1	..	..	..	1
	Walcha Road . . . .	..	..	..	..	..	1	1	..	..	..	..
	Walcha . . . . .	..	..	..	..	1	..	1	..	..	..	1
	Bendemeer . . . . .	..	..	..	..	..	..	1	..	..	..	..
	Nowendoc . . . . .	..	..	..	..	..	..	1	..	..	..	..
	Guyra . . . . .	..	..	..	..	..	..	1	..	..	..	..
	Glen Innes . . . . .	..	..	..	1	..	..	2	..	..	..	3
Kookabookra . . . .	..	..	..	..	..	..	1	..	..	..	..
Deepwater . . . . .	..	..	..	..	..	1	..	..	..	..	..

DISTRICTS.	STATIONS.	MOUNTED.						FOOT.				
		Super-intendents.	Inspectors.	Sub-inspectors.	Senior-sergeants.	Ser-geants.	Senior-con-stables.	Con-stables.	Senior-ser-geants.	Ser-geants.	Senior-con-stables.	Con-stables.
Southern— <i>continued.</i>	Central Tilba .....	...	...	...	...	...	...	1	...	...	...	...
	Nerrigundah .....	...	...	...	...	...	...	1	...	...	...	...
	Cobargo .....	...	...	...	...	...	...	1	...	...	...	...
	Bermagui .....	...	...	...	...	...	...	...	1	...	...	...
	Mongarlow .....	...	...	...	...	...	...	...	1	...	...	...
	Major's Creek .....	...	...	...	...	...	...	...	1	...	...	...
	Captain's Flat .....	...	...	...	...	...	...	...	1	...	...	1
	Emu Flat .....	...	...	...	...	...	...	...	1	...	...	...
	Animbo .....	...	...	...	...	...	...	...	1	...	...	3
	Cooma .....	...	...	1	...	1	...	2	1	...	...	4
	Bega .....	...	...	...	1	...	...	1	...	...	...	2
	Bombala .....	...	...	...	...	1	...	1	...	...	...	1
	Panbula .....	...	...	...	...	1	...	1	...	...	...	1
	Eden .....	...	...	...	...	...	...	1	...	...	...	...
	Candelo .....	...	...	...	...	...	...	1	...	...	...	...
	Buckley's Crossing .....	...	...	...	...	...	...	1	...	...	...	...
	Michelago .....	...	...	...	...	...	...	1	...	...	...	...
	Adaminaby .....	...	...	...	...	...	...	...	2	...	...	...
	Kiandra .....	...	...	...	...	...	...	1	...	...	...	...
	Delegate .....	...	...	...	...	...	...	1	...	...	...	...
	Nimitybelle .....	...	...	...	...	...	...	1	...	...	...	...
	Jindabyne .....	...	...	...	...	...	...	...	1	...	...	...
	Wolumla .....	...	...	...	...	...	...	...	1	...	...	...
	Wyndham .....	...	...	...	...	...	...	...	1	...	...	...
	Bemboka .....	...	...	...	...	...	...	1	...	...	...	...
	Towamba .....	...	...	...	...	...	...	...	1	...	...	...
	Berridale .....	...	...	...	...	...	...	...	1	...	...	1
	Merimbula .....	...	...	...	...	...	...	...	1	...	...	...
	Cathcart .....	...	...	...	...	...	...	...	1	...	...	...
	Eastern	Depôt	1	1
Parramatta .....		...	1	...	...	1	...	1	...	...	3	15
Granville .....		...	...	...	...	...	...	...	...	...	...	3
Auburn .....		...	...	...	...	...	...	...	...	...	...	2
Rookwood .....		...	...	...	...	...	...	...	...	...	...	1
Prospect .....		...	...	...	...	...	...	...	...	...	...	1
Castle Hill .....		...	...	...	...	...	...	...	...	...	...	1
Dundas .....		...	...	...	...	...	...	...	...	...	...	1
Ryde .....		...	...	...	...	...	1	1	...	...	...	1
Hunter's Hill .....		...	...	...	...	...	...	...	...	...	...	1
Hornsby .....		...	...	...	...	...	...	...	...	...	...	1
Gladesville .....		...	...	...	...	...	...	...	...	...	...	1
Peat's Ferry .....		...	...	...	...	...	...	...	...	...	...	1
Dural .....		...	...	...	...	...	...	1	...	...	...	1
Woolwich .....		...	...	...	...	...	...	...	...	...	...	2
Penrith .....		...	...	...	...	1	...	1	...	...	...	1
St. Mary's .....		...	...	...	...	...	...	...	...	...	...	1
Rooty Hill .....		...	...	...	...	...	...	...	...	...	...	1
Mulgoa .....		...	...	...	...	...	...	1	...	...	...	...
Emu Plains .....		...	...	...	...	...	...	1	...	...	1	...
Katoomba .....		...	...	...	...	...	...	1	...	...	...	...
Springwood .....		...	...	...	...	...	...	1	...	...	...	3
Windsor .....		...	...	...	1	...	...	1	...	...	...	...
Wilberforce .....		...	...	...	...	...	...	1	...	...	...	...
St. Alban's .....		...	...	...	...	...	...	1	...	...	1	...
Richmond .....		...	...	...	...	...	...	1	...	...	...	...
Richmond, North .....		...	...	...	...	...	...	1	...	...	...	...
Rouse Hill .....		...	...	...	...	...	...	1	...	...	...	...
Wiseman's Ferry .....		...	...	...	...	...	...	1	...	...	...	1
Riverstone .....		...	...	...	...	...	...	...	...	...	...	2
Liverpool .....		...	...	...	...	1	...	1	...	...	...	1
Smithfield .....		...	...	...	...	...	...	1	...	...	...	1
Bankstown .....		...	...	...	...	...	...	...	...	...	...	1
Sutherland .....		...	...	...	...	...	...	1	...	...	...	1
Campbelltown .....		...	...	...	...	1	...	1	...	...	...	1
Appin .....		...	...	...	...	...	...	1	...	...	...	1
Camden .....		...	...	...	...	1	...	1	...	...	...	1
Picton .....		...	...	...	...	...	...	1	...	...	...	1
Berrima .....		...	...	...	1	...	...	1	...	...	...	1
Moss Vale .....		...	...	...	...	...	...	1	...	...	...	1
Robertson .....	...	...	...	...	...	...	...	...	...	1	1	
Bowral .....	...	...	...	...	...	...	...	...	...	1	1	
Mittagong .....	...	...	...	...	...	...	1	...	...	...	1	
Burrawang .....	...	...	...	...	...	...	1	...	...	...	3	
Bundanoon .....	...	...	...	...	...	...	1	...	...	...	3	
Wollongong .....	...	...	...	1	...	...	1	...	...	...	...
Dapto .....	...	...	...	...	...	...	1	...	...	...	...
Fig-tree .....	...	...	...	...	...	...	1	...	...	...	1	
Bulli .....	...	...	...	...	...	...	1	...	...	...	1	
Clifton .....	...	...	...	...	...	...	...	1	...	...	1	
Helensburgh .....	...	...	...	...	...	...	...	1	...	...	1	
Kiama .....	...	...	...	1	...	...	1	...	...	...	1	
Shellharbour .....	...	...	...	...	...	...	...	1	...	...	1	
Albion Park .....	...	...	...	...	...	...	...	1	...	...	...
Gerringong .....	...	...	...	...	...	...	...	1	...	...	...
Jamberoo .....	...	...	...	...	...	...	...	1	...	...	2	
Nowra .....	...	...	...	...	1	...	1	...	...	...	1	
Berry .....	...	...	...	...	...	...	1	...	...	...	1	

DISTRICTS.	STATIONS.	MOUNTED.						FOOT.				
		Super-intendents.	Inspec-tors.	Sub-inspec-tors.	Senior-ser-geants.	Ser-geants.	Senior-con-stables.	Con-stables.	Senior-ser-geants.	Ser-geants.	Senior-con-stables.	Con-stables.
Eastern— <i>continued.</i>	Kangaroo Valley ...	...	...	...	...	...	...	1	...	...	...	...
	Milton .....	...	...	...	...	...	1	...	...	...	...	...
	Ulladulla .....	...	...	...	...	...	...	...	...	...	...	1
	Yalwal .....	...	...	...	...	...	...	1	...	...	...	...
Western	Bathurst	1	...	...	...	1	...	3	2	...	3	10
	Kelso .....	...	...	...	...	...	...	...	...	...	...	1
	Mill Town .....	...	...	...	...	...	...	...	...	...	...	1
	Oberon .....	...	...	...	...	...	1	1	...	...	...	...
	Sunny Corner .....	...	...	...	...	1	...	1	...	...	...	1
	Rydal .....	...	...	...	...	...	...	1	...	...	...	...
	Wallerawang .....	...	...	...	...	...	1	...	...	...	...	...
	Lithgow .....	...	...	...	...	...	1	...	1	...	...	2
	Hartley Vale .....	...	...	...	...	...	...	1	...	...	...	...
	Mount Victoria .....	...	...	...	...	...	...	1	...	...	...	...
	Hill End .....	...	...	...	...	...	1	...	...	...	...	1
	Sofala .....	...	...	...	...	...	...	1	...	...	...	...
	Wyagdon .....	...	...	...	...	...	...	1	...	...	...	...
	Rockley .....	...	...	...	...	...	1	...	1	...	...	...
	Burruga .....	...	...	...	...	...	1	...	1	...	...	...
	Newbridge .....	...	...	...	...	...	...	...	1	...	...	...
	O'Connell .....	...	...	...	...	...	...	...	1	...	...	...
	Blackheath .....	...	...	...	...	...	...	...	...	1	...	...
	Orange .....	...	1	...	...	...	...	1	2	1	...	6
	East Orange .....	...	...	...	...	...	...	...	...	...	...	3
	Lucknow .....	...	...	...	...	...	...	...	1	...	...	...
	Millthorpe .....	...	...	...	...	...	...	...	1	...	...	...
	Blayney .....	...	...	...	1	...	...	...	...	...	...	1
	Trunkay .....	...	...	...	...	...	1	...	...	...	...	...
	Tuena .....	...	...	...	...	...	1	1	1	...	...	...
	Carcoar .....	...	...	...	...	...	...	1	1	...	...	...
	Mandurama .....	...	...	...	...	...	...	...	1	...	...	...
	Mount McDonald .....	...	...	...	...	...	...	...	1	...	...	...
	Cowra .....	...	...	...	1	...	...	...	1	...	...	2
	Cargo .....	...	...	...	...	...	...	1	...	...	...	...
	Cudal .....	...	...	...	...	...	...	...	1	...	...	...
	Molong .....	...	...	...	...	...	1	...	1	...	...	1
	Manildra .....	...	...	...	...	...	...	...	1	...	...	...
	Woodstock .....	...	...	...	...	...	...	...	1	...	...	...
	Cumnock .....	...	...	...	...	...	...	...	1	...	...	...
	Dubbo .....	...	...	1	...	...	...	...	3	...	1	6
	Wellington .....	...	...	...	1	...	...	...	1	...	...	2
	Coonamble .....	...	...	...	1	...	...	...	1	...	...	3
	Obley .....	...	...	...	...	...	...	...	1	...	...	...
	Warren .....	...	...	...	...	1	...	...	1	...	...	2
	Dandaloo .....	...	...	...	...	...	1	1	1	...	...	...
	Nevertire .....	...	...	...	...	...	...	...	1	...	...	1
Narramine .....	...	...	...	...	...	...	...	1	...	...	...
Gilgandra .....	...	...	...	...	...	...	1	1	...	...	...
Quambone .....	...	...	...	...	...	...	...	1	...	...	...
Stuart Town .....	...	...	...	...	...	1	1	1	...	...	...
Peak Hill .....	...	...	...	...	...	1	1	1	...	...	2	
Trangie .....	...	...	...	...	...	...	...	1	...	...	...
Gulargambone .....	...	...	...	...	...	...	1	...	...	...	...
Daviesville .....	...	...	...	...	...	...	...	1	...	...	...
Tomingly .....	...	...	...	...	...	...	...	1	...	...	...
Mudgee .....	...	...	1	...	1	...	2	2	...	...	5	
Wollar .....	...	...	...	...	...	...	...	2	...	...	...
Gulgong .....	...	...	...	...	1	...	1	1	...	...	1	
Cobbora .....	...	...	...	...	...	1	1	1	...	...	...
Mundooran .....	...	...	...	...	...	1	1	1	...	...	...
Leadville .....	...	...	...	...	...	...	1	...	...	...	...
Iford .....	...	...	...	...	...	...	...	1	...	...	...
Rylstone .....	...	...	...	1	...	...	...	1	...	...	1	
Hargraves .....	...	...	...	...	...	...	...	1	...	...	...
Windeyer .....	...	...	...	...	...	...	...	1	...	...	...
Coolah .....	...	...	...	...	...	...	...	2	...	...	...
Capertee .....	...	...	...	...	...	...	...	1	...	...	...
Forbes .....	...	...	1	...	1	...	2	2	...	...	5	
Condobolin .....	...	...	...	...	...	1	1	1	...	...	1	
Grenfell .....	...	...	...	...	1	...	1	1	...	...	2	
Goolagong .....	...	...	...	...	...	...	...	1	...	...	...
Eugowra .....	...	...	...	...	...	...	...	1	...	...	...
Parkes .....	...	...	...	...	...	1	1	1	...	...	3	
Alectown .....	...	...	...	...	...	...	...	1	...	...	...
Trundle .....	...	...	...	...	...	...	...	1	...	...	...
Warroo .....	...	...	...	...	...	...	2	1	...	...	...
Fifield .....	...	...	...	...	...	...	...	1	...	...	...
Bimbi .....	...	...	...	...	...	...	...	2	...	...	...
Canowindra .....	...	...	...	...	...	1	1	1	...	...	...
Bourke	Bourke	1	...	...	1	1	...	3	...	...	1	5
	North Bourke .....	...	...	...	...	...	...	1	...	...	...	...
	Brewarrina .....	...	...	...	...	1	...	2	...	...	...	1
	Byrock .....	...	...	...	...	...	1	1	...	...	...	...
	Cobar .....	...	...	...	...	1	...	3	...	...	...	3
	Gongolgan .....	...	...	...	...	...	1	1	...	...	...	...

DISTRICTS	STATIONS	MOUNTED						FOOT					
		Superintendents	Inspectors	Subinspectors	Senior sergeants	Sergeants	Senior constables	Constables	Senior sergeants	Sergeants	Senior constables	Constables	
Bourke— <i>continued</i>	Tilpa							1					
	Enngonia							1				1	
	Nymagee					1		1					
	Bobadah							2					
	Nyngan					1		2				3	
	Cannonbar							1					
	Coolabah							1					
	Gullambone							1					
	Yantabulla							2					
	Barrington							1					
	Wanaaring							1					
	Mount Drysdale							1					
	Walgett					1		2				3	
	Collareendabri				1			1					
Mogil Mogil							1						
Angledool							1						
Goodooga							1						
Comborah													
Tatalla													
Carinda													
Pilliga							1	2					
North-eastern	West Maitland	1		1				1	1	2	3	10	
	East Maitland				1			2				3	
	Laigs											1	
	Paterson							1	1				
	Gresford								1				
	Lochinvar								1				
	Greta										1	1	
	Branxton							1					
	Cessnock								1				
	Ellalong								1				
	Wollombi							1	1				
	Morpeth										1	2	
	Hinton											1	
	Raymond Terrace								1	1			
	Clarence Town								1				
	Mulbring									1			
	Cooranbong									1			
	Wyong												
	Gosford							1				1	
	Howe's Valley								1				
	Dungog							1	1			1	
	Stroud							1	1				
	Gloucester									1			
	Copeland								1				
	Bullahdelah								1				
	Tea Gardens								1				
	Bungwall Flat								1				
	Forster								1				
	Newcastle		1		1					2	2	3	28
	Point Road												2
	Lake Road												2
	Wickham										1		1
	Islington												1
	Tighe's Hill												1
	Lambton							1					2
	New Lambton												1
	Minni								1				1
	Wallsend							1					3
	West Wallsend												1
	Charlestown												1
	Dudley												1
	Teralba												1
Swansea												1	
Catherine Hill Bay												1	
Stockton												2	
Hamilton											1	1	
Adamstown											1	1	
Waratah												2	
Carrington											1	2	
The Glebe											1	1	
Singleton					1			2			1	3	
Jerry's Plains								1					
Broke								1					
Muswellbrook						1		1				2	
Denman								1					
Aberdeen												2	
Scone					1			1				1	
Stewart's Brook								1					
Merrima								1				1	
Kerrabee								1					
Cassilis								1					
Timonee								1					
Taree							1					2	
Wingham								1					
Cundletown								1					
Cooperook								1					

DISTRICTS.	STATIONS	MOUNTED.						FOOT.				
		Superintendents	Inspectors	Subinspectors	Senior-sergeants	Sergeants	Senior-constables	Constables.	Senior-sergeants.	Sergeants.	Senior-constables	Constables.
North-eastern —continued.	Camden Haven	..	.	..	..	..	..	1	..	..	..	..
	Port Macquarie	..	.	..	..	1	..	1	..	..	..	1
	Wauchope	..	.	..	..	..	..	2	..	..	..	..
	Bellbrook	..	.	..	..	..	..	1	..	..	..	..
	Kempsey	..	1	..	..	1	..	1	..	..	..	2
	Frederickton	..	..	..	..	..	..	1	..	..	..	..
	Smithtown	..	..	..	..	..	..	..	..	..	..	1
	Gladstone	..	..	..	..	..	1	..	..	..	..	..
	Arakoon	..	..	..	..	..	..	1	..	..	..	..
	Macksville	..	..	..	..	..	..	1	..	..	..	..
	Nambucca Heads	..	..	..	..	..	..	1	..	..	..	1
	Bowraville	..	..	..	..	..	..	1	..	..	..	..
	Fernmount	..	..	..	..	..	..	1	..	..	..	..
Bellingen	..	..	..	..	..	1	..	..	..	..	..
North-western	Tamworth	1	..	..	..	1	..	3	1	..	1	6
	Do West	..	..	..	..	..	..	..	..	..	1	..
	Murrurundi	..	..	..	..	1	..	1	..	..	..	1
	Blackville	..	..	..	..	..	1	..	..	..	..	..
	Gunnedah	..	..	..	1	..	..	1	..	..	..	2
	Barraba	..	..	..	..	..	1	1	..	..	..	1
	Nundle	..	..	..	..	..	1	1	..	..	..	..
	Manilla	..	..	..	..	..	1	1	..	..	..	..
	Quirindi	..	..	..	..	1	..	1	..	..	..	2
	Somerton	..	..	..	..	..	..	1	..	..	..	..
	Moonbi	..	..	..	..	..	1	..	..	..	..	..
	Carroll	..	..	..	..	..	..	1	..	..	..	..
	Werris Creek	..	..	..	..	..	..	1	..	..	..	..
	Boggabri	..	..	..	..	..	..	1	..	..	..	..
	Tambar Springs	..	..	..	..	..	..	1	..	..	..	..
	Baradine	..	..	..	..	..	..	1	..	..	..	..
	Coonabarabran	..	..	..	..	1	..	1	..	..	..	1
	Swamp Oak	..	..	..	..	..	1	..	..	..	..	..
	Narrabri East	..	..	1	1	..	..	2	..	..	..	5
	Do West	..	..	..	..	..	..	..	..	..	..	1
	Wee Waa	..	..	..	..	..	1	1	..	..	..	..
	Kerramingby	..	..	..	..	..	1	1	..	..	..	..
	Moroe	..	..	..	..	..	1	1	..	..	..	..
	Moree	..	..	..	1	..	..	1	..	..	..	4
	Bingera	..	..	..	..	1	..	1	..	..	..	2
	Eulowrie	..	..	..	..	..	..	1	..	..	..	..
	Waraldra	..	..	..	..	..	..	1	..	..	..	1
	Yetman	..	..	..	..	..	..	1	..	..	..	..
	Boggabilla	..	..	..	..	..	..	1	..	..	..	..
	Pallamallawa	..	..	..	..	..	..	1	..	..	..	..
	Garah	..	..	..	..	..	..	1	..	..	..	..
	Burren	..	..	..	..	..	..	1	..	..	..	..
	Mungindi	..	..	..	..	..	1	1	..	..	..	..
South-western	Demighun	1	..	..	..	1	..	3	1	1	..	5
	Balranald	..	..	..	..	..	1	1	..	..	..	1
	Berrigan	..	..	..	..	..	1	..	..	..	..	1
	Finley	..	..	..	..	..	1	..	..	..	..	..
	Jerilderie	..	..	..	..	..	1	1	..	..	..	1
	Mathoura	..	..	..	..	..	1	..	..	..	..	..
	Moama	..	..	..	..	..	1	1	..	..	..	1
	Moulamein	..	..	..	..	..	..	2	..	..	..	..
	Tocumwal	..	..	..	..	..	..	1	..	..	..	..
	Wentworth	..	..	..	..	1	..	1	..	..	..	2
	Euston	..	..	..	..	..	..	1	..	..	..	..
	Pooncarie	..	..	..	..	..	..	1	..	..	..	..
	Tareena (Cal Lal)	..	..	..	..	..	..	1	..	..	..	..
	Broken Hill	..	..	1	..	..	..	2	..	1	1	13
	Do North	..	..	..	..	..	..	..	..	..	..	2
	Do South	..	..	..	..	..	..	..	..	..	1	1
	Do (Railway Town)	..	..	..	..	..	..	..	..	..	..	1
	Silvertown	..	..	..	..	1	..	1	..	..	..	..
	Thackaringa	..	..	..	..	..	..	1	..	..	..	..
	Torrowangee	..	..	..	..	..	1	..	..	..	..	..
	Hay	..	..	1	..	..	1	2	..	..	..	4
	Booigal	..	..	..	..	..	1	1	..	..	..	..
	Carrathool	..	..	..	..	..	1	1	..	..	..	..
	Clare	..	..	..	..	..	..	1	..	..	..	..
	Darlington Point	..	..	..	..	..	..	1	..	..	..	..
	Euabalong	..	..	..	..	..	1	..	..	..	..	..
	Gilgunma	..	..	..	..	..	..	1	..	..	..	..
	Hillston	..	..	..	..	1	..	1	..	..	..	1
	Ivanhoe	..	..	..	..	..	..	1	..	..	..	..
	Lake Cudgellico	..	..	..	..	..	1	..	..	..	..	..
	Maude	..	..	..	..	..	..	1	..	..	..	..
	Oxley	..	..	..	..	..	..	2	..	..	..	..
	Whitton	..	..	..	..	..	1	..	..	..	..	1
Mossgiel	..	..	..	..	..	..	1	..	..	..	..
Mount Hope	..	..	..	..	..	..	2	..	..	..	..
Wilcannia	..	..	1	..	1	..	1	..	..	..	2	
Menndie	..	..	..	..	1	..	1	..	..	..	..
Milparinka	..	..	..	..	..	1	1	..	..	..	..
Tibooburra	..	..	..	..	..	1	1	..	..	..	..
White Cliffs	..	..	..	..	..	..	2	..	..	..	1	

DISTRICTS	STATIONS	MOUNTED						FOOT					
		Superintendents	Inspectors	Subinspectors	Senior sergeants	Sergeants	Senior constables	Constables	Senior sergeants	Sergeants	Senior constables	Constables	
Murray	Albury	1					1	3	2		2	8	
	Bowna							1					
	Germanton					1		1					
	Walbundrie							2					
	Corowa				1			1				2	
	Howlong							1					
	Mulwala							1					
	Walla Walla							1					
	Jundera								1				
	Culcairn				1				1			3	
	Gundagai								2		1	1	
	Tumut						1		1			1	
	Adelong						1		1			1	
	Shepherdstown												
	Batlow								1				
	Jugiong								1				
	Coolac								1				
	Tumberumba							1	2			1	
	Wagga Wagga		1				1		2	1	1	7	
	Junee								1			3	
	Tarcutta							1					
	Humula								1				
	Yerong Creek								1				
	The Rock								1				
	Coolamon							1	1				
	Lockhart								1			3	
	Narrandera				1				3		1	1	
	Urana							1	1				
Daysdale								1					
Grong Grong								1					
BELMORE BARRACKS.													
Constables in course of instruction, under orders for transfer, &c								13				23	
Orderlies to His Excellency the Governor					1			1					
Police Storekeeper				1					1				
Armourer				1	1	1	1	4	1		2	1	
Drill Instructors, Van drivers, &c.													
DETECTIVES.													
Superintendent in charge		1											
Sub Inspectors				2									
First class Detectives		7											
Second-class do		5											
Third-class do		3											
		15	11	13	29	29	60	139	420	33	53	147	948
Total of all ranks									1,897.				

Police Department,
Inspector-General's Office, Sydney,
7th January, 1898.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT

OF THE

ROYAL COMMISSION

APPOINTED TO INQUIRE INTO THE

CHARGES AGAINST SENIOR-CONSTABLE QUELCH,

PREFERRED BY MR. J. R. DACEY, M.L.A.,

IN THE LEGISLATIVE ASSEMBLY ON 17TH AUGUST, 1897,

TOGETHER WITH THE

MINUTES OF EVIDENCE, &c.

APPOINTED 23RD SEPTEMBER, 1897.

Presented to Parliament by Command.

Printed under No. 1 Report from Printing Committee, 30 June, 1898.



SYDNEY: WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER.

1898.

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CONTENTS.

	PAGE.
Commission	iii
Extensions of Commission	iii
Minutes of Proceedings	iv
Report	ix
List of Witnesses examined	xiv
Index	xv
List of Charges	xix
Minutes of Evidence	1
Appendices	240

COMMISSION.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen,
Defender of the Faith, and so forth.

To Our Trusty and Well-beloved

WHITTINGDALE JOHNSON, Esquire, a Stipendiary Magistrate for the Metropolitan Police District of Our
Colony of New South Wales,—

Greeting :—

KNOW YOU, That We, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do, by these presents, authorise and appoint you to make a diligent and full inquiry into certain charges made by Mr. John Rowland Dacey, in the Legislative Assembly of our said Colony, on the 17th day of August last, against SENIOR-CONSTABLE WILLIAM E. QUELCH, and generally into the conduct of the said Senior-constable.

And We do, by these presents, grant to you full power and authority to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth in the premises; and to require the production of all such books, papers, writings, and all other documents as you may deem expedient, visit and inspect the same at the offices or places where the same or any of them may be deposited; and to inquire of the premises by all lawful ways and means: And Our further will and pleasure is that you do, within one month after the date of this Our Commission, certify to Us, in the Office of Our Chief Secretary, under your hand and seal, what you shall find touching the premises: And We hereby command all Government Officers and other persons whomsoever within Our said Colony that they be assistant to you in the execution of these presents: And We do hereby declare this our Commission to be a Commission for all purposes of the Act 44 Victoria No. 1, intituled "*An Act to regulate the taking of evidence by Commissioners under the Great Seal.*"

In testimony whereof, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Colony of New South Wales to be hereunto affixed.

(L.S.) Witness Our Right Trusty and Well-beloved Cousin, HENRY ROBERT, VISCOUNT HAMPDEN, Our Governor and Commander-in-Chief of Our said Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this twenty-third day of September, in the year of our Lord one thousand eight hundred and ninety-seven, and in the sixty-first year of Our Reign.

HAMPDEN.

By His Excellency's Command,
JAMES N. BRUNKER.

Entered on record by me, in REGISTER OF PATENTS, No. 19, page 114, this twenty-fifth day of September, one thousand eight hundred and ninety-seven.

For the Colonial Secretary and Registrar of Records,
CRITCHETT WALKER,
Principal Under Secretary.

ROYAL COMMISSION OF INQUIRY INTO CERTAIN CHARGES AGAINST SENIOR-CONSTABLE WILLIAM E. QUELCH, AND GENERALLY INTO THE CONDUCT OF THE SAID SENIOR-CONSTABLE.

WHEREAS it is necessary to extend the time within which the Commissioner is to make his report in the above matter: Now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the said Commissioner is to make such report for a period of one month,—to take effect from the 23rd instant.

Given under my hand, at Government House, Sydney, this twentieth day of October, one thousand eight hundred and ninety-seven.

HAMPDEN.

By His Excellency's Command,
JAMES N. BRUNKER.

ROYAL COMMISSION OF INQUIRY INTO CERTAIN CHARGES AGAINST SENIOR-CONSTABLE WILLIAM E. QUELCH, AND GENERALLY INTO THE CONDUCT OF THE SAID SENIOR-CONSTABLE.

WHEREAS the time appointed for the return of the Commission in the above matter was by an instrument dated the fourteenth day of October last extended for a period of one month: And whereas it is necessary to extend the same still further: Now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the Commissioner is to make his return to and for a further period of one month beyond the time in and by the aforesaid instrument appointed for the purpose,—to take effect from the 23rd instant.

Given under my hand, at Government House, Sydney, this twenty-third day of November, one thousand eight hundred and ninety-seven.

FRED. M. DARLEY,
Lieutenant-Governor.

By His Excellency's Command,
JAMES N. BRUNKER.

ROYAL COMMISSION RE SENIOR-CONSTABLE W. E. QUELCH.

MINUTES OF PROCEEDINGS.

THE First Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Monday, 25th October, 1897, at the Central Police Court, at 10 a.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Commissioner.

J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The Commission appointing Mr. Whittingdale Johnson, S.M., a Commissioner to inquire into certain charges brought by Mr. J. R. Dacey, M.L.A., against Senior-constable W. E. Quelch, and generally into the conduct of the said senior-constable, was read.

An authority from His Excellency the Governor, dated 14th of October, 1897, extending the time within which the Commissioner may report to the 23rd of November, 1897, was also read.

Pending the appointment of a shorthand-writer the Commission adjourned until 10 a.m. on Wednesday, 27th October, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.,

Sole Commissioner, 3rd November, 1897.

J. GARLICK, Secretary.

The Second Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Wednesday, 27th October, 1897, at the Central Police Court, at 10 a.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.

J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

Mr. E. Harris, shorthand-writer Public Works Department, attended to take verbatim notes of the evidence.

The following witnesses were examined on oath:—Inspector Edmund Lawless, Constable William Richard Swan, Mrs. M. Brull, Senior-constable W. E. Quelch.

At 1 p.m. the Commission adjourned for luncheon.

On resuming after the luncheon adjournment the following witnesses were examined on oath:—Senior-constable W. E. Quelch, Mr. Isaiah Chaseling, Constable F. Robinson, Sergeant Thomas Vane, Constable W. R. Swan.

At 4 p.m. the Commission was adjourned until 10 a.m. on Friday, 29th October, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.,

Sole Commissioner, 3rd November, 1897.

J. GARLICK, Secretary.

The Third Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Friday, 29th October, 1897, at the Central Police Court, at 10.15 a.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.

J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

Mr. J. Garlick, shorthand-writer, was sworn to faithfully take and transcribe verbatim notes of the evidence and proceedings.

The following witnesses were examined on oath:—Constable G. H. Edwards, Inspector E. Lawless, Senior-sergeant R. Bell, Constable G. C. Harrison, Senior-constable W. E. Quelch, Mr. R. Friend, Constable W. Bruce.

At 1.25 p.m. the Commission adjourned for luncheon.

On resuming after luncheon the following witnesses were examined on oath:—Constable P. M'Evoy Brennan, R. H. Brewin, night-watchman and special constable.

At 4.40 p.m. the Commission adjourned until 10 a.m. on Monday, 1st November, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.,

Sole Commissioner, 3rd November, 1897.

J. GARLICK, Secretary.

The Fourth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Monday, 1st November, 1897, at the Central Police Court, at 10 a.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.
J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.
Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The Commissioner announced that, when the evidence was completed, he would not hear addresses from the solicitors on either side.

The following witnesses were examined on oath:—R. H. Brewin, night-watchman and special constable; Constable G. H. Edwards; Senior-constable W. E. Quelch; Constable A. Kidd; Constable Charles Willson; Senior-constable W. E. Quelch (recalled).

At 1 p.m. the Commission adjourned until 2:15 for luncheon.

On resuming after luncheon the following witnesses were examined on oath:—Senior-constable Quelch; Constable S. B. Guthrie; Constable M. Fitzgerald; Mr. W. Somerville, journalist; Mr. T. Coghlan, Clerk, Charities Department.

At 4:30 p.m. the Commission was adjourned until 10 a.m. on Wednesday, 3rd November, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.,

Sole Commissioner, 3rd November, 1897.

J. GARLICK, Secretary.

The Fifth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Wednesday, 3rd November, 1897, at the Central Police Court, at 10 a.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.
J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.
Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The minutes of meetings held on 25th, 27th, and 29th of October and 1st of November were read and confirmed.

The following witnesses were examined on oath:—Constable J. McIntosh; Mr. W. A. Newcombe, Clerk, Charities Department; Mr. A. Farnell, Clerk, Charities Department; Senior-constable W. E. Quelch.

At 1 p.m. the Commission adjourned for luncheon.

On resuming at 2 p.m. the examination of Senior-constable Quelch was concluded, and the following witnesses were examined on oath:—Mr. G. O'Donnell, gentleman; Senior-sergeant Bell; Inspector E. Lawless.

At 4:30 p.m. the Commission adjourned until 10 a.m. on Thursday, 4th November, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.,

Sole Commissioner, 4th November, 1897.

J. GARLICK, Secretary.

The Sixth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Thursday, 4th November, 1897, at the Central Police Court, at 10 a.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.
J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The minutes of meeting held 3rd November, 1897, were read and confirmed.

The following witnesses were examined on oath:—R. H. Levien, Esq., M.L.A., solicitor; Mr. T. Coghlan, Clerk, Charities Department (recalled); Mr. W. A. Newcombe, Clerk, Charities Department (recalled); Mr. J. H. Smithers, S.M.; Constable J. Lambert; Senior-constable W. E. Quelch.

At 1 p.m. the Commission adjourned for luncheon.

On resuming at 2:10 p.m. the following witnesses were examined on oath:—Senior-constable W. E. Quelch; Senior-constable J. Wilson; Mr. Biron Pogson, grocer, Regent-street, Redfern; Senior-constable Shaw; Constable Kidd; Senior-sergeant Vane.

At 5:15 p.m. the Commission adjourned until 2 p.m. Friday, 5th November, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.,

Sole Commissioner, 5th November, 1897.

J. GARLICK, Secretary.

The Seventh Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Friday, 5th November, 1897, at the Central Police Court, at 2 p.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.
J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable Quelch.

The minutes of meeting held 5th November were read and confirmed.

The

The following witnesses were examined on oath:—Mr. E. Watts, watchman and special constable, Railway Department, Eveleigh; Sergeant J. Houlahan; Senior-constable G. H. Harrison; Senior-sergeant R. Bell; Senior-constable J. Ingram; Senior-constable P. Corcoran.

At 5 p.m. the Commission adjourned, after arranging to inspect the premises known as "Myall House," Cleveland-street, Redfern, and Mr. Biron Pogson's grocery store, Redfern, on Monday, 8th November, 1897, at 11 a.m.

Confirmed,—

J. GARLICK, Secretary.

WHITTINGDALE JOHNSON, S.M.,
Sole Commissioner, 10th November, 1897.

The Eighth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held at Myall House, Cleveland-street, Redfern, on Monday, 8th November, 1897, at 11 a.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.

J. R. Dacey, Esq., M.L.A.; Senior-constable W. E. Quelch; Mr. T. Coghlan; Mr. W. A. Newcombe; Inspector E. Lawless; and Constable J. McIntosh.

Senior-constable W. E. Quelch, Mr. T. Coghlan, and Mr. W. A. Newcombe explained to the Commissioner where they were standing and what they did on the night of the 26th of July, 1896, when Quelch is alleged to have burgled these premises.

The Commission then adjourned to Mr. Biron Pogson's store, Redfern, at which place there were present:—Whittingdale Johnson, Esq., S.M., Sole Commissioner; J. R. Dacey, Esq., M.L.A.; Senior-constable W. E. Quelch; Inspector E. Lawless; Constable Lambert; Mrs. Pogson.

After inspecting the premises with reference to charge 7, the Commission proceeded to Margaret-street, where Senior-constable Quelch alleges he obtained the sand which in charge 8 is alleged to have been sugar.

At this point there were present:—Whittingdale Johnson, Esq., S.M., Sole Commissioner; J. R. Dacey, Esq., M.L.A.; Senior-constable Quelch; Inspector E. Lawless.

After leaving Margaret-street, the Commission proceeded to Absalom's vacant piece of land, Regent-street, Redfern, referred to in charge 8. There were present:—Whittingdale Johnson, Esq., S.M., Sole Commissioner; J. R. Dacey, Esq., M.L.A.; Senior-constable W. E. Quelch; Inspector E. Lawless; Constable Hill.

The Commission adjourned at 12:15 p.m. until 10 a.m. on Wednesday, 10th November, 1897.

Confirmed,—

J. GARLICK, Secretary.

WHITTINGDALE JOHNSON, S.M.,
Sole Commissioner, 10th November, 1897.

The Ninth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Wednesday 10th November, 1897, at the Central Police Court, at 10 a.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.

J. R. Dacey, Esq., M.L.A.; and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The minutes of meetings held 5th and 8th of November, 1897, were read and confirmed.

The following witnesses were examined on oath:—Constable E. Hill; Senior-constable W. E. Quelch; Constable F. Whitehair; Mr. H. Bath, carter for Mr. Jones, produce merchant, Redfern (Regent-street); Constable M. Fitzgerald; Constable J. Christison; Constable J. McIntosh; Senior-constable G. Proctor.

At 1 p.m. the Commission adjourned for luncheon,

On resuming at 2:5 p.m. the following witnesses were examined on oath:—Senior-constable J. Ingram; Mr. Biron Pogson, grocer, Regent-street, Redfern; Mrs. Robinson, widow, George-street, Redfern; Senior-constable W. E. Quelch; Senior-constable G. Proctor.

At 4:40 p.m. the Commission adjourned until 10 a.m. on Monday, 15th November, 1897.

Confirmed,—

J. GARLICK, Secretary.

WHITTINGDALE JOHNSON, S.M.,
Sole Commissioner, 15th November, 1897.

The Tenth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Monday, 15th November, 1897, at the Central Police Court, at 10 a.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.

J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The minutes of meeting held 10th November, 1897, were read and confirmed.

The following witnesses were examined on oath:—Constable F. Whitehair; Inspector E. Lawless; Constable F. Robinson; Constable G. H. Edwards; Senior-constable W. E. Quelch; Constable J. McIntosh; Constable J. Cubitt; Sergeant Vane; Mr. A. Margoschis, pawnbroker, Redfern; Constable Hill; Constable N. Moore; and Constable G. H. Edwards (recalled).

At 1 p.m. the Commission adjourned until 2 p.m. on Tuesday, 16th of November, 1897.

Confirmed,—

J. GARLICK, Secretary.

WHITTINGDALE JOHNSON, S.M.,
Sole Commissioner, 16th November, 1897.

The

The Eleventh Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Tuesday, 16th November, 1897, at the Central Police Court, at 2 p.m.

PRESENT :—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.
J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The minutes of meeting held 15th November, 1897, were read and confirmed.

The following witnesses were examined on oath :—Mr. E. Spearman, Redfern, livery stable proprietor; Sergeant J. Houlahan; Constable E. Ridley; Senior-constable W. E. Quelch; Inspector E. Lawless; Senior-Sergeant J. Bradwell; Senior-constable A. S. Cook; Mrs. A. Brown, married woman, Redfern; Constable G. H. Edwards; Constable N. Moore; First-class Constable W. J. Castle.

At 6 p.m. the Commission adjourned until 2 p.m. on Wednesday, the 17th November, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.,

Sole Commissioner, 17th November.

J. GARLICK, Secretary.

The Twelfth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Wednesday, 17th November, 1897, at the Central Police Court, at 2 p.m.

PRESENT :—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.
J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The minutes of meeting held 16th November, 1897, were read and confirmed.

The following witnesses were examined on oath :—Constable Christison; Constable Hill; Senior-constable W. E. Quelch; Inspector E. Lawless; Mr. Louis Crosbie, carter, Redfern; Miss Mary Kerrigan, shop assistant, John-street, Redfern; Mrs. Margaret Kerrigan, married woman, John-street, Redfern; Senior-constable W. E. Quelch (recalled).

At 6.15 p.m. the Commission adjourned until 2 p.m. on Thursday, 18th November, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.,

Sole Commissioner, 18th November, 1897.

J. GARLICK, Secretary.

The Thirteenth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Thursday, 18th November, 1897, at the Central Police Court, at 2 p.m.

PRESENT :—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.
J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The minutes of meeting held on 17th November, 1897, were read and confirmed.

The following witnesses were examined on oath :—Senior-constable William David Shaw; Owen Crilley, carter, 81, Darlington Road, Darlington; Michael Madigan, farrier, Raglan-street, Darlington; Senior-constable W. E. Quelch; William Stanger Kelk, deposition clerk, Redfern and Newtown Police Courts; Michael Madigan (recalled); Constable James Christison.

At 6 p.m. the Commission adjourned until 2 p.m. on Monday, 22nd November, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.

Sole Commissioner.

J. GARLICK, Secretary.

The Fourteenth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Monday, 22nd November, 1897, at the Central Police Court, at 2 p.m.

PRESENT :—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.
J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared for Mr. J. R. Dacey, M.L.A., in support of the charges.

Mr. C. Bull, M.L.A., solicitor, appeared for Senior-constable W. E. Quelch.

The minutes of meeting held on 18th November, 1897, were read and confirmed.

The following witnesses were examined on oath :—Senior-constable W. E. Quelch; Mrs. Annie Brown; Constable Frederick Robinson; Constable George Henry Edwards; Louis Crosbie, driver, Redfern; Senior-sergeant Robert Bell; Inspector Edmund Lawless; Senior-constable W. E. Quelch; Constable Nicholas Moore.

At 6 p.m. the Commission adjourned until 2 p.m. Wednesday, 8th December, 1897.

Confirmed,—

WHITTINGDALE JOHNSON, S.M.,

Sole Commissioner.

J. GARLICK, Secretary.

The Fifteenth Meeting of the Royal Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Wednesday, 8th December, 1897, at 2 p.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.

Minutes of meeting held 22nd November, 1897, were read and confirmed.

The Draft Report was then considered and redrafted, and at 3 p.m. the Commission adjourned until 2 p.m. next day, the 9th December, 1897.

Confirmed,—

J. GARLICK, Secretary.

WHITTINGDALE JOHNSON, S.M.,
Sole Commissioner, 9th December, 1897.

The Sixteenth and Final Meeting of the Commission to inquire into certain charges against Senior-constable W. E. Quelch was held on Thursday, 9th December, 1897, at 2 p.m.

PRESENT:—

WHITTINGDALE JOHNSON, Esq., S.M., Sole Commissioner.

The minutes of meeting held 8th December, 1897, were read and confirmed.

The report was then adopted and signed, and the Commission adjourned at 3 p.m. *sine die*.

Confirmed,—

J. GARLICK, Secretary.

WHITTINGDALE JOHNSON, S.M.,
Sole Commissioner.

ROYAL COMMISSION *re* SENIOR-CONSTABLE W. E. QUELCH.

REPORT.

To His Excellency the Right Honorable HENRY ROBERT, VISCOUNT HAMPDEN, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

I, the Commissioner appointed by Your Excellency on the 23rd day of September, 1897, to make a diligent and full inquiry into certain charges made by Mr. John Rowland Dacey, in the Legislative Assembly, on the 17th day of August last, against Senior-constable William E. Quelch, and generally into the conduct of the said Senior-constable, have the honor to submit the following Report:—

1. Owing to the parties not being prepared to immediately proceed with the charges it became necessary to request an extension of the time granted within which to make this Report; and, by Your Excellency's pleasure, on the 14th day of October, the requisite extension was granted to the 23rd of November. An additional extension of time had to be applied for in consequence of the large amount of evidence submitted, and Your Excellency was pleased to grant an extension, on the 23rd day of November, until the 23rd day of December.

2. The inquiry was commenced as early as was practicable, and extended over sixteen sittings. In the course of Mr. Dacey's speech in the Legislative Assembly he made ten original charges, to which, in a letter to your Commissioner, dated the 21st day of October, 1897, he added five supplemental charges. Fifty-six witnesses were examined, and, both Mr. Dacey and Senior-constable Quelch being represented by attorneys, each and all of the charges were exhaustively investigated.

3. As the investigation proceeded it became necessary for your Commissioner to visit certain premises and localities in the Redfern Police Division in order to thoroughly comprehend the evidence adduced in connection with certain of the charges. He therefore did so, accompanied by Mr. John Rowland Dacey, M.L.A., Senior-constable William E. Quelch, and a number of witnesses whose evidence was material.

4. The evidence for the prosecution was unnecessarily lengthy and involved, and tended, in a measure, to obscure the real issues; but I was unable, from obvious reasons, either to shorten or reject any portion of it. It would be impracticable for me, within the limits of this Report, to traverse the whole of the evidence given for either side; and I must content myself by stating, as shortly as possible, the conclusions I have reached as to the truth or otherwise of each specific allegation.

CHARGE I.

5. This charge is one of perjury against Senior-constable Quelch in connection with evidence given by him at the Redfern Police Court in 1894, on a prosecution under the "Sale of Liquors Licensing Act." Senior-constable Quelch deposed that by looking through the key-hole of a door he saw persons drinking in a hotel. However objectionable "espionage" of this nature may be considered under ordinary circumstances, still, in the detection of breaches of the law mentioned, a certain amount of secrecy is unavoidable, and I am of opinion that it was possible for Quelch to have seen sufficient to justify him in giving the testimony he did on the occasion. I cannot find, therefore, that he swore falsely, and the magistrate who sat in the case did not express such an opinion.

CHARGES II AND III.

6. Senior-constable Quelch is here charged with having obtained two convictions against licensed publicans for selling liquor during prohibited hours, by means of a trick, "in contravention of the strict instructions of the Inspector-General of Police." No such instructions are or were in existence, but there was an expression of opinion by that officer in connection with a case of this description, that a constable should not endeavour to induce a publican to sell liquor to him at unlawful hours by any trick or disguise. This, however, is a very different matter from merely sending a newly-joined constable in the garb of the ordinary habitues of the place, to ascertain whether or not the law was being broken by others, which is only what was done in both of these instances. Without a resort to some such strategy very few convictions of this nature would be obtained. I consider that no infraction of the Police Regulations has been brought home to Quelch in connection with the cases in question.

CHARGES IV AND V.

7. It is insinuated in these charges that Senior-constable Quelch in his capacity as officer-in-charge of the Redfern Police Station, released, on two several occasions, prisoners brought there on suspicion, because they were friends and associates of his. The matter was investigated at the time by the Police Department, and Quelch was fully exonerated from any breach of duty, on account of the imperfect nature of the information afforded him by the arresting constables. On the evidence adduced at the inquiry there was nothing to induce me to differ from the previous decision arrived at by the Police Department, or to show that Quelch had any prior knowledge of the three men in question, or released them from improper motives.

CHARGES VI AND VII.

8. These charges are the most serious brought against Senior-constable Quelch. In fact it is alleged that he was at "Myall House," Cleveland-street, Redfern, then used as a branch office of the Government Asylums Department, on the night of the 26th of June, 1896, for a felonious purpose, and at a Mr. Pogson's store in Botany road for a similar purpose, on the morning of 28th July, 1895. In the first case the evidence of intended burglary by someone was conclusive, door-hinges being found unscrewed, and goods packed for removal. If Senior-constable Quelch had been surprised as a private person on the premises in the manner stated his guilty purpose would have been clear beyond all doubt. But that a constable of ten years' standing, and well known to the whole neighbourhood, should be found in a building it was his special duty to protect, in full uniform and armed, with the intention of carrying off, at an early hour in the evening, a large bag of miscellaneous articles through the public streets, appears to me almost incredible. The contradiction of the witnesses on minor points did not seem to me to negative Quelch's very natural statement that he was there simply in the execution of his duty in endeavouring to detect the thief, having found a suspicious person in the vicinity watching the house, and the gate open. Mr. Coghlan arrived soon after, and each apparently took the other for the burglar.

9. In the similar charge made against Quelch in the matter of a Mr. Pogson's store in Botany Road, I am, however, confronted with the difficulty that the accounts of Senior-constable Quelch and Constable Lambert as to the main facts are wholly at variance and quite irreconcilable. The former states that he simply found the door open on his rounds; that he neither locked nor unlocked it; and that he did not find some goods packed up ready for removal, as specifically described by the latter when he appeared on the scene. In fact, Quelch denies the conversation and the whole circumstances, as related by Lambert, *in toto*.

10. Lambert's account of the matter is that, hearing a noise when on his beat in the direction of Pogson's store, he crossed over to the place, and saw Quelch stooping down and locking the door; he also perceived a bag of groceries just outside the door, packed up ready for removal, which, after some conversation, Quelch put back into the store, and, telling Lambert to return to the station, said he would go and call the owner of the store, who lived in the vicinity. Nothing was missing from the store, nor were any goods found packed up ready for removal on Pogson's arrival.

11. Lambert's evidence, therefore, has an important bearing on the question of the intention of Quelch in being at Pogson's store at that early hour in the morning. It is, however, part of a constable's duty to test the doors of all business premises on his beat to see if they are secure. This same door had been found open on other occasions by the police, and about a month previously by another constable, and duly reported at the Redfern Station. The charge that Quelch did not report the circumstance is unfounded, for it was shown that the entry was made at the proper time and place in the station books. Lambert on the morning in question reported "all correct," but appears to have mentioned in a conversational manner part of the statement he now makes as to the goods being packed for removal. There is no other corroboration of either of their respective statements.

12. The question of Senior-constable Quelch's motive for being, as he was, at Pogson's store, must, therefore, rest upon the respective credibility of his statement and that of Lambert's, the surrounding circumstances, and also, as in the "Myall House" case, upon the improbability of an officer in Quelch's position—who, whatever his other faults may be, has never, during an official career of over twenty years in the Royal Navy and the Police, been suspected of dishonest practices—being a burglar in disguise.

13. From a judicial point of view, Senior-constable Quelch would be entitled to the benefit of the doubt that unquestionably does exist as to the truth of the respective statements of Lambert and himself in this matter.

14. It is very apparent that Quelch is, from causes that I will subsequently touch upon, unpopular with, and the source of much ill-feeling among, many of the police at Redfern, who are certainly in a measure inimical to him.

CHARGE VIII.

15. This charge is somewhat similar to, and connected with, Charge 7. Senior-Constable Quelch was admittedly found at an early hour of the morning, carrying a bag containing, as he stated at the time, sand for the use of canary birds which he apparently breeds to some extent. This sand, which he undoubtedly does use for that purpose, was stated by him to have been procured near the railway, from which direction he was coming, and he might have passed near the rear of Mr. Pogson's store by the route he was taking. The Constable who met him assisted to carry the bag across the road, and until these charges were made, never doubted for a moment but it contained sand. There was nothing to show that it was sugar and not sand, nor was it shown that any such article had been extracted from Mr. Pogson's store; and, in fact, this charge seems to me to be merely a suspicion arising from the nature of the previous one.

16. There was conflicting evidence as to dates, but the balance of evidence was in favour of the date being the 16th of February, 1897, and not the 18th as as averred by Quelch, and this being the case, it would seem to indicate some irregularity on the part of Senior-constable Quelch in the performance of his duty.

CHARGES IX AND X.

17. These are merely statements made in the Legislative Assembly by Mr. Dacey, M.P., and Mr. Levien, M.P., on the 17th of August, 1897, and call for no remarks from me, except that Mr. Levien in his evidence before the Commission admitted that he had recommended Quelch for the Police Force on the second occasion of his joining. In addition to this Mr. Levien frankly stated that although he considered that Quelch pressed his cases unduly in the Police Courts, he was not now prepared to endorse his expression used in the heat of debate, that Senior-constable Quelch was "a liar"; and he also stated that he did not believe him guilty of burglary.

CHARGE XI.

18. I think in this instance it may be assumed that Senior-constable Quelch was somewhat under the influence of drink on the occasion mentioned, but under peculiar circumstances. His wife was dangerously ill, and on the day in question
the

the doctor's opinion was so unfavourable as to her recovery that Quelch was much disturbed in mind, and also harassed by night-watching. Knowing these facts his superior officers did not take any action. There was no official record of any action having been taken upon a similar charge, said to have been preferred against him, as far back as 1890, in another district. Senior-constable Quelch's general reputation is unquestionably that of a sober man.

CHARGE XII.

19. The misconduct charged against Senior-constable Quelch is apparently that in July, 1895, he entered the "Salutation Hotel" without authority, and that he made improper proposals to a woman whom he found there and escorted to her home at an early hour in the morning. Without entering into the lengthened and involved evidence in this matter, it was not shown to me that Quelch had exceeded his duties, or that there is any foundation for the latter charge, which the woman denied upon oath.

CHARGE XIII.

20. On a careful consideration of this case your Commissioner is not satisfied that Senior-constable Quelch exceeded his duty.

CHARGE XIV.

21. The allegation is that Senior-constable Quelch appropriated money paid to him as compensation for damage to his uniform, the property of the New South Wales Government. It appears that the Senior-constable's trousers were torn by a dog that attacked him in the street, and he thereupon laid an information against the owner of the dog, a Mr. George O'Donnell. Mr. O'Donnell, hearing of the circumstance, voluntarily paid for the damage done, and the information was not acted upon. Senior-constable Quelch made no demand for compensation from the Police Department, and asserted that the trousers were his own private property, and this was not disproved.

22. Action upon the information which was laid against Mr. O'Donnell could only have been stayed by the sanction of Quelch's superior officer. Your Commissioner thinks that there was an irregularity in this matter, and that a charge for what was a public offence should not have been withdrawn on account of compensation for private loss. It is alleged, however, that the charge was actually withdrawn on the promise of the owner that the dog would be destroyed. A charge of misappropriating public moneys cannot, however, be substantiated.

CHARGE XV.

23. As in the first charge, this is an accusation of perjury in the Police Court at Redfern, on the 21st day of August, 1894, in connection with the prosecution of one Michael Madigan, on a charge of cruelty to a horse, such cruelty consisting of the unnecessary or careless performance of an operation known as "firing." When the case was heard Madigan produced evidence to show that the operation was not performed by him, but by one Owen Crilley, and also brought professional evidence to show that the operation was both necessary and lawful, and was skilfully performed. The case was thereupon dismissed, but not in any way upon the question of identity, and no remark on that point was made by the adjudicating Justice.

24. It is difficult for me in this, as in the previous accusation against Quelch for perjury, to pronounce on the evidence before me, after the lapse of so long a period, a judicial opinion as to whether there has been false swearing on either side. I may say, however, in this case, as in the other, I was not satisfied that Quelch did not see what he deposed to.

GENERAL.

25. In summing up the whole matter I may remark that it is very evident to me that a strong feeling exists against Senior-constable Quelch, not only within but outside the Redfern Police Force, where he has certainly made enemies. This
personal

personal animus on their part was, in many instances, not attempted to be concealed, and tinged the whole of their testimony. Senior-constable Quelch is unquestionably an active and intelligent officer, but is also, apparently, a man of quarrelsome disposition, excitable temperament, and has a forcible and overbearing manner. He is evidently, also, unduly anxious to obtain conviction in every case, and certainly does not combine the *Suaviter in modo* with the *Fortiter in re* so desirable in the performance of those duties which bring the police so much in contact with the general public.

26. Within the Force itself a certain amount of jealousy has probably been engendered by Quelch's promotion to the position of Senior-constable over the heads of others who have been longer in the Force. He has, no doubt, attained his present position by his superior energy, activity, and the many convictions he has obtained, including those for breaches of the Licensing Act, which would certainly not add to his popularity in some quarters. Such qualifications as these must always be a passport to promotion in a service like the Police, and, no doubt, have been the sole cause of his advancement.

27. Senior-constable Quelch served his time in the Royal Navy, and left with a good character as a Petty Officer. He had, however, to resign from the Water Police Force for insubordinate conduct, but was subsequently admitted to the ordinary Police.

28. During the course of the Inquiry, side issues were raised as to the disorganized condition of the Police at Redfern; but beyond the disturbing element I have mentioned with reference to Quelch, I have no reason to suppose that there is anything affecting the ordinary discipline of the Force there.

29. In conclusion, I may be permitted to state that I think it undesirable that Senior-constable Quelch should remain in the Redfern Division, whatever action may be taken on this report.

I have the honor to be,

Your Excellency's most obedient Servant,

WHITTINGDALE JOHNSON,

J. GARLICK, Secretary.

Commissioner.

Sydney, Monday, 13th December, 1897.

LIST OF WITNESSES EXAMINED.

1. Edmund Lawless	Inspector of police, Redfern.
2. William Richard Swan	First-class constable of police, Redfern.
3. Margaret Brull	Married woman, Regent-street, Redfern.
4. William Edward Quelch	Senior-constable of police, Redfern.
5. Frederick Robinson	Second-class constable of police, Redfern.
6. Thomas Vane	Sergeant of police, Redfern.
7. Isaiah Chaseling	Assistant teacher, Public School, Redfern.
8. Robert Henry Levien, M.L.A.	Solicitor, Sydney.
9. George Henry Smithers	Stipendiary Magistrate, Sydney.
10. George Henry Edwards	Second-class constable of police, Redfern.
11. Robert Bell	Senior-sergeant of police, Redfern.
12. George Cress Harrison... ..	Second-class constable of police, Redfern.
13. Richard Friend... ..	Licensee of "Imperial Hotel," Redfern.
14. Frederick William Bruce	Second-class constable of police, Redfern.
15. Richard Henry Brewin	Night-watchman and special constable of police, Redfern.
16. Archibald Kidd... ..	First-class constable of police, Redfern.
17. Charles Willson	Second-class constable of police, Redfern.
18. Samuel Brown Guthrie	Third-class constable of police, Redfern.
19. Maurice Fitzgerald	First-class constable of police, Redfern.
20. William Somerville	Journalist, Sydney.
21. Thomas Coghlan	Clerk, Charities Department, Sydney.
22. William A. Newcombe	do do do.
23. James Abbott Farnell	do do do.
24. John Wilson	Senior-constable of police, Redfern.
25. John Lambert	Second-class constable of police, Redfern.
26. Biron Pogson	Grocer, Regent-street, Redfern.
27. William David Shaw	Senior-constable of police, Redfern.
28. Edward Watts	Watchman and special constable of police, Railway Department, Eveleigh.
29. John Houlahan	Sergeant of police, Redfern.
30. George Henry Harrison	Senior-constable of police, Redfern.
31. John Ingram	do do.
32. Patrick Corcoran	do do.
33. Patrick McEvoy Brennan	Second-class constable of police, Redfern.
34. Edmund Hill	do do.
35. Frederick Whitehair	do do.
36. Henry Bath	Carter for Mr. Jones, produce merchant, Regent-street, Redfern.
37. James Christison	First-class constable of police, Redfern.
38. John McIntosh	Second-class constable of police, Ashfield.
39. George Proctor	Senior-constable of police, Redfern.
40. Catherine Robinson	Widow, George-street, Redfern.
41. John Cubitt	First-class constable of police, Redfern.
42. Alexander Margoschis... ..	Pawnbroker, Regent-street, Redfern.
43. Nicholas Moore	Second-class constable of police, Redfern.
44. Edward Spearman	Livery-stable proprietor, Elizabeth-street, Redfern.
45. Eaton Ridley	Second-class constable of police, Redfern.
46. Joseph Bradwell	Senior-sergeant of police, Woolloomooloo.
47. Arthur Stocks Cook	Senior-constable of police and clerk to District-Inspector Lenthall, Sydney.
48. Mrs. Annie Brown	Married woman, Waterloo.
49. William John Castles	First-class constable of police, Darlinghurst.
50. Louis Crosbie	Driver, 67, Pitt-street, Redfern.
51. Miss Mary Kerrigan	Pitt-street, Redfern.
52. Mrs. Margaret Kerrigan	do do.
53. Owen Crilley	Carrier, 81, Darlington-road, Darlington.
54. Michael Madigan	Farrier, Raglan-street, Darlington.
55. William Stanger Kelk	Deposition clerk, Redfern and Newtown Police Courts.
56. George O'Donnell	Gentleman, 100, Pitt-street, Redfern.

XV

INDEX.

	PAGE.
Brull, Mrs. Margaret—Evidence <i>re</i> charge I	5
Bell, Robert, senior-sergeant of police, Redfern—	
Evidence <i>re</i> charges II and III	21
Do charge VI	89
Do charges VII and IX	127
Do charge XIV	222
Bruce, Frederick William, 2nd-class constable of police, Redfern	26
Brennan, Patrick McEvoy, 2nd-class constable of police, Redfern	29
Brewin, Richard Henry, night-watchman, and special-constable of police, Redfern	36
Bath, Henry, carter for Jones & Co., produce merchants, Regent-street, Redfern	138
Bradwell, Joseph, senior-sergeant of police, Woolloomooloo—Evidence <i>re</i> charge XI	181
Brown, Mrs. Annie—Evidence <i>re</i> charge, XII	183, 212
Charges, List of	XIX
Charge I—	
Lawless, Edmund, Inspector of police	evidence 1
Swan, William Richard, constable	do 3
Do do	recalled 11
Brull, Margaret, Mrs.	evidence 5
Quelch, William Edward, senior-constable	do 6
Do do	recalled 11
Robinson, Frederick, constable	evidence 9
Vane, Thomas, sergeant of police	do 10
Chaseling, Isaiah, assistant teacher, Department of Public Instruction	do 9
Levien, Robert Henry, M.P., solicitor	do 93
Smithers, George Henry, Stipendiary Magistrate	do 99
Charges II and III—	
Edwards, George Henry, constable	do 12
Lawless, Edmund, Inspector of police	do 16
Bell, Robert, senior-sergeant of police	do 21
Harrison, George Cress, constable	do 22
Quelch, William Edward, senior-constable	do 22
Friend, Richard, licensee of "Imperial Hotel," Redfern	do 24
Charges IV and V—	
Bruce, Frederick William, constable	do 26
Brennan, Patrick McEvoy, constable	do 29
Brewin, Richard Henry, night-watchman and special-constable of police	do 36
Edwards, George Henry, constable	do 40
Quelch, William Edward, senior-constable	do 42
Do do	recalled 55
Kidd, Archibald, constable	evidence 50
Willson, Charles, constable	do 52
Guthrie, Samuel Brown, constable	do 57
Fitzgerald, Maurice, constable	do 60
Charge VI—	
Somerville, William, journalist	do 60
Coghlan, Thomas, clerk, Charities Department	do 61
Do do	recalled 97
McIntosh, John, constable... ..	evidence 67, 163
Newcombe, William A., clerk, Charities Department	do 70, 99
Farnell, James Abbott, clerk, do	do 76
Quelch, William Edward, senior-constable	do 77
Bell, Robert, senior-sergeant of police	do 89
Lawless, Edmund, Inspector of police	do 92
Wilson, John, senior-constable	do 106

Charges, List of (*continued*)—

PAGE.

Charges VII and IX—

Lambert, John, constable	evidence	102
Quelch, William Edward, senior-constable	do	105
Do do	recalled	108, 115, 119, 131
Pogson, Biron, grocer, Redfern	evidence	113
Shaw, William David, senior-constable	do	116
Kidd, Archibald, constable	do	118
Vane, Thomas, senior-sergeant of police	do	119
Watts, Edward, watchman, Railway Department	do	122
Lawless, Edmund, Inspector of police	do	124
Houlahan, John, sergeant of police	do	125
Harrison, George Henry, senior-constable...	do	126
Bell, Robert, senior-sergeant	do	127
Ingram, John, constable	do	127
Corcoran, Patrick, senior-constable	do	129

Charges VIII and IX—

Hill, Edmund, constable	do	133
Whitehair, Frederick, constable	do	138, 156
Bath, Henry, carter	do	138
Fitzgerald, Maurice, constable	do	140
Christison, James, constable	do	141
McIntosh, John, constable	do	143
Proctor, George, senior-constable	do	143, 155
Ingram, John, senior-constable	do	144
Pogson, Biron, grocer... .. .	do	145
Robinson, Catherine, Mrs.	do	147
Quelch, William Edward, senior-constable	do	148, 163
Lawless, Edmund, Inspector of police	do	158
Robinson, Frederick, constable	do	160
Edwards, George Henry, constable	do	161

Charge IX—Embodied in charges VII and VIII.

Charges X and I—

Levien, Robert Henry, M.P., solicitor	do	93
---	----	----

Charge XI—

Cubitt, John, constable	do	163
Vane, Thomas, sergeant of police	do	165
Margoschis, Alexander, pawnbroker	do	166
Hill, Edmund, constable	do	167
Moore, Nicholas, constable	do	167
Edwards, George Henry, constable	do	169
Spearman, Edward, livery-stable proprietor	do	170
Houlahan, John, sergeant of police	do	173
Ridley, Eaton, constable	do	174
Quelch, William Edward, senior-constable	do	176
Lawless, Edmund, Inspector of police	do	180
Bradwell, Joseph, senior-sergeant of police	do	181
Cook, Arthur Stocks, senior-constable	do	182

Charge XII—

Brown, Mrs. Annie	do	183, 212
Edwards, George Henry, constable	do	186
Moore, Nicholas, constable	do	187
Castles, William John, constable	do	188
Christison, James, constable	do	190
Hill, Edmund, constable	do	191
Quelch, William Edward, senior-constable	do	192
Lawless, Edmund, Inspector of police	do	196

Charge XIII—

Crosby, Louis, driver, 67, Pitt-street, Redfern	do	196, 218
Kerrigan, Mary, Miss, Pitt-street, Redfern	do	201
Kerrigan, Margaret, Mrs., Pitt-street, Redfern	do	204
Quelch, William Edward, senior-constable	do	205
Do do	recalled	210
Robinson, Frederick, constable	evidence	213
Edwards, George Henry, constable	do	216, 221

xvii

Charges, List of (<i>continued</i>)—	PAGE.
Charge XIV—	
O'Donnell, George, gentleman, 100, Pitt-street, Redfern evidence	87
Bell, Robert, senior-sergeant do	222
Lawless, Edmund, Inspector of police do	223
Quelch, William Edward, senior-constable do	225
Moore, Nicholas, constable do	227
Shaw, William David, senior-constable do	227
Charge XV—	
Crilley, Owen, carrier, 81, Darlington-road, Darlington do	230
Madigan, Michael, farrier, Raglan-street, Darlington do	232, 238
Quelch, William Edward, senior-constable do	234
Kelk, William Stanger, deposition clerk, Redfern and Newtown Police Courts do	236
Christison, James, constable do	239
Corcoran, Patrick, senior-constable of police, Redfern—Evidence <i>re</i> charges VII and IX	129
Chaseling, Isaiah, assistant teacher, Redfern Public School	9
Coghlan, Thomas, clerk, Charities Department	61, 97
Christison, James, 1st-class constable of police, Redfern—	
Evidence <i>re</i> charges VIII and IX	141
Do charge XII... ..	190
Do do XV	239
Cubitt, John, 1st-class constable of police, Redfern	163
Cook, Arthur Stocks, senior-constable of police, and clerk to District-Inspector Lenthall—Evidence <i>re</i> charge XI	182
Castles, William John, 1st-class constable of police, Darlinghurst—Evidence <i>re</i> charge XII	188
Crosby, Louis, driver, Pitt-street, Redfern—Evidence <i>re</i> charge XIII	196, 218
Crilley, Owen, carrier, 81, Darlington-road, Darlington—Evidence <i>re</i> charge XV	230
Edwards, George Henry, 2nd-class constable of police, Redfern—	
Evidence <i>re</i> charges II and III... ..	12
Do do IV and V... ..	40
Do do VIII and IX	161
Do charge XI... ..	169
Do do XII	186
Do do XIII	216, 221
Friend, Richard, licensee of "Imperial Hotel," Redfern	24
Fitzgerald, Maurice, 1st-class constable of police, Redfern—	
Evidence <i>re</i> charges IV and V... ..	60
Do do VIII and IX	140
Farnell, James Abbott, clerk, Charities Department	76
Garlick, John, shorthand-writer to Commission, sworn... ..	12
Guthrie, Samuel Brown, 3rd-class constable of police, Redfern	57
Houlahan, John, sergeant of police, Redfern—	
Evidence <i>re</i> charges VII and IX	125
Do charge XI	173
Harrison, George Henry, senior-constable of police, Redfern—Evidence <i>re</i> charges VII and IX... ..	126
Hill, Edmund, 2nd-class constable of police, Redfern—	
Evidence <i>re</i> charges VIII and IX	133
Do charge XI	167
Do do XII	191
Harrison, George Cress, 2nd-class constable of police, Redfern—Evidence <i>re</i> charges II and III	22
Ingram, John, senior-constable of police, Redfern—	
Evidence <i>re</i> charges VII and IX	127
Do do VIII and IX	144
Kidd, Archibald, 1st-class constable of police, Redfern—	
Evidence <i>re</i> charges IV and V... ..	50
Do do VII and IX	118
Kerrigan, Miss Mary—Evidence <i>re</i> charge XIII... ..	201
Do Mrs. Margaret—Evidence <i>re</i> charge XIII	204
Kelk, William Stanger, deposition clerk, Redfern and Newtown Police Courts—Evidence <i>re</i> charge XV	236
Lawless Edmund, Inspector of police, Redfern—	
Evidence <i>re</i> charge I	1
Do do II	16
Do do III	16
Do do VI	92
Do do VII and IX	124
Do do VIII and IX	158
Do do XI	180
Do do XII	196
Do do XIV	223
Levien, Robert Henry, M.L.A., solicitor, Sydney	93

	PAGE.
Lambert, John, 2nd-class constable of police, Redfern—Evidence <i>re</i> charges VII and IX	102
Margoschis, Alexander, pawnbroker, Regent-street, Redfern	166
Moore, Nicholas, 2nd-class constable of police, Redfern—	
Evidence <i>re</i> charge XI...	167
Do do XII...	187
Do do XIV...	227
Madigan, Michael, farrier, Raglan-street, Darlington—Evidence <i>re</i> charge XV	232, 238
McIntosh, John, 2nd-class constable of police, Ashfield—	
Evidence <i>re</i> charge VI	67, 163
Do charges VIII and IX	143
Newcombe, William A, clerk, Charities Department	70, 99
O'Donnell, George, gentleman, 100, Pitt-street, Redfern—Evidence <i>re</i> charge XIV	87
Pogson, Biron, grocer, Regent-street, Redfern—	
Evidence <i>re</i> charges VII and IX	113
Do do VIII and IX	145
Proctor, George, senior-constable of police, Redfern—Evidence <i>re</i> charges VIII and IX	143, 155
Quelch, William Edward, senior-constable of police, Redfern—	
Evidence <i>re</i> charge I...	6, 11
Do charges II and III	22
Do do IV and IX	42
Do do V and IX	55
Do do VI...	77
Do do VII and IX	105, 108, 115, 119, 131
Do charges VIII and IX	148, 163
Do do XI	176
Do do XII...	192
Do do XIII...	205, 210
Do do XIV...	225
Do do XV...	234
Robinson, Frederick, 2nd-class constable of police, Redfern—	
Evidence <i>re</i> charge I	9
Do charges VIII and IX	160
Do charge XIII	213
Robinson, Catherine, Mrs.	147
Ridley, Eaton, 2nd-class constable of police, Redfern	174
Swan, William Richard, 1st-class constable of police, Redfern—	
Evidence <i>re</i> charge I	3
Do do I	11
Smithers, George Henry, Stipendiary Magistrate, Sydney—Evidence <i>re</i> charge I	99
Shaw, William David, senior-constable of police, Redfern—	
Evidence <i>re</i> charges VII and IX	116
Do charge XIV	227
Somerville, William, journalist, Sydney	60
Spearman, Edward, livery stable proprietor, Elizabeth-street, Redfern	170
Vane, Thomas, senior-sergeant of police, Redfern—	
Evidence <i>re</i> charge I...	10
Do charges VII and IX	119
Do charge XI...	165
Watts, Edward, watchman and special-constable of police, Railway Department, Eveleigh—Evidence <i>re</i> charges VII and IX	122
Whitehair, Frederick, 2nd-class constable of police, Redfern—Evidence <i>re</i> charges VIII and IX	138, 156
Willson, Charles, 2nd-class constable of police, Redfern	52
Wilson, John, senior-constable of police, Redfern	106

**LIST OF CHARGES BROUGHT BY MR. J. R. DACEY, M.L.A., AGAINST
SENIOR CONSTABLE W. E. QUELCH.**

1. That some time ago he brought an action against the lessee of the "Somerset Hotel," Redfern, for selling drink within prohibited hours. He also charged a brother policeman named Swan with being present in the hotel and drinking within those prohibited hours. Quelch swore that he looked through the keyhole and saw Constable Swan drinking a glass of beer. The evidence was so conflicting that the Magistrate decided to go and inspect the premises for himself, with the result that when he looked through the keyhole of the door he could only see a man's legs in the position indicated by Quelch.
2. That in contravention of the strict instructions of the Inspector-General, who orders that no constable shall in any way try to trick a publican into supplying liquor within prohibited hours, Quelch disguised a young new policeman and sent him into an hotel next the Fishmarket before 6 o'clock in the morning to appeal to the publican for a drink. Quelch got a conviction by that, in my opinion, most contemptible action.
3. That similarly he sent the same constable, disguised as a driver, into a hotel next McMahon's stables. He was disguised as one of McMahon's drivers; the result was that the lessee of that hotel was also fined.
4. That some short time ago a constable named Bruce was on duty at the Baptist Estate, near Moore Park, when he saw three men prowling about in a suspicious manner. He went over to see what they were at, and they ran away. He chased the men actually into the arms of Quelch. Quelch heard their yarn, which was that they were dairymen going to the Farmers' and Dairymen's Milk Supply Company to get milk for their customers, but, strange to say, they said they lived at Pymont. Quelch did not see the absurdity of that, but he took down these men's names and let them go. A few minutes afterwards Bruce went back on their tracks and discovered a sack full of pigeons which these men had evidently stolen.
5. That, shortly after this, there was a robbery at Botany-road, at a boot store kept by a man named Riddle. Constable Brennan saw three men in front of Riddle's shop under rather suspicious circumstances, and he tried to get near them. When he got within about 60 yards of them they ran away. He went after them and eventually arrested them with the assistance of Special-Constable Brewin. They gave their names and addresses, and he took them up to the station where Quelch was. They gave different names and addresses to Quelch, and one of them gave the self-same name that one of the pigeon stealers gave a few nights previously. Notwithstanding that, Quelch released these men. While these men were standing there in the presence of Quelch they actually had on their persons the stolen boots out of Riddle's shop. The arresting constable appealed to Quelch to wait until he went back to see if a robbery had been committed; but he refused to do so, because, as I think I will show, Quelch was in league with these men, whom he twice saved from the clutches of the law. These men were released, and afterwards the robbery was discovered. A couple of nights afterwards the same three men committed a burglary at Cohen's jewellery shop, King-street, Newtown, or rather two of them did. Seeing their names recorded, I suppose in the books which the police have, Brennan went there and found two of the burglars who had been concerned in the robbery of Riddle's boot store, but he had some difficulty in getting the third. If Quelch had arrested these men when they were caught in connection with stealing pigeons, Riddle's boot store would not have been broken into, nor would Cohen's jeweller's shop.
6. That, in July, 1896, upon the advent of the Public Service Board, it was decided to remove the offices of the Director of Charitable Institutions from Myall House, Redfern, to Richmond Terrace, in the Domain. Pursuant to this determination the front part of the building was vacated, and all the things were removed. There was at the back of the premises a store containing boots, shirts, and other articles. There was a clerk named Coghlan there in charge during the daytime, and he was asked by the Director of Charitable Institutions to draw the attention of the police to the fact that the place was unprotected at night, and that it was necessary for them to keep an eye upon it. As far as I can ascertain the only man who received this information was Quelch. Coghlan showed him over the premises, and the amount of stock which the place contained, and, strange to say, about three nights afterwards the building was broken into under circumstances of the most suspicious character. Coghlan had told Quelch that he had left the store between 5 and 6 o'clock in the afternoon. On this particular night Coghlan returned, in company with another clerk named Newcombe. They stood outside the store door at the back of the main building for about ten minutes. The place where they stood yarning is not more than about 12 feet away from the doors behind which Quelch was hidden. One of the clerks finally went into the main building, and lit the gas, and called out, "What did you leave the middle door open for?" The door had also been taken off its hinges. The other clerk had been to one of the outhouses, and when he came out of the outhouse he put his knee against an empty case opposite an outhouse door broken off its hinges, and placed it in a line with some other cases. This so disturbed the burglar inside the door that he pushed the door open and rushed out. The man who rushed out of the building was, strange to say, Senior-constable Quelch. Coghlan said, "What is this?" whereupon Quelch said, "Someone has been in, and has got away over the fence."

7. That Constable Lambert was on duty one night, and heard a noise at Biron Pogson's grocery shop. He came up to the place to see what it was. He found the door open and Senior-constable Quelch inside with a bag of groceries. Quelch said, "Someone has broken into the place."
What I wish to draw particular attention to is that this case of attempted robbery of the grocery store has not been reported at head-quarters. That is a significant fact. Quelch was the officer to have reported it, but he has not yet made his report.
 8. That about six months ago Constable Hill, when on duty on the Botany-road, saw a man crossing the road in a slouch hat, and with a bag of something on his back. Hill approached the man, and was astonished to find that it was his senior officer, Quelch, who said, "It is all right, Hill, I have been getting some sand for my canaries."
 9. Mr. HOGUE: Does the honorable member charge this man with being a burglar?
Mr. DACEY: I do. I also charge him with being a perjurer, on the verdict of Mr. Smithers, the Stipendiary Magistrate.
 10. Mr. LEVIEN (Quirindi): I am not a believer in Quelch. I do not think that he is a man that will altogether speak the truth. There is no doubt he told a lie. I believe he is a liar beyond all doubt.
 11. Drunkenness in the Redfern Police Station.
 12. Misconduct in connection with the "Salutation Hotel."
 13. Misconduct in connection with one Crosby.
 14. Appropriation of Government money in connection with one O'Donnell.
 15. False swearing in the case against one Madigan, charged with cruelty to a horse.
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ROYAL COMMISSION—*Re* SENIOR-CONSTABLE W. E. QUELCH.

MINUTES OF EVIDENCE.

WEDNESDAY, 27 OCTOBER, 1897.

[The Commission sat in the Licensing Court, Central Police Station.]

Present:—

MR. WHITTINGDALE JOHNSON, S.M. (SOLE COMMISSIONER).

Mr. J. R. Dacey, M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared to support the charges; Mr. Charles Bull, M.P., solicitor, appeared to defend Senior-constable Quelch; Mr. E. Harris, shorthand-writer, Public Works Department, attended to take notes of the evidence.

Charge No. 1 was read:

“That some time ago he brought an action against the lessee of the “Somerset Hotel,” Redfern, for selling drink within prohibited hours. He also charged a brother policeman named Swan with being present in the hotel and drinking within those prohibited hours. Quelch swore that he looked through the keyhole and saw Constable Swan drinking a glass of beer. The evidence was so conflicting that the magistrate decided to go and inspect the premises for himself, with the result that when he looked through the keyhole of the door he could only see a man’s legs in the position indicated by Quelch.”

Mr. Abigail: The first thing I want to do in this No. 1 charge is to tender the original depositions in the case against Brull. [*Exhibit No. 1.*]

Edmund Lawless sworn and examined:—

1. *His Worship.*] What is your name? Edmund Lawless.
2. What are you? Inspector of Police, New South Wales.
3. *Mr. Abigail.*] Quelch is an officer at Redfern under your control? He is.
4. Is there any regulation in the force against constables spying-out and using disguises in order to bring about a prosecution against publicans? There is not.
5. You know that in this case of Brull’s, Quelch prosecuted him? Yes.
6. Under your instructions? I may say the information was given to me by the constable, and I signed the information upon that.
7. Following the usual practice? Yes.
8. You are sub-inspector under the Licensing Act? Yes.
9. There are two other sub-inspectors for your district? Yes.
10. Is it not the rule that unless the constable gets some instructions from a sub-inspector, it is not his duty to prosecute under the Act? No.
11. Anybody in the Police Force would be acting within his power to watch a public-house with a view to a prosecution? Certainly, if he thinks a breach of the Act is being committed.
12. *Mr. Bull.*] The Licensing Act makes provision for it?
- Witness:* If a constable passes a public-house and sees a breach of the Act being committed, and if he did not make a report, he is liable to be reported for it.
13. Does the Licensing Act allow any one to proceed for breach of the Act, except a sub-inspector? Any constable can lay the information.
14. *Mr. Abigail.*] Notwithstanding that he is not acting under the instructions of his sub-inspector? Certainly.
15. Has a constable any authority to watch outside a public-house for an hour and a half to enable him to lay information? I should not think so; I could not say whether he had instructions or not; unless he had instructions, he might be reported for loitering on his beat.
16. On the 7th January, 1894, had Quelch any instructions from you, or as far as you know, to wait outside a certain hotel for an hour and a half? Not from me.
17. Did not the fact that you were informed by Quelch that Constable Swan was seen off duty in an hotel at the time influence you to lay the information against Brull? From the report I considered it well to lay the information.
18. Was not the object to punish the publican as well as the constable? Of course.
19. Although he was off duty? You know the result of the case against Brull? The case was dismissed. After the magistrate came back from viewing the premises, he said he thought it possible that Quelch might have been mistaken, and he gave Brull the benefit of the doubt.
20. Did not the magistrate, after looking at the keyhole through which Quelch said he saw all he had reported, say it was impossible for him to have done so? No.
21. Did he say he did believe him? He did not, as far as I remember.
22. Do you know that Brull sent in a report complaining to the Inspector-General? I believe he did.
23. Quelch was called upon for a reply? He was.
24. And did reply? I think so.

E. Lawless.
27 Oct., 1897.

25.

- E. Lawless. 25. I wish to put in Brull's report [*Exhibit 2*], of 22nd January, 1894, with the reply and official minutes. You know that Inspector-General Fosbery said this, "I have already strongly expressed my opinion of officers acting as spies?" Yes.
- 27 Oct., 1897.
26. Did not you know that for one and a half hours Quelch watched outside Brull's Hotel? Yes.
27. Do you not know that the one and a half hours the Inspector-General mentioned in his report could be better employed thief catching, referred to the hour and a half Quelch watched outside Brull's hotel? I imagined it did.
28. You also know that Mr. Fosbery wrote a minute to the effect that Brull was a respectable man, and he trusted he was not going to be persecuted? Yes.
29. He added, "I think that Quelch should pay all expenses"? He did.
30. May I assume that you, in your position, would not commend any tactics of this sort? Not if I knew of them.
31. Am I right in assuming that when you laid this information against Brull that Quelch did not instigate you in any way? No; he told me he saw the constable drinking, and I sent my report in about it.
32. Had you known that Quelch had been spying through the keyhole for an hour and a half, would you have taken the responsibility of prosecuting? I would have been very loth, unless subsequent events led me to do so.
33. Was Quelch submitted to any punishment following upon the strong minute of the Inspector-General's? There was no punishment.
34. Do you know that Quelch, in his answer to a minute, said that his case was not closed when it was dismissed, and he had two constables outside to give further evidence? I heard that something to that effect was sent in.
35. Although you said all the evidence was brought? I believed so at the time.
36. Is this true: Quelch said, in his reply, that from the information laid, the instructions to prosecute were given by you? I always give instructions.
37. You laid the information? No; from information received by me.
38. You laid the information from information received from Quelch? Yes.
39. You did not know anything about the "Somerset Hotel" until the complaint was laid the following morning? No.
40. How long would it take for Quelch to walk from "Somerset Hotel" to Redfern Police-station? About six or seven minutes.
41. From five to seven minutes? Six or seven minutes.
42. *Mr. Bull.*] Quelch, as senior-constable, has authority under the Licensing Act to enter hotels? No; without he sees something.
43. Could he not enter if he suspected a breach was being made? If the door was open.
44. Supposing Quelch was on duty after closing hours, and saw something which indicated that a breach of the Act was being done in an hotel, would it be his duty to see what was being done and report it? Certainly.
45. Supposing that while watching he saw a constable in the hotel after hours, would it be his duty to watch and report the conduct of that constable? Certainly.
46. There are rules for the government of the police, which are supplied to the members of the force? Yes.
47. And Constable Swan would have a copy of them? Yes.
48. Rule 58 relates to constables frequenting hotels and accepting drinks from any person while on duty. He would have knowledge of that rule? Certainly.
49. *His Worship.*] In this case I understand that Swan was not on duty. It does not apply to this case.
50. *Mr. Bull.*] Was there not some difference in the case of Mr. Brull with regard to the time Quelch was watching the house? I think there were some contradictory statements.
51. Do you know that in this case Quelch never entered the hotel? As far as I know.
52. Were not the depositions of the case taken out of court by Mr. Smith, the solicitor, and read to witnesses in the court-yard? Yes.
53. Although the witnesses had been ordered out of the court? Yes, I pointed it out at the time, and I expressed my strong opinion about such conduct.
54. Did not you, as officer in charge of the prosecution, characterise Mr. Smith's conduct as gross impertinence, and draw the magistrate's attention to it? I did.
55. Was it not after the depositions, or portion of them, had been read to the witnesses by Mr. Smith, that he called these very witnesses? Yes.
56. How long has Quelch been in the force? Since 1887—before I took charge.
57. Since you had charge of the division, has he not been chosen as an officer to work under the Licensing Act? Yes.
58. Working with Senior-sergeant Vane and other officers? Yes.
59. Has he not been sent to act under other sub-inspectors? Yes, applications having been made for him.
60. Would you say he is a zealous, fearless officer? Yes.
61. *Mr. Abigail.*] With reference to the question asked by Mr. Bull, relating to the depositions taken out of the court, do you mean the depositions were taken out during the progress of the case? I do.
62. Do you wish the Commission to believe that Mr. Smithers let Mr. Smith take out the depositions during the progress of the case? They were taken out.
63. When all the evidence had been given for and against, did not the magistrate decide the case from what he himself saw through the keyhole?
64. *His Worship.*] That question is quite inadmissible.
65. *Mr. Abigail.*] No decision was given by the magistrate until he had looked through the keyhole? I do not know.
66. And do you say you do not know the magistrate was there? Of course he was there.
67. And you say you do not know he looked through the keyhole? He went there for that purpose.
68. Did not the magistrate say he went to look through the keyhole, and could not see? He did not. He said Quelch might have been mistaken.
69. You were asked your opinion about Quelch as an officer; how long has he been in your division? Since 1891.

70. How many complaints have been made against him? I could not tell you. Perhaps one or two.
71. How many complaints have been minuted? There might have been two.
72. Has he been disrated once? Not in my time.
73. Was he promoted? Yes.
74. After the strong minute of the Inspector-General? Yes.
75. How soon after? I do not know; six or twelve months.
76. Was not there a report sent in against him? I do not remember, unless it was by Brull.
77. Not by Brull? I do not remember.
78. Do you not know that there were strong minutes recommending him for promotion? No; other people could recommend him.
79. Would it not have to filter through your hands? Yes.
80. Could any of your subordinates be promoted without a recommendation from you? Yes.
81. Without you minuting it? Just possible, but not probable.
82. Was it done in Quelch's case—was he promoted on recommendations other than your own? There were others.
83. Who was it? Superintendent Read.
84. With no remarks by you? I might have said a few remarks about his activity, and what I might say about any officer.
85. How many officers have you recommended for promotion since you have been there? I could not tell you.
86. Are there not only two—Quelch and Dukes? I have recommended nearly a dozen; but they have not got promotion.
87. Were there only two cases where promotion was given—Quelch and Dukes? No.
88. *Mr. Bull.*] McLean? Yes; but he went as a detective.
89. With regard to Mr. Smith taking part of the depositions out of the court, the case was on Tuesday, and then adjourned till Thursday? Yes.
90. Was it on the morning of Thursday that Mr. Smith took the depositions into the court-yard? No; while the court was on.
91. *Mr. Abigail.*] I have the depositions all in as evidence. The evidence of Griffiths and Swan only was taken after the depositions had been read.
92. *Mr. Bull.*] No; there was Mrs. Brull's as well.

E. Lawless.
27 Oct., 1897.

William Richard Swan sworn and examined :—

93. *Mr. Abigail.*] What is your name? William Richard Swan.
94. You are a police constable at Redfern? No, at No. 2.
95. Formerly at Redfern? Yes.
96. You remember the case of Brull, "Somerset Hotel," in which you gave evidence? Yes.
97. Were you at the "Somerset Hotel" when the Magistrate went out? Yes.
98. Did he look through the keyhole? Yes.
99. What did he say when he came back? He said he was quite satisfied Quelch had made a mistake.
100. He said that when he came back from the hotel? Yes.
101. You know that Quelch had previously sworn that on the 6th of January, two days previously, he saw you drinking in the hotel? Yes.
102. He was looking through the keyhole and could see you and others? Yes.
103. Did you have any drink at all? Not after 11 o'clock.
104. Were you on or off duty? Off duty, and in plain clothes.
105. Did you go on duty at 2 o'clock that morning? No, at 10 o'clock next morning.
106. Did you ever stand in the passage-way, or in any position on that night where you could have been seen by Quelch looking through the keyhole? No.
107. Although he did swear he saw you; you know that? I have been told so.
108. You first saw Quelch that night about 12:20? Yes; when I was first coming out I saw Quelch watching.
109. He was in Phillip-street then, the intersecting street near the hotel? Yes.
110. You left at 1:20 and met Quelch then? He overtook me.
111. Just when you got outside the hotel door? When I got a hundred yards up the street.
112. I suppose Quelch between 12:20 and 1:20 could have gone up to Redfern Station in that time? Yes.
113. It is only about five minutes' walk? Yes.
114. Did you look through the keyhole? Yes.
115. Could you see anything but the legs of a man in the position indicated by Quelch in his evidence? No.
116. Could you see a man in the act of raising a glass to his mouth? No.
117. Looking through that keyhole could Quelch or any one else see who was sitting round the table? No.
118. They would not be in the line of vision? No.
119. Did you leave the hotel with two companions? No.
120. Did you leave alone? Yes; there was another one followed me up afterwards.
121. But you left alone? Yes.
122. Who was the man? Griffiths.
123. Do you know that Quelch produced a pattern of the keyhole to show the size and the extent of the view through it? Yes.
124. Until you came out of the hotel and were accosted by Quelch could he have had an opportunity of seeing you? Not until I came to the door to come out.
125. Did you go to that hotel for the purpose of getting drink? I went there to meet a friend, Mr. Cooke.
126. Did you go by appointment? Yes.
127. Is he an alderman of Wagga? Yes.
128. Did he not come purposely all the way from Wagga to give evidence in the case? Yes.
129. In your evidence you stated that you were very much surprised to learn that Quelch was in the station at 12:20 a.m.? Yes.
130. That was the time you saw him over the road in Phillip-street? Yes; outside the hotel.
131. *Mr. Bull.*] How long have you been in the force? Ten years.

W. R. Swan.
27 Oct., 1897.

- W. R. Swan. 132. Where have you been? Eight years and three months at Redfern, the remainder at No. 2.
 27 Oct., 1897. 133. You are an ordinary constable? First-class.
 134. I suppose the statement you gave in the case of Brull's was true? Yes.
 135. Have you read it since? No.
 136. Did you swear this: "I was going out at 12:20. I saw Quelch opposite. I thought it would be judicious to wait. I went out at 1:20 with Griffiths. We saw a man come up"—I may have made a mistake, it is four years ago. What I said then was true.
 137. If then you swore you came out by yourself, you are mistaken? Yes.
 138. It is not true what you have sworn to-day about coming out by yourself? I was mistaken.
 139. What is in the depositions is true? I have not seen them since.
 140. Did you swear this: "I went back to defendant's hotel in the evening to see Cook. I met him at 2 p.m., and made an appointment for 10 p.m."? I do not recollect.
 141. Do you remember swearing to this: "I met him (Cooke) at 2 p.m., and made an appointment for 10 p.m." Do you swear that is true? Yes.
 142. Do you know Cooke in that case swore he did not arrive from Wagga until that same evening at 6? He could not say so.
 143. Were you in court when Cooke gave evidence? No.
 144. Do you know he swore to this: "I am a baker living at Wagga. I know the defendant (Brull). I arrived in the city at 7 p.m. last Saturday week." He is speaking on the 16th. Would not last Saturday week from the 16th be the 6th? Yes.
 145. Do you not know that Cooke swore that very thing? I did not hear it.
 146. Cooke swore: "I put up at defendant's. I went out and returned with a friend named Griffiths, and stayed all night. When we returned we found Swan there"? I think that was a mistake.
 147. He goes on to say: "I had made an appointment with him; he was late." Do you say now that you made an appointment with Cooke that day at 2 o'clock? Yes.
 148. But he did not arrive till that night!
 149. *Mr. Abigail.*] He arrived in the morning? I do not know.
 150. *Mr. Bull.*] "I arrived in Sydney at 7 p.m. last Saturday" the deposition says.
 151. *His Worship.*] Was an appointment made by letter? No.
 152. Where? At the hotel.
 153. *Mr. Bull.*] Do you know Brull gave evidence? Yes.
 154. Do you remember Cooke saying this: "I put up at defendant's. I went out and returned with a friend named Griffiths, who stayed all night. When we returned we found Swan there. I had made an appointment with him, but was late. He refused to have a drink at my request? Yes; I had a cigar."
 155. Do you remember Brull giving evidence and saying that you had a drink? Not after 11.
 156. This is what Brull swore: "Cooke visited me from Wagga Wagga. He stayed until last Wednesday. Walter Griffiths, a friend, stayed there that night. Swan was there, and had a drink before 11." Yes; before 11.
 157. Cooke swears that you refused to have a drink? Cooke did not come till 11:30.
 158. He says "He was sober. He refused to have a drink at my request. I gave him a cigar from my pocket." Is that true? Yes.
 159. They both cannot be true? I had a drink at 11.
 160. Right at 11? About 11.
 161. You stayed at this hotel till 1:15 or 1:20 in the morning? Yes.
 162. You know that Quelch fixes 1:30 as the time you came out? When he came up to me he said it was 1:20.
 163. Quelch says 1:30? That was not true.
 164. Mrs. Brull swears the same thing? I do not suppose she noticed the time.
 165. Just to show your mistake in saying you came out by yourself, Mrs. Brull swore this: "He (Cooke) came in at 11:30 with Griffiths; he asked for drinks; Swan refused to have one; one was not supplied to him"—was that true? That is true; I did not have a drink.
 166. "Swan refused to have one, and one was not supplied to him; it was after 11 p.m.; he had no drinks subsequently; after 12, midnight, Swan wanted to go; I cannot say I heard his reason for not going; about 1:30 he left with Griffiths; no one else went out"—was Mrs. Brull mistaken? I had a drink at 11.
 167. *His Worship.*] I do not think this throws much light on the matter.
 168. *Mr. Bull.*] You remember Quelch speaking to you when you came out? When I came out at 1:20 he said: "This is a nice time to come out of an hotel."
 169. What did you say to him? I did not say anything, because I was so vexed.
 170. He rebukes you about coming out of an hotel, and you have nothing to say for yourself? No, because I was so vexed.
 171. Is that your only reason? Yes.
 172. Do you remember giving this reason: "Quelch came up to me and spoke to me, saying, 'This is a nice thing, Swan, coming out of an hotel at this hour;' he spoke in such an angry manner that I would not answer him for fear of a quarrel"?
 173. *Mr. Abigail.*] That is what he says now.
 174. *Mr. Bull.*] You have been eleven years in the force; how many times have you been punished as a police officer? Several.
 175. Over a dozen? About that.
 176. Just as an instance: In March, 1889, when you were at Redfern, were you fined for being under the influence of drink? Yes.
 177. In April next year were you fined for neglect of duty? No.
 178. Do you know your defaulter's sheet is here? I have never been punished for neglect of duty.
 179. Were you not punished by your wages being kept off? No.
 180. "May, 1891, losing a warrant"—were you reprimanded? Yes; it dropped out of my pocket.
 181. Did you report it? I did.
 182. On "21st June, 1892, absent from parade"—were you reprimanded for that? Yes.
 183. On 8th July, 1892, was your pay reduced for fourteen days for being in an hotel while on duty? Yes.

184. In 1893, June, and in November, two cases of neglect of duty, and reprimanded in each case? I have not been fined or reprimanded for neglect of duty. W. R. Swan.
185. Both cases were for neglect of duty? Never. 27 Oct., 1897.
186. On 26th March, 1894, were you fined and your pay reduced for neglect of duty? I do not understand these cases of neglect of duty.
187. Were you not reported for them and your pay reduced? When I was charged it was for not working my beat.
188. Was not that neglect of duty? I suppose so.
189. On 2nd September, 1894, you were again fined by being reduced for being in an hotel? Yes.
190. 6th June, 1895—again in hotel while on duty? Yes.
191. On 5th July, 1895, further neglect, again fined? I was reported once for being five minutes late; I was persecuted.
192. *Mr. Bull.*] Who was your officer—was it Corcoran who persecuted you? Yes.
193. How long have you been in No. 5? About 2½ years.
194. Have you a clean sheet? No, I was reduced for fourteen days for getting into a tram while in motion.
195. You were fined 7s.? Yes; I was also reprimanded for being half an hour late for parade the first time in eleven years, and was reduced for one week for being in an hotel.
196. With regard to Cooke, how long have you known him? Several years.
197. What is his Christian name? Charles—Charlie Cooke.
198. Has he no other Christian name? I do not know.
199. You say he is an alderman of Wagga? He was not then, but is now.
200. You say he was not an alderman then? Not at that time.
201. You have ascertained that fact since? Certainly.
202. Would you be surprised to know that he was not elected till 1896? He has only lately been an alderman.
203. When he was referred to at the time of this case he was simply Charlie Cooke? Yes.
204. With regard to what was said by Mr. Smithers, did he not say this, "That he thought Quelch was mistaken, and that he would give defendant the benefit of the doubt"? Yes.
205. Were you asked to attend on the visit of the magistrate at the hotel? No.
206. You were sitting at the same table in the parlour; it was alleged Quelch saw you on that morning? Yes.
207. You were not asked to go? No; I had been home and saw the magistrate coming, and I waited for him.
208. You were there on duty? No.
209. You were really there to find out if the magistrate had examined the keyhole. Did you not ask Mr. Brull if the magistrate had been there? No.
210. Do you remember Mrs. Brull, in her evidence on the 18th, the day the case was dismissed, saying this, "I supplied Swan before 11 with a drink. I did not afterwards. Swan came in to-day to see if the magistrate had examined the keyhole. Swan occasionally comes to our place when off duty." Can you now swear the other thing? I do not remember it.
211. You do not remember it? I do not.
212. Cooke, in his evidence says, "I arrived in Sydney 7 p.m. last Wednesday week." Do you remember that? Yes.
213. "I was a lodger. I went to the hotel about 7 p.m. When we returned we had a drink." What do you say about that? I think you will find it is 7 a.m., not 7 p.m.
214. *Mr. Abigail.*] There is evidently a mistake in the depositions. It is certainly meant for 7 a.m.
215. *Mr. Abigail.*] At no time did you leave the hotel with two men? No.
216. You left, and Griffiths followed afterwards? Yes.
217. At the time you did not know what Brull swore. You were called afterwards? Yes.
218. One of the charges against you is for being ten minutes late coming off duty. That means you were ten minutes longer on duty than necessary? Yes.
219. And for your industry you were fined? I was reprimanded?
220. You have known Cooke for some years? Yes.
221. Was there any ill-feeling between you and Quelch? No.

Mrs. Brull sworn and examined:—

222. *Mr. Abigail.*] What is your name? Margaret Brull. Mrs. Brull.
223. You are the wife of Joseph Brull? Yes. 27 Oct., 1897.
224. You are now in the grocery business? Yes; for some time now.
225. You have no connection with the hotel business? No.
226. Will the President please have Mrs. Brull's depositions read? *[Depositions read.]* You remember giving evidence in that case brought against your husband? Yes.
227. Do you remember if the key was in the door that night? The key was always in the door to my knowledge.
228. Anyone standing outside and looking through the keyhole could see anyone sitting round the table? No.
229. You have looked through the keyhole and tested this question? Yes.
230. You know the door through which Quelch swore drinks were supplied? I do.
231. Was it possible to see the faces of men standing at the table? No, not at all.
232. If drinks were served through the door it would open out against that keyhole? Yes, the door would open out against the keyhole.
233. You could not serve drinks without that door being open? No.
234. Did Swan ever stand there at all? Not to my knowledge.
235. Do you remember when Cooke arrived? He came by the 6 o'clock train in the morning.
236. And then he went out and returned about 7 o'clock? Yes.
237. He was in and out of the hotel, and when he came back Swan was waiting for him? Yes.

- Mrs. Brull. 238. Could anyone looking through the keyhole see drinks being served at the table? Not at all.
 239. As a matter of fact did Swan drink after 11? Not at all.
 27 Oct., 1897. 240. Did he refuse? Yes.
 241. *Mr. Bull.*] When did you leave this hotel? In the same year as the case.
 242. That would be in 1894? November or December.
 243. You have not been in the hotel business since? No.
 244. Were you in court when Cooke gave evidence against your husband? No.
 245. Would you be surprised to know that he came to Sydney on the 6th at 7 o'clock p.m. that day? I would be surprised.
 246. That is clearly an error in the depositions? He came in the morning because I was not up out of bed when he came.
 247. *Mr. Bull.*] You remember Swan coming to the hotel? Yes.
 248. He was there before Mr. Smithers got there? Yes.
 249. Were you and he in conversation before he came? No.
 250. He asked if the magistrate had come down? That is all to my knowledge.
 251. Do you remember swearing this: "I supplied Swan before 11 p.m. with a drink. I did not afterwards. Swan came in to-day to see if the magistrate had examined the keyhole. Swan occasionally comes to our place when off duty." Did you say that? Yes.
 252. Did he ask you if the magistrate had been there? Yes.
 253. And if he had examined the keyhole? Yes.
 254. Do you remember how long he had been there before Mr. Smithers came? Not many minutes.
 255. Did he have a drink? Not to my knowledge.
 256. He was a customer of yours? When off duty.

William Edward Quelch sworn and examined:—

- W.E. Quelch. 257. *His Worship.*] What is your name? William Edward Quelch.
 27 Oct., 1897. 258. What are you? Senior-constable at Redfern.
 259. *Mr. Bull.*] How long have you been in the force? At Redfern, since January, 1887.
 260. And before that? At D. Jones & Co's, for a short time.
 261. In what capacity? As storeman. Previous to that I was in the Water Police, and before that from 3rd April, 1873, to 5th December, 1885, I was in Her Majesty's Imperial Service, in the Royal Navy. I completed my time, and took my discharge on the 5th December, 1885, and joined the Water Police on 7th December.
 262. In what year? 1885. Altogether I have been twenty-five years in the Queen's service. I have testimonials covering the whole time.
 263. Do you remember 1894? I do.
 264. And the 6th January, 1894? Yes, a Saturday.
 265. You were on duty that night? Yes.
 266. What time did you go on? Ten o'clock.
 267. During the night you were in the vicinity of the hotel kept by Brull? Yes; previous to that I was with Vane up to 12 o'clock.
 268. Where did you leave Vane? At the Redfern Station. He took me in at 12 o'clock, and immediately after I left the station, on duty, about 12-20.
 269. How far is this hotel of Brull's from the station? At least 300 yards.
 270. You were in the vicinity of that hotel? Yes; when I got down Pitt-street, in view of the hotel, I saw a glimpse of light coming through the bar-door. The parlour in Pitt-street was fully lit up, and the hall in Phillip-street was lit up. At that time of night I considered it my duty to see if anything was wrong. I heard a female voice in the bar. I heard the noise of glasses rattling, and the beer-engine at work.
 271. You heard the voice of a female in the bar, and then saw Constable Swan? Yes.
 272. You were there from 12-30 to 1-10, and Swan passed some remark to the publican if they were not going to bed? Yes.
 273. Were the depositions you made at Redfern Police Station, with regard to the circumstances, true? Perfectly true. I will swear to them to-day.
 274. You mean you are as positive to-day as you were then? Yes.
 275. In those depositions you swore you saw Swan supplied with liquor? I did.
 276. Is this a plan which you had prepared of the inside of the house? Yes.
 277. *Mr. Abigail.*] I object to this.
 278. *Mr. Bull.*] I am simply asking if it is a plan. Which door were you standing outside of? The Pitt-street parlour door.
 279. And looking through the parlour-door, what is in front of you? In view of the key-hole you can see the door leading from the bar to the parlour, which remained open the whole time.
 280. And from that position you swore you saw what you deposed to in that case? I did.
 281. Was the key in the keyhole? No.
 282. When the case was on at Redfern, did any one suggest that the key was in the door? No one, not even the publican.
 283. The presiding magistrate was asked to go and inspect the keyhole? Yes.
 284. Not the keyhole with the key in? No.
 285. This is an impression of the keyhole produced at the trial? Yes.
 286. I put this in as an exhibit (No. 3.) It is a sketch of the keyhole from the outside? Yes; I produced it in my evidence.
 287. I understand you made a report? I did.
 288. Can you tell me what you said in that report? There would only be the rough information at the time. The rough book is not here.
 289. Did you enter into some book a report of the matter? No; the watchhouse-keeper does that.
 290. Did you dictate? Yes; I reported the circumstances, and they were noted.
 291. What time was that report made? I do not know exactly; but it must have been made instantly for the summons to be issued.

W. E. Quelch.

27 Oct., 1897.

292. At the first convenient time? Yes.
293. Was any officer there then? Sergeant Houlahan.
294. How many persons did you see leaving the hotel before speaking to Swan? Three men were let out of the side-door—Swan, Griffiths, and the other I did not know. I went right up to them.
295. When did you speak to Brull? When Swan went home I went back to the hotel and spoke to Brull. Brull said to me, "Do not report the matter this time, for the sake of the constable."
296. Is that what you refer to in your deposition when you say, "I spoke to him (Brull). The licensee asked me not to report the matter for the sake of the constable. I accused defendant of supplying liquor after hours"? Yes. I said I should not do anything of the sort. I would report it to my inspector.
297. Do you remember the circumstance of the depositions? I do.
298. Mr. Carter Smith was the solicitor for Brull? Yes. The depositions were obtained somehow from the clerk's desk by Mr. Smith and taken into the yard near the urinals, and read to the witnesses who had been examined and ordered out of court and the witnesses—Mrs. Brull and Griffiths—who had not given their evidence.
299. You made a complaint? The inspector brought it under the notice of Mr. Smithers, and he gave instructions for Mr. Smith to be brought into court and hand over the depositions to the clerk.
300. The case was dismissed? Mr. Smithers went to the hotel, and when he came back he said he would dismiss the case, as he thought I might have been mistaken, and he gave the publican the benefit of the doubt.
301. You intended to call other witnesses when the case was closed? I intended to call them to give evidence that I was at the station when it was sworn that I was at the hotel. I reported it to the Inspector-General that I had these witnesses to call.
302. This is the first report you made as far as Swan was concerned? Yes. My object was not for the purpose of getting a case against the publican, but, as the senior constable, to see about Swan, and I had to be guided by my inspector, no matter who it was for or against.
303. *Mr. Abigail.*] You have admitted that your only object in looking through the keyhole was not to get the publican into trouble, but to get a complaint against Swan? It was my duty as —. [*Interrupted.*]
304. I do not want to know that, or hear you make speeches. You have admitted that your object was to see after Swan? Yes.
305. Had you any right, not being licensed under the act, to watch that hotel? Certainly, that was my duty.
306. It was your duty? If I failed in my duty —. [*Interrupted.*]
307. Is it your duty to endeavour to entrap publicans for a breach of the act without being specially authorised? Yes, if I think there is a breach of the act in progress.
308. And you, knowing that it was your duty, waited till you saw drinks served, and afterwards left the other two men and followed Swan? They all went away together.
309. Did you not say you saw four or five drinks handed into the parlour by a female, and you waited outside till Swan left the hotel, and then followed him? I think you have made a mistake in saying the female handed drinks round.
310. But you have sworn that you saw a female hand drinks round? I saw a female come out of the bar with four or five drinks, and as soon as she came out of —. [*Interrupted.*]
311. That is in your evidence. Did you not also swear another round of drinks was handed round? Yes.
312. If you were there to honestly discharge your duties, why did you not knock at the door and accuse them? Because I had no authority to enter under the act.
313. You had no authority to enter the hotel? No, but I had authority to lay information.
314. And your main object in watching the hotel was not the performance of your duty, but to obtain a complaint against your subordinate officer? No, my duty was for both.
315. Why did you watch at the keyhole for an hour and a half, when you could have gone to the police-station and got an inspector to come in five minutes? There was only one sub-inspector on the street that night, and it might have taken till 3 o'clock for me to find him.
316. Did you not swear that Vane was at the station when you got there? No.
317. Did you not say he took you there? Yes, that was at 12 o'clock; but I was not at this hotel then.
318. But within twenty minutes you left the station and went to the keyhole? I did not go for that purpose.
319. When you got to the hotel you saw something which attracted you, and you looked through the keyhole? I did.
320. And you heard what you deposed to? Yes.
321. A few minutes after that you saw drinks being served, and then another—how long after? It may be five, ten, or fifteen minutes.
322. When you saw the first drink served, why did you not return to the station and get Vane to come? Yes, and find them all gone when I got back!
323. That is your explanation? Yes.
324. When you made that sketch of the keyhole, did you shade it to make it look bigger? No.
325. Which side of the table were the men sitting? On the Waterloo side.
326. The side nearest the keyhole? Yes.
327. How many men? I do not know, exactly.
328. You swore, "I saw two or three rounds of drink supplied, and all the glasses but one were handed to men sitting at the table"? I could only see the legs of one at the table.
329. You swore you saw Swan lift the glass to his lips? No.
330. Where was Swan at the time the glasses were handed to the table? At the table.
331. If the door leading from the bar is open, it will shut out all view of the parlour; is that a fact? No.
332. Why did you not say anything about Mrs. Brull? I did not know her at the time; I said "a female."
333. Did you not say Mrs. Brull was there? Yes.
334. Why did you not ask who the lady was? I had the publican to deal with.
335. With regard to the key being in the door or not, was not that question raised in court? No.
336. It was never suggested that the key was in the door?
337. Was it in the lock? No.
338. The key was out? Yes.

- W. E. Quelch. 339. Why did you wait so long after seeing Swan drink ; would you have waited until 4 o'clock if Swan had not come out ? I would ; it was my duty as his senior officer.
- 27 Oct., 1897. 340. You said you were in the Queen's navy first ? Yes.
341. Did you resign ? I completed my service, and got my discharge and certificate.
342. How many years were you in the navy ? From 3rd April, 1873, to 5th December, 1885.
343. What was your record in the navy ? My parchments can be produced.
344. Were they good or bad ? Good.
345. What were you ? Sailmaker.
346. You were ranked as a petty officer ? Yes.
347. How long were you in the Water Police ? Going on for two years.
348. Why did you leave ? I resigned.
349. Did you not put in your resignation to avoid dismissal ? No.
350. Was it not put to you that to avoid disgrace you should resign ? Were you not first suspended during inquiry ? No.
351. Were you not suspended for four days for insubordination ? No.
352. In January, 1887, you were reported for insubordination to your superior officer, Donohoe ? If the department terms what I was reported for insubordination, I was.
353. The official record shows that you were reported for insubordinate conduct to Inspector Donohoe ? If the department calls it so, I was.
354. What do you term it ? The Inspector believed I was a man of violent temper and insolent in manner.
355. That was the report made against you.
356. *Mr. Bull.*] That was insubordination.
357. *Mr. Abigail.*] Was there a young lady in this case ? Not at all.
358. Was there not some trouble about a young lady ? No, not in the least. I do not know a lady in the case at all.
359. In 1887 you were under the supervision of His Worship, Mr. Marsh. Did he recommend your removal from the Water Police Division ? Yes.
360. And a very strong minute was written by Inspector-General Fosbery ? No.
361. I have here a report from Inspector-General Fosbery and Mr. Marsh [*Exhibit 4*] recommending your removal from the Water Police Division. Was it never brought to your notice ? It says, "It is unfair to transfer a man with his (Quelch's) character. He had better send in his resignation?" I never heard that minute read.
362. Was it not furnished to you ? No.
363. And you sent in your resignation ? No, I did not hear that report read to me.
364. Did you not go to the then Mr. Dibbs and ask him to throw in his influence to keep you in the force ? I went and he thought an inquiry should be made into the conduct of other officers.
365. Did Mr. Dibbs interview the Inspector-General and get a letter from him in these words : "My dear Mr. Dibbs —" [*Interrupted.*]
366. *Mr. Bull.*] This is immaterial.
367. *His Worship :* It is immaterial if Quelch says he has never seen it. Mr. Marsh recommended his removal to another division.
368. *Mr. Abigail.*] The Inspector-General writes this letter, and then there was the minute : "This man should send in his —" [*Interrupted.*]
369. *His Worship :* He must admit he resigned in consequence of the report against him.
370. *Mr. Bull.*] And that was ten years ago.
371. *Mr. Abigail.*] Was that the only report you had against you while in the Water Police Force ? Yes.
372. Were you not reported in 1888 for neglecting to work your beat, and fined ?
373. *His Worship :* That is a very trivial matter.
374. *Mr. Abigail.*] Notwithstanding all your influence, did not the men with whom you were associated threaten to throw you in the harbour if you remained in the Water Police ? No, I never heard of such a thing.
375. What is your salary ? 9s. a day.
376. Is that for seven days a week ? Yes.
377. Do you get that clear ? No, less 3 per cent.
378. What family have you got ? Six.
379. A wife and six children ? Yes.
380. You married a widow. Had she any means ? Yes, a business.
381. *Mr. Bull.*] I object to this.
382. *His Worship.*] I do not think we can go into this.
383. *Mr. Bull.*] At present we are dealing with the first charge. What has all this to do with the Somerset Hotel ?
384. *His Worship :* Keep his wife and family out of the case altogether.
385. *Mr. Abigail.*] I want to show that Quelch could not obtain property and keep up the position he has on wages of £3 3s. a week.
386. *His Worship.*] I will not listen to any matter with reference to his wife and family.
387. *Mr. Abigail.*] Returning to this charge of the Somerset Hotel : you admitted to me that you had no right as a constable to go into the hotel or demand admittance, although you saw a breach of the law in actual progress ? No.
388. Did you not, although you had no authority, after seeing Swan, come back to the hotel and demand admittance, and make them open the door ? I did not.
389. When you went back was the door open ? Yes.
390. Did you have a conversation with the licensee ? Yes.
391. Had you any right to have this conversation whether the door was open or shut ? Yes.
392. Without receiving authority from your sub-inspector ? Decidedly.
393. You know that all through the inquiry in this case for the defence it has been said that Swan was on the side of the table near the fireplace ? I never heard tell of it.
394. Did Swan not swear he never had his back against the door ? No.
395. *His Worship :* With all this conflicting evidence, the magistrate dismissed the charge. 396.

396. *Mr. Abigail.*] Which went to prove that Quelch endeavoured to get an accusation against the publican and Swan by false evidence. Will you swear that the Phillip-street door was open or shut—which Swan had his back to? The near door was wide open all the time.
397. Then, how could Swan have his back up against it? I did not say against the door.
398. You did.
399. *His Worship.*] That is a matter of credibility, and we really cannot go into it.
400. *Mr. Abigail.*] How many times at Redfern have you been reported? I was fined about seven years ago by Acting Superintendent Anderson for not working a portion of my beat.
401. Since you have been in Redfern has not some charge been made against you? I do not know of any.
402. By the Warden of the Theological College? No.
403. Did you not prosecute some women for prostitution, and after they had pleaded guilty did you not in your theatrical style declare that the two men they were with were students of the Theological College? No. It was before they pleaded guilty.
404. Was it not after the women pleaded guilty that you said that? I said I saw the two women committing an offence with the men.
405. Was this before or after the women pleaded guilty? Before. As far as I recollect, I was very lenient with the women. I got women from the Home of Hope —. [*Interrupted.*]
406. I do not want all this. Was not a complaint made against you by the warden of the Theological College in connection with this case? Not at all.
407. Did you charge either of these students? No; they cleared away.
408. So that it was only because one had a college cap on that you thought them students of the Theological College? He had the gown.
409. Although there are four colleges, you said the students came from the Theological College. Did not Mr. Anderson make a complaint about your conduct? No.
410. Have not other complaints been made against you? Did not Higgins make a complaint against you? Yes. He also took an action, and never appeared.

W. E. Quelch.
27 Oct., 1897.

Isaiah Chaseling sworn and examined :—

411. *Mr. Bull.*] What is your name? Isaiah Chaseling.
412. What are you? A teacher, in the Department of Public Instruction.
413. Where? In the Redfern Public School.
414. In what capacity are you employed there? Assistant Teacher.
415. Do you know the hotel alleged to be kept by Brull in 1894? I have had it pointed out to me.
416. Where is it situated? At the corner of Pitt-street, Redfern, and Phillip-street, Waterloo.
417. You made personal inspection of the door there? No; I worked out my calculations from measurements given to me.
418. Were these measurements worked out by yourself? The calculations were. [*Exhibit 5.*]
419. Showing the ability of a person looking through a keyhole of these dimensions to see inside the place? Yes, showing the vertical range and horizontal range of vision.
420. You have seen the place? Yes.
421. What did you find from your calculations? The vertical range of any person outside, looking through a keyhole of these dimensions, would be 11 feet 8 inches, and the horizontal range 4 feet 1 inch.
422. Supposing a man were standing inside, 14 feet away from the keyhole, and a person was looking through the keyhole from outside, how much of that man would he see? Anywhere within the horizontal range of 4 feet 1 inch, you could see the whole of a man 6 feet high. The question can be worked out by Todhunter's Mensuration.
423. *His Worship.*] I think it is a waste of time going into this.
424. *Mr. Abigail.*] The magistrate who decided the case did not think it a waste of time.
425. *Mr. Bull.*] I suppose an observer in the dark outside would see more distinctly looking into a building lit up? Yes.
426. *His Worship.*] Would he be able to see the greater portion of the room? Yes. When I found I was to be called in this case, I made an experiment through the keyhole of my own door of similar measurements, and I could see over the head of a man 5 feet 10 inches high.
427. *Mr. Abigail.*] Your calculations were made from figures supplied by Quelch? Yes.
428. You have never looked through this particular keyhole? No.
429. You have seen the door? Yes.
430. There are a couple of steps outside? I do not know.
431. You have not taken into calculation the thickness of the door? Yes. These are the exact figures on the paper.
432. You have never taken the bearings of the room? I made this out from measurements given me by Quelch.
433. *His Worship.*] It is absurd to try and prove what Quelch did or did not see from this examination.

I. Chaseling.
27 Oct., 1897.

Frederick Robinson sworn and examined :—

434. *Mr. Bull.*] What is your name? Frederick Robinson.
435. What are you? A constable, stationed at Redfern.
436. Do you know the hotel which was kept by Brull in 1894? Not in 1894; I know it now.
437. It is kept by Murphy now? Yes.
438. Have you lately made an observation through the keyhole of the door in Pitt-street? Three or four weeks ago I did.
439. So far as you could see, have there been any alterations made in the door? It appears to be an old door.
440. In the same condition as in 1894? It appears to be an old door.
441. Who was with you at the time? I remember speaking to the licensee of the hotel.
442. What was the effect of your observations? I got him to close the door, and then stand in the position he said Swan was.

F. Robinson.
27 Oct., 1897.

- F. Robinson. 443. Describe the position? Down the doorway in the second room, or hall, from the keyhole.
 444. What time was it? Day.
 27 Oct., 1897. 445. Tell us what you saw? Murphy asked if I could see him. I said, "Yes." He had a bottle in his hand, and I could see his mouth distinctly. I saw him lift his hand, and saw him drinking.
 446. Could you see the man himself? Yes; I could see his face.
 447. You had no difficulty in seeing this? No; I saw it easily enough.
 448. You know the statement made by Quelch as to what he saw through the keyhole? I have heard it.
 449. From your observations, and judging from the view you had, would Quelch have had any difficulty in seeing inside? No.
 450. How was the room lighted? By daylight.
 451. You have been in the force some years? About four.
 452. And you do night duty? Every second month.
 453. Would you find any difficulty in seeing into a building lit up, looking in from the dark outside? No.
 454. There was no artificial light when you made this experiment? No.
 455. *Mr. Abigail.*] You are not instructed to spy upon publicans through keyholes? No.
 456. That appears to be the approved way of publican-catching. You know Swan? Yes.
 457. He is a man and a half compared with Murphy? He is a medium-sized man.
 458. You admit he is not as tall as Swan? No, not as tall.
 459. And he is thin? Yes.
 460. *Mr. Abigail.*] You know where the table is now? I cannot say.
 461. Did you see where the table was? I never noticed it.
 462. If it was in your line of vision, you must have noticed it? I never noticed it.
 463. *His Worship.*] I am getting tired of this keyhole business. I think you might drop it.
 464. *Mr. Abigail.*] Would you go and see it?
 465. *His Worship.*] No, certainly not.
 466. You did not see the table when you looked through the keyhole? I did not notice.
 467. *His Worship.*] I think this keyhole subject is exhausted.
 468. *Mr. Abigail.*] Were you not charged with breaking a man's arm while in the force? I was acquitted.
 469. Notwithstanding the fact that you admitted breaking it? Yes.
 470. *Mr. Bull.*] Was not the case this: A man struggled with you, and, if his arm were broken, it was done during the tussle? Yes.
 471. And the jury chose to believe you? Yes.

Thomas Vane sworn and examined:—

- T. Vane. 472. *Mr. Bull.*] What is your name? Thomas Vane.
 473. You are a senior-serjeant. No, a serjeant.
 27 Oct., 1897. 474. How long have you been in the Force? Twenty years.
 475. Stationed at Redfern? Yes.
 476. You know Quelch? Yes.
 477. How long has he been associated with you in police work at Redfern? Nine years.
 478. He is a very active officer? Yes.
 479. He has worked with you a long time in connection with your duties connected with hotels? Yes in all parts of the city and suburbs.
 480. Are you a sub-inspector under the Licensing Act? Yes, in the metropolitan division.
 481. Do you remember the 6th January, 1894? I remember the circumstances of the night.
 482. It was the night it was alleged that Swan was in Brull's hotel? Yes.
 483. Had you been on duty with Quelch that night? Yes.
 484. What time did you leave him? About 10 past 12.
 485. You left him at the station? Yes, taking notes.
 486. Do you know the house then kept by Brull and now kept by Murphy? Yes, I live within 20 yards of it.
 487. Do you remember the matter before Mr. Smithers? I was there on the Thursday.
 488. Do you remember something happening with regard to the depositions? Yes, Mr. Smith was spoken to by Mr. Smithers for having taken them out of court.
 489. And you know they were read to persons outside? I do not know. I heard Mr. Smith accused of it and he did not deny it.
 490. During the time you have been associated with Quelch what sort of a man have you found him? Truthful and honest.
 491. Your experience of him is that he is truthful, honest, zealous, and a hard worker? Yes.
 492. Have you ever had reason to complain about him for misconduct? No, I was sorry to lose him.
 493. Your experience of publicans is that they will do all manner of things to evade the Act? Yes.
 494. Have you ever had reason to doubt his word in connection with his duties? Yes, in cases where men have been charged with drunkenness; but they have afterwards been proved guilty.
 495. These men were charged with drunkenness, and gave wrong names? Yes, and I doubted whether it could be proved that they were the same.
 496. *Mr. Abigail.*] Are you really serious in saying, after giving Quelch such a good testimonial, that you had doubts about his information? I did not mean that. I meant the men who had been summoned and gave other names and addresses.
 497. You said that you had doubts about him? I said about the same men.
 498. You doubted him when he said certain men had been drinking in an hotel? About the two men, until they had pleaded guilty, and proved he was right.
 499. You doubted that they could be proved to be the same men? Yes, that is it.
 500. You must admit that at Redfern, at the station, the Police Force is very much disorganised? I cannot say that.
 501. Do you know that sides are taken in this very case, and that there is another dispute going on? I cannot say anything about it. I have not found it so.
 502. You must admit that the men there are taking sides for and against Quelch? No. 503.

503. You will admit that a certain section have taken the side against Quelch? I cannot admit anything of the sort. T. Vane.
27 Oct., 1897.
504. You said Quelch was such a pleasant officer that you were sorry to lose him. Have you made up your mind that you have lost him? His services are lost to me in a certain portion of his duty.
505. You have made up your mind you have lost him? No.
506. How long has he been suspended? Two months.
507. During that time have you been to his house? Yes.
508. Have you been since this inquiry and been assisting him? No.
509. Has Lawless been there? I do not know.
510. I suppose you will admit that Quelch has been to your house since his suspension? Yes, once.
511. When was that? I could not say, I did not take notice.
512. You cannot tell. Was it yesterday or the day before? The first week he was removed from duty.
513. Would it not have been easy for Quelch to have left his position at the keyhole and gone to the station and back again in a few minutes? In about fifteen.
514. He could have left, been seen by an officer in the station, and returned in fifteen minutes? Yes.
515. You have a son, a painter? Yes.
516. You are frequently called to complain about signs? No, my son is 26 years old, and has been away at Mount Morgan this long time.
517. *His Worship.*] You must not go into this sort of thing.
518. *Mr. Bull.*] This is an attack all round against everybody. Where is your son? At Mount Morgan.
519. How long has he been there? Three months.

William Edward Quelch recalled and examined :—

520. *Mr. Bull.*] You are already sworn? Yes. W. E. Quelch.
27 Oct., 1897.
521. You saw some measurements in the hands of Mr. Chaseling? Yes.
522. Did you make them? Yes, in the presence of the present licensee of the hotel, in the first week I went off duty.
523. They are correct? Yes.
524. I hand them in as an exhibit [*Exhibit No. 5*], with two papers containing the calculations Mr. Chaseling has sworn to. You heard the question asked about your suspension—you are not suspended? No.
525. Simply removed from duty? Yes.
526. Explain the difference: in one case you would not get paid, and while you are removed from duty you get paid? Yes.

William Richard Swan recalled and examined :—

527. *Mr. Abigail.*] You have been sworn? Yes. W. R. Swan.
27 Oct., 1897.
528. With reference to the trivial offences mentioned by Mr. Brull, have you been frequently congratulated by juries who tried cases in which you were interested? Yes.
529. And specially thanked in court by the juries? Yes.
530. And by Judge Backhouse? Yes.
531. In one case, in connection with a "push" battle, the jury handed up a memo. thanking you for your conduct?
532. *Mr. Bull.*] I object to this.
533. *His Worship.*] I do not want that sort of thing.
534. *Mr. Abigail.*] This man's character has been blackened, and I think this should go in. In the hotel that morning, say where you and the other men were sitting round the table? At the fireplace.
535. *Mr. Bull.*] This is unfair at this stage.
536. *Mr. Abigail.*] You say you were sitting at the side nearest the fireplace. Who also sat at that side? Mr. and Mrs. Brull.
537. Were any others sitting? Mr. Cook and Griffiths.
538. Is it absolutely impossible for anyone to see you through the keyhole where you were sitting? It is impossible.
539. Were you standing with your back against the door? No.
540. *Mr. Bull.*] You did not know Quelch was looking through the keyhole? I saw him when I came out the first time.
541. And then I suppose you did not care to be seen, and went in again? Yes.
542. *His Worship.*] You did not know he was looking through the keyhole? No.
543. *Mr. Abigail.*] I wish to put in the report of Mr. Marsh's, and the official papers dealing with that case. I assume they will be equally applicable for the other charges? [*Exhibit No. 4.*]
544. *His Worship.*] Yes.

The inquiry was then adjourned until Friday, the 29th of October, 1897.

FRIDAY.

FRIDAY, 29 OCTOBER, 1897.

[The Commission sat in the Licensing Court, Central Police Station.]

Present:—

MR. WHITTINGDALE JOHNSON, S.M. (SOLE COMMISSIONER).

Mr. J. R. Dacey, M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, Solicitor, appeared to support the charges; Mr. Charles Bull, M.L.A., Solicitor, appeared to defend Senior-constable Quelch; Mr. J. Garlick, L.S.W., Vic., was sworn to faithfully take and transcribe shorthand notes of the evidence and proceedings.

Charges Nos. 2 and 3.

Mr. Abigail: I am going now your Worship on charge No. 2, "Bellevue Hotel."

Inspector Cotter then read charge No. 2—"That in contravention of the strict instructions of the Inspector-General, who orders that no constable shall in any way try to trick a publican into supplying liquor within prohibited hours: Quelch disguised a young new policeman as a fisherman and sent him into an hotel next the fishmarket before 6 o'clock in the morning to appeal to the publican for a drink. Quelch got a conviction by that, in my opinion, most contemptible action."

And Charge No. 3.

"That, similarly, he sent the same constable disguised as a driver into an hotel next McMabon's stables. He was disguised as one of McMabon's drivers; the result was that the lessee of that hotel was also fined."

Constable George Henry Edwards was called and sworn:—

G. H.
Edwards.
29 Oct., 1897.

545. *Mr. Abigail.*] How long have you been in the Police Force? About four and a half years.

546. And are you attached to the Redfern station? Yes.

547. And have you been there from the first? Yes.

548. Since your entering into the Police Force? Yes,

549. And you are under the command of Senior-constable Quelch? Yes.

550. Have you done publican duty with him? Yes.

551. Public-house duty? Yes.

552. That is known to the Force as "pub catching" is it not? Yes.

553. Have you, when on such duty, assumed certain disguises? No.

554. *Mr. Abigail.*] Now, Edwards, I want you to be very, very careful.

555. *His Worship.*] Had not you better ask him in such and such a case.

556. *Mr. Abigail.*] I will ask him generally first.

To the witness: You are perfectly protected now. Whatever answers you give to my questions you are perfectly protected, and you need not be afraid of any outside influence against you in the Force.

557. *His Worship.*] You have not sent me the original of the two cases where they pleaded guilty?

558. *Mr. Abigail.*] Yes, I have.

559. *His Worship.*] You might let me have them?

560. *Mr. Abigail.*] Certainly, I will.

561. *His Worship.*] Then you can ask him as to those particular cases? Those are the only two. [*Mr. Abigail then handed up the papers to His Worship.*]

562. *His Worship.*] You will confine yourself to the Regent-street hotel.

563. *Mr. Abigail.*] Yes. (*To the witness.*) Now, do you know that there is a rule issued by the Inspector-General; a rule which obtains in the Police Force, against constables trying to trick publicans into supplying liquor within prohibited hours? No.

564. You do not know that there is such a rule? I was not aware of it at that time.

565. Are you now aware of it? I have been informed so.

566. When? I think it was last Sunday week, by Mr. Dacey. I fancy it was on a Sunday afternoon.

567. Then last Sunday week, for the first time since you have been a policeman, you were informed by Mr. Dacey that there was a rule in the Police Force against constables tricking publicans into supplying liquor within prohibited hours? Yes.

568. Do you read your Regulations? I have read them.

569. The Regulations of the Police Force? Yes; I read them when I joined.

570. Is not every constable furnished with a copy? Yes.

571. And are there not from time to time orders issued from the head office which are affixed to the walls of your station? Yes.

572. And which you are asked to read? Yes.

573. Well, since Mr. Dacey informed you that there was a rule against this trickery of publicans, have you made any inquiries from your superior officers to find out whether it is true or not? No.

574. So that even now you do not know that there is such a rule—you do not know it officially? No.

575. *His Worship.*] Had not you better ask him what he did on this particular occasion?

576. *Mr. Abigail.*] I am coming to that.

577. *His Worship.*] There is a great difference between tricking a man into a thing and adopting a necessary disguise.

578. *Mr. Abigail.*] That is the element in the trickery, the disguise.

579. *His Worship.*] No. Almost every conviction is obtained by constables going in disguise.

580. *Mr. Abigail.*] We say the rule is against it.

581. *His Worship.*] It would be a trick for a man to go at an unusual hour and say that a certain person was very ill and required a certain stimulant, and get it in that way.

582. *Mr. Abigail.*] Your Worship is inducting me into the meaning of the word "trickery."

583. *His Worship.*] That is my opinion. I want to know what the man did. I will have to say whether it is a trick or not.

584. *Mr. Abigail.*] It is for me to say it here. It is for your Worship to say it afterwards.

585.

G. H.
Edwards.
29 Oct., 1897.

585. *Mr. Bull.*] I might be pardoned for saying that my friend has no right to say what is a trick at the present time.

586. *Mr. Abigail.*] I have already put in a minute from Inspector-General Fosbery.

587. *His Worship.*] I want you to extract from the man what he did, and then it will be seen whether it is a trick or not.

588. *Mr. Abigail.*] I have to show your Worship whether it is a breach or contravention of the rule.

589. *His Worship.*] You get what he did, and call in the publican, and from the facts produced I can ascertain whether there is a trick or not. All it is necessary for you to do is to ascertain what the publican did, and what the constable says he did, and whether it comes within the regulation or not. Of course, when you address the Court, you can bring forward that statement if you like, and give your opinion then.

590. *Mr. Abigail.*] Then you will meet me by saying "Where is the evidence of the rule?"

591. *His Worship.*] Of course there is a rule, but this is the interpretation of this rule; if the law were as interpreted by you it would prevent any convictions whatever.

592. *Mr. Abigail.*] If you read Charge No. 3 you will see that part of my evidence goes straight in support of that charge. "He was disguised as one of McMahan's drivers."

593. *His Worship.*] There is no good a constable going in with his metal buttons on; he could not get a conviction.

594. *Mr. Abigail.*] If your Worship expresses an opinion beforehand there is no good in going on. Your Worship says a disguise is not a trick.

595. *His Worship.*] No. Ask the man what he did. That is what I want.

596. *Mr. Abigail (to the witness).*] I want to know from you whether you went to this Belleview Hotel on 3rd November, 1893, with Quelch, who is your senior constable? Yes.

597. And whether you detected the licensee in supplying liquor within prohibited hours? Yes.

598. How were you attired on that occasion? I was dressed in my own private trousers, and the coat I would not swear to; I think it was an old coat of Quelch's, and a slouch hat of Quelch's, and I had a basket on my arm, which basket —. [*Interrupted.*]

599. Which basket? Was left outside on the kerbstone when I entered the public house.

600. What was the object of your having this old coat of Quelch's on, the slouch hat of Quelch's, and the basket on your arm? I had to put plain clothes of some description on.

601. A basket is not part of a man's attire? I might as well have had Quelch's clothes on as my own.

602. That is a very ingenious way of getting out of it.

603. *His Worship (to the witness).*] Answer in a straightforward way.

Mr. Abigail.] A basket is not part of a man's ordinary apparel. A set of false teeth might be, but a basket is not? The basket was to get close to the hotel without attracting attention.

604. *His Worship.*] Was it not that you might not be known as a policeman. I do not suppose you would get a conviction if you went in in policeman's clothes. Was it not that you should be considered one of the ordinary public? Yes.

605. *Mr. Abigail.*] Why did not you answer that question direct? You know that that was your object.

606. *His Worship (to the witness).*] Tell the exact truth about it from beginning to end.

607. *Mr. Abigail.*] Did not you say you did not take the basket in? No; I did not.

608. How near to the door did you leave it? Some 4 or 5 yards.

609. Well, then, it must have been on the kerb? It was on the kerb.

610. Are you sure it was not in the gutter, where no one could have seen it? It may have been.

611. Now, did not you take it in with you? No.

612. You were supposed to be a fisherman, a hawker? No; I was not.

613. Is there not a fishmarket in the vicinity of the hotel? Yes.

614. Next door? Yes.

615. And you mean to say that your senior constable was posted outside when you were doing this? He was somewhere in the vicinity.

616. And you were working under his instructions? Yes.

617. Then he knew that you were endeavouring to deceive the publican?

618. *His Worship.*] You know the business of an informer is not one of very high order at any rate.

619. *Mr. Abigail.*] I want to know whether your superior officer, Senior-constable Quelch, knew that you had been endeavouring to deceive a publican into believing that you were not a policeman? Yes.

620. *His Worship.*] Of course he was.

621. *Mr. Bull.*] Can there be any doubt in the world about it?

622. *Mr. Abigail.*] And you prided yourself that you really did look like a real fish hawker? No.

623. Did not you say so? I might have said so at the time.

624. There is no offence in it at all. Did not you afterwards go back to the station and publicly talk about how successfully you disguised yourself? Yes; I was not the first.

625. You were congratulated on your excellent acting, were you not? Yes.

626. This coat of Quelch's was really a jumper—a sort of jumper worn by the Water Police? I do not recollect the coat; I would not swear it was Quelch's coat.

627. But you have? I beg your pardon, I said I would not swear whose coat it was.

628. You have sworn deliberately here that you were in a pair of your own trousers and a coat of Quelch's? No, I did not.

629. *His Worship.*] You went there for the purpose of ascertaining whether the law had been broken and disguised yourself as one of the ordinary frequenters of the place? Your Worship, I did not swear that I had Quelch's coat on.

630. Did you not go there for the purpose of being taken for one of the ordinary public buying liquor at the place? Yes.

631. *Mr. Abigail.*] By what door did you enter the hotel? It was the door in Redfern-street, next to the market.

632. That is opening on to the street? Yes.

633. You said you left your basket either on the kerb or in the gutter, and that that is 4 or 5 yards from the door. Now, do you not know perfectly well that from the gutter to the front door is only 4 feet?

634. *His Worship.*] I will admit that it is perfectly immaterial whether he left the basket on the kerb or not.

G. H.
Edwards.
29 Oct., 1897.

635. *Mr. Abigail.*] But if I can show that he is a liar —. [*Interrupted.*]
636. *His Worship.*] You are going outside the matter altogether. The publican has pleaded guilty. There is no question whether the liquor was sold.
637. *Mr. Abigail.*] I am only questioning the manner in which the evidence was obtained.
638. *Mr. Bull.*] My friend is calling this witness to prove something, and then he says, "If I can prove he is a liar, I will prove something else."
639. *Mr. Abigail (to the witness).*] As a matter of fact you have been told by Quelch what your evidence ought to be at this commission? Oh no, I have not.
640. When did you see Quelch about your evidence on this Commission? I did not see Quelch about any evidence.
641. Do you mean to say that you have never had any conversation with him nor he with you about the evidence you should give? No.
642. *His Worship.*] What is the use of going on with this? The man has admitted being disguised as a fisherman into this place.
643. *Mr. Abigail.*] If I can incidentally prove and put before your Worship that some of these witnesses have been influenced by Quelch into giving false evidence, I can —. [*Interrupted.*]
644. *His Worship.*] He has not been giving false evidence.
645. *Mr. Abigail (to the witness).*] Do you say that you have never been interviewed by Quelch as to what your evidence would be? No, never asked as to what evidence I should give.
646. Have you had any conversation with Quelch about your evidence at this Commission? No.
647. Do you mean to stand there, having taken an oath, and swear that Quelch has never had any conversation with you about your being a witness here? No, we have never gone into details.
648. *His Worship.*] They have naturally spoken about it. The whole thing has been before the public the last week. Everybody has spoken about it? I have not spoken of the direct evidence I should give. I have not spoken to anybody about it.
649. *Mr. Bull.*] The question was: Have you spoken to Quelch or Quelch to you about the evidence you should give?
650. *Mr. Abigail.*] When you knocked at the door who opened the door to you? Nobody opened it.
651. *Mr. Bull.*] Have you noticed the form of the question—"when you knocked at the door"? There is no evidence of that yet.
652. *Mr. Abigail.*] It was open when you walked in? Yes.
653. What time was it? It was about twenty-five minutes past 5, or five and twenty to 6.
654. In the morning? Yes.
655. Hotels ordinarily open at 6 o'clock? Yes.
656. *His Worship.*] That is the legal hour; they are not supposed to be open before that time.
657. *Mr. Bull.*] Between 6 and 11 on the business days of the week—that is the Act. This was a Friday.
658. *Mr. Abigail (to the witness).*] Now, did you go to the "Imperial Hotel" on November 23rd of the same year? Yes.
659. Were you similarly attired on that occasion? No.
660. Were you disguised? No.
661. What particular form of disguise did you have on on that occasion—private clothes? I think I had my own private clothes on on that occasion, and, instead of the round basket, similar to the fisher basket, I had a square basket with a handle to it.
662. I see the basket was "on the square" if you were not? We were both "on the square."
663. Instead of a basket, was not it a brick with a handkerchief tied over it? No; no handkerchief, or no brick either.
664. As if you were carrying a very fat lunch? No.
665. Was the basket empty or full? Empty.
666. That was at 5:35 a.m.? Yes, one of these two was about 5:35. I would not be sure which one it was.
667. That is in the vicinity of the fish market? It is rather further away.
668. It is in the neighbourhood, is it not? Yes, it is in Redfern.
669. Now, you did not wear your own uniform on that occasion. Where was Quelch at that time, was he in your vicinity? Yes, he was close by.
670. And you were acting under his instructions? Yes.
671. Now, in either of these two cases, were either of you acting under the instructions of the Sub-Inspector under the Licensing Act? I never took any orders of any description from the Inspector under the Licensing Act.
672. You take your orders from Quelch? Yes.
673. You do not know where he got his orders? No.
674. How did you get into the "Imperial Hotel"? The gate was open.
675. Which gate? The gate round in Wells-street.
676. There is a spring on the gate, is not there? I did not notice whether there was a spring on the gate.
677. You walked through the back way? Yes.
678. Where was Quelch at this time? With me.
679. You walked in together? Yes.
680. He was in uniform? Yes.
681. On the occasion when you walked into the "Bellevue Hotel," did he walk in too? No, he was just behind me.
682. Tell me, were you ever called upon for a report in connection with the entrapping of these two licensees? No.
683. I suppose that since these dates in November, 1893, you have been continually assuming disguises, have not you, and going out with Quelch? No.
684. Did you hear Quelch say "No" in that dramatic stage whisper of his just now? No.
685. Well, I heard it. Now, did not you say in the station in the presence of your fellow constables, in connection with this commission, that you did not know which side to take—now, did you not? I have no recollection of saying that.
686. Will you swear that you did not say in the Police Station, in the presence of your fellow officials, "I do not know which side to take"? No, I never said that. 687.

G. H.
Edwards.

29 Oct., 1897.

687. Now, first you say you do not recollect it, and now you say you never said it; now, which is it? I never said that.
688. You will swear positively you never said it? Yes.
689. Don't you know that neither a constable nor a senior-constable, unless the senior-constable be a sub-inspector under the Act, has any right to enter an hotel? I did not know then; I was not in the Force six months; how would I know it?
690. Do you know it now? Yes, I know it now.
691. And did not Quelch tell you that the object he had in getting these prosecutions against licensees was to become appointed a sub-inspector, which meant £15 a year to him? No, he never said any such thing to me.
692. At any time? At no time whatever.
693. *Mr. Bull.*] I object to that.
694. *Mr. Abigail.*] I will alter it to £5? No.
695. He never told you, did he? No.
696. *Mr. Bull.*] Did your Worship notice the last question? However, the witness has said "No." He never told you, did he, that the object he had in getting these prosecutions was to become a sub-inspector, which meant £5 a year to him?
697. *His Worship (to the witness).*] Did he tell you that? No.
698. *Mr. Bull.*] Now, speaking of the "Bellevue Hotel"—the matter came before the present gentleman, His Worship, Mr. Johnson? Yes.
699. And the licensee pleaded guilty, did he not? Yes.
700. Did he make any complaint at all to the magistrate with regard to his being tricked by you? No.
701. As a fact you swear that the door was open? Yes.
702. The "Bellevue"? Yes.
703. How many persons do you remember had you seen enter by that side door before you yourself went to the door? Some three or four, at any rate.
704. And there can be very little doubt about it, Edwards, if you realise it, that if you had gone in your uniform you would not have got within a mile of the hotel? No, certainly.
705. You were conscious that the law was being broken, or, at any rate, you suspected it was? I had seen the man doing a systematic trade at that hour in the morning. I had marked it myself.
706. You had seen the same publican doing a systematic trade on similar mornings? Yes.
707. This was on a Friday morning; the 3rd of November was a Friday. Do you know as a fact—was it not known to you, and to the other police officers, that this man systematically carried on business from 5 o'clock in the morning? Yes.
708. Do you know as a police officer that persons were about the hotel keeping watch, looking out in case a policeman might come along? That I do not know.
709. Now, I want your Worship's attention to this charge. Did you at any time that morning ask this publican for a drink? No; never.
710. Did you, by any trick or by any subterfuge, attempt to impose upon the publican? No.
711. Is it true, as stated in this charge—I want your Worship's attention to this—"That, in contravention of the strict instructions of the Inspector-General, who orders that no constable shall in any way try to trick a publican into supplying liquor within prohibited hours, Quelch disguised a young new policeman as a fisherman and sent him into an hotel next the fish market before 6 o'clock in the morning to appeal to the publican for a drink." Is there any truth in that? None whatever.
712. He was charged, was he not, and convicted, pleading guilty, of supplying liquor to other persons, not to you? No; not to me.
713. And the disguise which you did adopt was what you described? Yes.
714. Now, can you remember what coloured coat it was?—I am speaking now of the "Bellview"? No; I do not recollect the coat.
715. Do you remember what description of coat it was? I fancy it was rather a short coat with a band round the middle.
716. Do you know what a policeman's jumper is? Yes.
717. Undress? Yes.
718. *Mr. Abigail.*] You have got one on? This is a jumper.
719. *Mr. Bull.*] Do you know what a Water Policeman's jumper is? Yes.
720. Is that the description of the coat you had on, something short with a band on, as you have described it? It was short, with a band on, as far as I can recollect.
721. Now let me take you away for a moment to the "Imperial," that is Friend's Hotel? Yes.
722. Is the description that you have given of the manner in which you were dressed the actual description of your dress? Your own clothes, civilian clothes? Yes.
723. And a small basket in your hand? Yes.
724. What head-dress had you? I had a slouch hat on, I think it was the same one as I had before.
725. Were you disguised in any way as a driver? No.
726. One of McMahan's drivers? No.
727. You and Quelch were the only Police Officers who were concerned in the prosecution of Friend for that offence? Is that not so? Yes.
728. Were you carrying a whip in your hand in imitation of a driver? No.
729. Have you seen these drivers of McMahan's? Yes, I have seen them.
730. How were they usually dressed? They usually have all clothes on and their shirt sleeves tucked up to the elbows, carrying a coat over their arm, and whip in their hand and a tucker bag.
731. Similar to this [*producing one*]? Yes, similar to that.
732. And with regard to the trousers, have you noticed anything in regard to the manner of the tuck or anything of that sort in the trousers? Some of them are tied round about with string, or with a piece of tape.
733. The corporation style, like the corporation labourer? Yes.
734. Now was any portion of that disguise adopted by you? No, none of it.
735. And might I ask you was Friend the defendant in that case?
736. *Mr. Abigail.*] Mr. Bull, I have not gone into Friend's case.

G. H.
Edwards.
29 Oct., 1897.

737. *Mr. Bull.*] You have gone to the "Imperial Hotel," and I have gone too. The "Imperial Hotel" is kept by Richard Friend, at the corner of George and Wells Streets? Yes.
738. That is right opposite McMahan's stables? Yes.
739. Well, did you see Mr. Friend at the police court the morning the matter was heard? Yes.
740. He appeared there himself, and pleaded guilty? Yes.
741. Did he make any charge or accusation to the Bench of any deceit practised upon him? No. I think he made a statement to the effect that it was his own fault for leaving the gate open.
742. I might ask you, with regard to the same publican, has he been convicted since? I think he has been convicted once since then.
743. I will withdraw that question, and when I put Quelch in the box I will prove that beyond a doubt.
744. *Mr. Abigail.*] You have only got to insinuate and he is bound to say it.
745. *Mr. Bull.*] I do not want to insinuate anything.
746. *His Worship.*] The whole question was whether he acted in contravention of his instructions in disguising himself.
747. *Mr. Bull.*] Whether he disguised himself in the way they charge him here.
748. *Mr. Abigail.*] The thing is this, whether to catch the criminal the policeman should himself be a criminal?
749. *Mr. Bull (to the witness).*] You have been asked by Mr. Abigail, whether you were aware of an order of the purport which he himself nominated to you. Have you ever seen such an order? No.
750. You have read these regulations through from beginning to end, have you not? Yes I did about four years ago.
751. The regulations "for the general government and discipline of members of the Police Force of New South Wales?" Yes.
752. I suppose you will state on oath that there is nothing in this with regard to it? I would not state it but I do not recollect it.
753. Have you any recollection of any rule? I have no recollection of any such rule in that book.
754. I suppose you recognise these books? Yes.
755. They are the four order books, are they not, since 1887. You know what an order book is, don't you? Yes.
756. Don't you know that these books contain the whole of the minutes of the Inspector-General, and orders through the superintendents to supernumerary policemen? Yes.
757. Would you be surprised to know that in none of these orders or books is there any such order or instruction; have you ever seen it? No.
758. The books are here; my friend may use them for any purpose he may please.
759. *Mr. Abigail.*] Do you mean to infer, from your replies to Mr. Bull's questions, that every driver is dressed as you described, with a whip in his hand, too? Well, I do not see every driver.
760. How did you dress on the occasion? As I have described to Mr. Bull.
761. How did you describe it? My own clothes and a square basket.
762. Your sleeves rolled up? No.
763. Your coat over your arm? No.
764. Your tucker-bag? No.
765. Did you not have a bag like this (*producing one*)? No.
766. *Mr. Bull.*] My friend has gone all through these questions as to how he was dressed at the time of the "Imperial."
767. *His Worship.*] I think it perfectly immaterial.
768. *Mr. Abigail.*] I want to prove that there was a disguise, and you say that it is immaterial.
769. *His Worship.*] Of course there was a disguise; a man does not go into a public-house to detect breaches of the law in the uniform of a policeman. I admit that it has been proved that this man was disguised.
770. *Mr. Abigail.*] Then, why did your Worship think it was sufficiently serious to make a charge of it? You have actually tabulated it as one of the charges.
771. *His Worship.*] They were your charges, taken from *Hansard*; they are not my charges. I think a great many of them are most trumpery. I did not tabulate them; the police tabulated them, and sent them here to me. They are what were said in the House word for word from *Hansard*.
772. *Mr. Abigail.*] Well, then your Worship will be good enough to patiently allow me to justify them if I can. If the evidence that I propose to produce is not sufficiently material to justify your Worship in finding for us, then find against us.
773. *His Worship.*] It is for you to try to prove them, and for the other side to try to disprove them. They are not my charges. They are your client's charges.
774. *Mr. Abigail to the witness.*] You admit that you were disguised when you went into Friend's "Imperial Hotel"? Yes.
775. And you will admit that Quelch was not disguised? No, he was not disguised.
776. And he and you went in together? In one case yes.
777. Now, did not you go in in both cases in the instance at the "Bellevue Hotel," and ditto in the "Imperial Hotel"; and did not you yourself ask the licensees or somebody who was attending to the bar in each hotel, for a drink? No, I never did in either case.
778. *Mr. Bull.*] In Friend's case you and Quelch entered together? Yes.
779. That is, entered the gate in Wells-street? Yes.

Inspector Edmund Lawless was called and sworn :—

Inspector
Lawless.
29 Oct., 1897.

780. *Mr. Abigail.*] Do you not know under the Licensing Act that no one in the Police Force has any authority to enter licensed premises, even where a breach of the Licensing Act is in actual commission unless he be a superintendent or a sub-inspector under the Licensing Act? Is that not so? A serjeant or a constable empowered by a written authority from the superintendent.
781. Under the Licensing Act he must be a sub-inspector, must not he? No.
782. Of course he may be a senior-constable in the Police Force; but he must be a sub-inspector under the Licensing Act? Not necessarily.
- 783.

Inspector
Lawless.
29 Oct., 1897.

783. *His Worship.*] He must be to demand admission? An amendment of the Act says that a senior-constable can be made a sub-inspector.
784. *Mr. Abigail.*] That is what I say. He must be a sub-inspector, must not he? No. In some of the country districts the constables and senior-constables have a distinct authority from the superintendent.
785. Do you not know that the Licensing Act says this, the 21st section of the 45 Victoria, No. 14—"Any of the persons hereinafter described having reasonable cause for suspecting unlawful or disorderly proceedings to be carried on, or of any breach of this Act, or the Licensing Act of 1883, to have been committed, or to be in process of commission, in any licensed premises, or the appurtenances thereto, at any time during the day or night, may demand entrance into such premises or appurtenances, namely :—(1) Any superintendent, inspector, sub-inspector, or serjeant of police"? That is what I say.
- 785½. "(ii) Any senior-constable duly authorised by any general authority under the seal of a Licensing Court. (iii) Any inspector appointed under this Act. (iv) Any constable authorised in writing by a licensing magistrate, justice, or superintendent of police." And 46 Victoria, No. 24, that is the Amending Act, says: "The provisions of section 21 of the Principal Act shall be applicable as well to any breach of this Act as of the Principal Act. But in no case shall any person be liable to the penalty prescribed by the said section for delaying admittance within the meaning of that section, unless such delay be wilful"? That is under the Act, is it not?
786. *His Worship.*] That is to "demand entrance." He cannot "demand entrance," but he can go in if the door is open, just as much as you or I or any one else can go in.
787. *Mr. Abigail.*] "Any inspector appointed under this Act—any superintendent, sub-inspector, or serjeant of police, any constable authorised—in writing by a licensing magistrate, justice, or superintendent of police."
788. *His Worship.*] I overrule that objection altogether.
789. *Mr. Abigail.*] It is not an objection, it is evidence. I submit it must go down.
790. *His Worship.*] Of course, it can go down.
791. *Mr. Abigail (to the witness).*] Are not the persons just mentioned by me the only persons entitled to enter licensed premises where a breach of the Act is being committed? Under certain conditions.
792. Under the Act? That may be; but there is something that might override the Act—for instance, there might be a great disorder.
793. *Mr. Bull.*] What a nice state of things might exist if my friend's construction of the Act were law.
794. *Mr. Abigail.*] My argument will be based on this: that this man endeavoured to secure promotion, to get an addition to his income by being promoted to sub-inspector under the Act.
795. *His Worship.*] It is a very natural thing for any man to do if he can.
796. *Mr. Abigail.*] He sets the rules of the department absolutely at defiance.
797. *His Worship.*] That is not one of your charges.
798. *Mr. Abigail (to the witness).*] I want to know from you, as Inspector of your division, had Senior-constable Quelch any authority to take any policeman, and to command that policeman to assume disguise and to enter licensed premises, he not having any authority to do so under the Act? Yes; if the licensee made no objection to his entry.
799. But if the licensee were not asked at all, and the constable and senior-constable walked in, had he any authority to do it—was it part of his duty? Certainly, if there was a breach of the law; if the door was open he could walk in. If you read further, there is a clause which empowers a constable, accompanied by someone else, to walk in.
800. *His Worship.*] It has not anything to do with the tabulated charge.
801. *Mr. Abigail (to the witness).*] Do you not know that there is a rule which you, in your position, have had to promulgate in your own division, to the effect that no constable shall trick a publican by disguise or any other form of trickery into committing offences? Certainly. No trickery of any kind.
802. And a disguise is part of trickery? I do not see that there is any disguise in a person putting on plain clothes. Certainly, if he was using any trick or doing anything which could be construed into a trick then that would be against the rules.
803. Pardon me, is this not trickery for a constable to assume the disguise of a fish hawker, and to go into an hotel and to pretend that he is a fish hawker by his disguise, is that not trickery? Certainly, if you can state what a fish hawker's disguise is, or who is a fish hawker, but I really could not.
804. Will you state this: if a constable puts on any other clothing when on duty, and not his uniform, is not that a trick? Not if he gets instructions to do it.
805. So far as a licensee is concerned, between the licensee and the constable assuming the disguise, is that not a trick? No; I should say it was a trick if he disguised himself as a salvationist, or put on a volunteer's uniform, or the uniform of the Naval Brigade, then I should say this time it was a trick.
806. You would say a salvationist uniform would be a disguise, and a fish hawker's uniform is not? Certainly. If you can show what a fish hawker's uniform is I will tell you.
807. Do you mean to seriously say that if a policeman on duty assumed someone else's clothing, or the clothing of a tradesman or a mechanic, that is not inducing the publican to think he is what the policeman assumes himself to be? I cannot say what the clothes were like he had on. He might have had Mr. Dacey's clothes on, or yours.
808. *Mr. Bull.*] Is not this the charge: that Quelch got a new policeman to disguise himself to trick the publican into selling him, the new policeman, a drink? If he drank in the house he did wrong. If he asked the publican to supply him with drink he did wrong.
809. *Mr. Abigail.*] As a matter of fact, for the last seven years, how many public-houses have you visited yourself in your position of Sub-inspector? 70 or 80.
810. Have you visited more than two?
811. *Mr. Bull.*] Why, he says 70 or 80.
812. *Mr. Abigail.*] Is it not a fact that you personally have only made two visits as Sub-inspector under the Licensing Act, have only made two visits to public-houses? What, to catch them under the Act?
813. As a Sub-inspector under the Licensing Act, how many visits have you made to public-houses? I can show you a book that will certify to you that I have made 100 visits, because I am obliged to visit the houses to report upon them.
814. Has not Senior-serjeant Bell had that duty imposed upon him? Not at all.

815.

Inspector
Lawless.
29 Oct., 1897.

815. Has he not personally complained to you that he has? Certainly not.

816. *His Worship.*] Is there any rule in writing with regard to this matter of disguise? I believe, but I cannot ascertain—[*Interrupted.*]

817. Or is it simply that the Inspector-General has given an opinion on the matter verbally? It is an opinion, I believe, that he wrote in reference to something that took place in 1882 or 1883.

818. *Mr. Bull.*] That is right, and it is with reference to a report which was sent in by a publican to the then Minister of Justice, now Mr. Justice Cohen—I was in the case—where a policeman had adopted the disguise of an old woman. The opinion of the Minister of Justice can be very easily found. He justified it. He said that if the publicans made up their minds to commit incessant infraction of the Act the police were driven to the necessity for adopting some disguise for the purpose of catching them.

819. *Mr. Abigail.*] I protest against the immorality of that decision.

820. *Mr. Bull.*] The gentleman has been elevated to the Bench since then. If a man went in any disguise himself into an hotel during prohibited hours, and induced the publican to supply him in that disguise, most certainly it would be wrong; but if a policeman, knowing that an offence is being committed and that systematic trade is going on, wants to catch the publican at that trade, he can adopt what he may consider to be a sufficient disguise to prevent his recognition as a policeman.

821. *Mr. Abigail.*] Inspector-General Fosbery is a personal authority, and he says the thing is bad.

822. *Mr. Bull.*] He expressed an opinion upon a complaint sent in about Quelch, that Quelch by his trick had induced the publican to serve this young policeman.

823. *Mr. Abigail.*] If publicans are to be at the mercy of men who have the character given them by Inspector-General Fosbery, then there is no hope for the publicans. [*To the witness.*] Do you remember a question on this very case being asked in the Legislative Assembly on the 3rd of April, 1894, to this effect: "Is it a fact that Senior-constable Quelch has succeeded in having some publicans fined under the Licensing Act by disguising himself as a fish hawk?" I remember I reported upon it. [*Exhibit No. 6.*]

824. And did you reply as follows: "I have the honor to report that I have made inquiry, and so far as I can ascertain there is no foundation for the statement made in the first question *re* the catching of the publicans, the senior-constable being in uniform all the time?" Now, I ask you candidly, did not you take advantage of the form of that question to burke the real issue by answering it specifically as asked, when you knew that the question if asked correctly meant: "Did not the Senior-constable Quelch disguise a young policeman?" You put the question in such a roundabout way—did not I do this and did not I do that? I did nothing of the kind. If you would ask me a question in a straightforward way I might be able to answer you in a straightforward way.

825. As you are a simple man, I will put my question in a simple way, and then you will probably be simple enough to understand it. I ask you now did you not answer the question as it was specifically asked? I answered the question as I got it.

826. And did not you know very well at the time that the fact aimed at was the disguise, not of Quelch, but of the constable who was in his company at the time? I answered according to my opinion of the fact.

827. Did not you know at the time that you answered that question that it was intended to mean that the constable who accompanied Quelch was disguised? Now, did you not? I did not know what they intended. I answered the question as I got it.

828. Did not you make merry of this? I cannot enter into your brain and determine what you are thinking about? I answered it as I got it, and I answered it truthfully.

829. I am trying to penetrate [*Interrupted.*] You are trying to penetrate me for something I have not got.

830. Very well, if you have not got any brains I cannot help it.

831. *Mr. Bull.*] That is the way questions are answered in Parliament. I have been a witness several times, and I think I give as little information as I can. It is an art to answer questions.

832. *Mr. Abigail.*] It is a science, not an art. It is the science of deceit. I think when a man is made a member of Parliament he loses all sense of morality. (*To the witness.*) Don't you see these terms "there is no foundation for the statement made in the first question"? Yes.

833. Did not you know that this young man had been disguised? I wrote according to my convictions, and nothing more.

834. Although you knew that the member asking the question had evidently fallen into a mistake in the way in which he asked it? I did not know what Mr. Black had done or what he did not do. I never had any interview with Mr. Black on that question.

835. Now, this Mr. Cooper, Belleview Hotel, you will admit that he is a very reputable man? I do not remember anything against his reputation. I am not aware of anything against him.

836. And that there was no record against him at all prior to this conviction? Not that I am aware of.

837. Now, did not he come into your station and personally complain to you of the tactics used by Quelch and his subordinate, young Edwards, in entering into his hotel as they did this morning? He may have done so, but I cannot remember. It is surprising to me if he did that he did not write me a letter or something of that kind. They generally do, and then I call upon the constable for an explanation in writing.

838. Is it your duty to protect your officers only, and to forget your duty to the public? Certainly not, I am sworn to protect the public.

839. *Mr. Bull.*] I object to that.

840. *His Worship.*] That has nothing to do with it at all.

841. *Mr. Bull.*] Do you remember whether, on the occasions referred to, when the offences were committed by the licensees of the Belleview and Imperial Hotels, do you remember whether Quelch then was acting under certain instructions from you? He was.

842. Special instructions? Yes.

843. And that special duty had relation to the manner in which certain hotels were kept? Yes.

844. Was Edwards also with Quelch acting under the same instructions? I was told so; but I did not see him.

845. But if Quelch was doing duty under special instructions from you, and Edwards accompanied him, he would also be doing duty under special instructions? Certainly.

846. Might I ask you have you ever heard from anybody that Quelch on that occasion at the Belleview personally adopted a disguise and imposed upon the publican to supply him with liquor? Never, never heard any question of it.

Inspector
Lawless.

29 Oct., 1897.

847. You wait a moment. I will put the question to you. Was not this the very question that was asked in the House by Mr. Fegan, on Mr. Black's behalf, and answered by you [*Exhibit 6*]: "Is it a fact that Senior-constable Quelch has succeeded in having some publicans fined under the Licensing Act by disguising himself as a fish-hawker, and obtaining liquor some minutes before the prescribed opening hour?" Was not that the charge made against Quelch? I believe so; but I cannot remember, because it is so long since. I cannot remember the exact words. I made inquiries and reported on it.

848. Is not that it? [*Paper handed to witness.*] My friend read it; but he did not read it all? Yes, I think so.

849. In that very charge made by Mr. Black Quelch was charged himself with having adopted "the disguise of a fish-hawker," and that he himself had imposed upon the publican to get him to supply him (Quelch) with drink before the opening hour? Yes, it was something to that effect.

850. You had never heard of such a thing as that from anybody, not even from the publican? No.

851. Not even from the publican; it is very funny. Now, Mr. Lawless, have you read these charges upon which this inquiry is being held? Yes, I read them in a copy of *Hansard*, and his Worship gave me a copy to read.

852. You noticed that these charges made no such complaint as that Quelch himself imposed, or attempted to impose, on the publican, but that he employed some new hand in the police force to practise that deceit. Had you ever heard that even Edwards, the supernumerary, in adopting any disguise which he did adopt, did it for the purpose of imposing upon the publican, and did impose upon the publican to supply him (Edwards) with drink? No. Both the parties pleaded guilty when they were brought before the court.

853. But they pleaded guilty to supplying liquor to persons then in the house, not to a policeman in disguise? No. If they had supplied the policeman with liquor, I would not have summoned them.

854. *Mr. Abigail.*] You know better than that. I have been in the court when you yourself have done that.

855. *Mr. Bull.*] Do you remember any one case in the Redfern division since you have been there where any publican has been convicted for supplying any policeman? No.

856. *Mr. Abigail.*] The informers in the cases I am referring to have been the policemen in plain clothes? Never during my charge of the division.

857. *Mr. Bull.*] During the last seven or eight years—and my friend has not been in practice longer than that—do you know of your own knowledge of a conviction of a publican for supplying drink to a policeman under any circumstances? No. They have been convicted for sly grog selling.

858. I am speaking of publicans, licensed publicans? No.

859. Now these are the rules, are they not, of the New South Wales Police Force? Yes.

860. And you have already said, and I want it again, that a copy of these is supplied to every constable as soon as he is a policeman? Yes, and there is a strict injunction to read them.

861. Is there any rule from the first page to the last which says that some disguise is not to be adopted for the purpose of detecting a thief? No.

862. Or anybody who makes a breach of the law? I am not aware of it.

863. Do you recognise these four books? Are they not the Order Books? Yes.

864. I may tell you that they range from 1887 to 1897, the whole range of Quelch's reign of terror out there? Yes.

865. Can you say from any knowledge that you have of these books that they comprehend or comprise any order from any superior police officer of the same purport or import? Not that I am aware of.

866. Are there any other books which would give the information? I think not; I do not know of it.

867. *Mr. Abigail.*] I do not say they are in the book; I say they have been promulgated by minutes.

868. *Mr. Bull.*] If a general minute had been made by the Inspector-General of Police, or by a superintendent, would it not be contained in one of these four books during that period? I think so; yes. Of course I have private circulars.

869. That is another matter? I have private instructions, yes.

870. I am speaking of those instructions, minutes, or orders, which all the members of the Police Force have a right to ascertain? Yes.

871. Of course, I can quite understand that you have special private instructions? Of course they can be easily obtained.

872. Do you know of any order or regulation consonant with this second charge that, in contravention of the strict instructions of the Inspector-General, who orders "That no constable shall in any way try to trick a publican into supplying liquor within prohibited hours, &c., &c.?" I admit that there has been a minute, I do not know that there is an order, but I believe there is a minute. We cannot find it just now, it is a long time back, but it is in reference with something connected with the Haymarket that the Inspector-General decidedly set his face against any attempt at disguise, where a policeman dressed himself up as a female or as a Naval Brigadier, but not in ordinary clothes.

873. That was to obtain liquor by that trick? Yes.

874. You have been associated with the city forces for many years? Thirty-two years nearly.

875. Do you remember a conviction of a publican for supplying liquor to a police officer, or some person disguised in the garb of an old woman? No.

876. Do you remember the circumstance being referred to the then, Minister of Justice? I cannot say I remember it.

877. Now, the minute which you refer to, which you cannot find, has relation to this circumstance, has it not, that no police officer would be justified under any circumstances in assuming a disguise for the purpose of entrapping the publican into supplying liquor to himself? Certainly.

878. That is the minute. Do you know of any regulation or order which prevents this being done, a police officer in his rounds satisfies himself that a systematic trade is being carried on by a certain publican within prohibited hours, he makes a report of that circumstance to his superior officer. Do you know of anything in the nature of a Police regulation or order which would prevent that policeman from dressing in civilian clothes for the purpose of obtaining an opportunity of seeing and satisfying himself that an offence was being committed? I do not know of any.

879. You know of none? No.

880. *Mr. Abigail.*] I want to know in this very strong minute, by the Inspector-General, which you say has gone astray and you cannot find it—[*interrupted*—] I cannot say whether it is a very strong minute, 881.

Inspector
Lawless.
29 Oct., 1897.

881. Now you say that the Inspector-General certainly sets his face against policemen assuming disguises of any sort? Oh, no; you mentioned the word "trickery."
882. You said disguise? The term is so general.
883. I am not asking what you did mean; but what the Inspector-General did actually say? I cannot tell you the words; I cannot find out. I looked this morning.
884. You told Mr. Bull that the effect of the minute was that the Inspector-General set his face against any disguise being assumed by a policeman? Yes, for the purpose of getting drink.
885. For the purpose of getting convictions? Getting drink.
886. Was it not for the purpose of getting convictions against publicans? No. For the purpose of getting drink; you can construe it into that if you think proper.
887. Did not the Inspector-General in his minute set his face against the police assuming disguises or being guilty of any trick by means of which publicans were to be entrapped into becoming guilty of breaches of the Licensing Act? Any trick, certainly.
888. Or any disguise? It depends upon what would be considered disguise.
889. I only want to get at the fact. You are trying to justify the fact, and talk all round it. I only want to get at the nature of this minute? Well, I never heard any minute which prevented a constable putting on plain clothes.
890. I am not talking about plain clothes. I am only going into the question as to whether the minute was not against a constable assuming disguise or being guilty of any trick? Being guilty of any trick.
891. Or assuming any disguise? It all depends upon what you mean by disguise.
892. In the instance quoted by you; I am asking you what the minute was? I cannot tell you exactly, because I cannot get it.
893. Did not you say just now that the minute included the term "disguises"? No.
894. You did not say that here, in answer to Mr. Bull's question, two or three minutes ago, that the minute of the Inspector-General mentioned the word "disguised"? I do not think so.
895. *His Worship.*] I think he did mention the word "disguise."
896. *Mr. Bull.*] I question it; he did not say it? Of course the word "disguise" would be "trick," according to Mr. Abigail's version of it; but what I mean is that a constable would not be prohibited from putting on plain clothes. He would be prohibited from going as a female.
897. *Mr. Abigail.*] Or a fish-hawker, or a Salvation Army recruit? Or a Salvation Army recruit.
898. Or a clergyman, or a solicitor? There are all sorts of disguises.
899. *His Worship.*] You are losing sight of the point altogether.
900. *Mr. Abigail.*] I am going to show that the minute is to the effect that no constable has any right to assume any disguise or any trick to trap a licensee into committing any breach of the Act in any way.
901. *His Worship.* It is impossible that the Inspector-General could have said such a thing?
902. *Mr. Abigail.* I have got it from the witness. I am told by your Worship that it is impossible for him to have said it; how is your Worship to know?
903. *His Worship.*] Detectives do it every day.
904. *Mr. Abigail.*] Your Worship cannot take judicial cognizance of anything of the kind.
905. *His Worship.*] I am quite willing to admit that a man should not disguise himself to entrap a publican into committing a breach of the law for him.
906. *Mr. Abigail.*] I will reduce that to a *reductio ad absurdum*. Supposing a constable, disguised in plain clothes or disguised as a Salvation Army man, goes into a hotel, and there are half a dozen men there, none of them drinking, and he says, "Come on, chaps, and we will have a drink," and the licensee immediately serves the other six and does not serve him. Is not that a circumstance under which this minute would operate? [*Witness.*] In that case the constable would be committing a breach of the Regulations.
907. How many times does a constable do that? I never knew an instance of that yet. I should report it if he did.
908. *His Worship.*] That would be a trick.
909. *Mr. Bull.*] I have never heard a case yet where the publican said the constable called for a drink.
910. *Mr. Abigail.*] I will give you an instance. The licensee of the Tom Ugly's Point Hotel was charged with a breach of the Act, selling on Sunday; and the evidence was this: that a sergeant of police, who was a sub-inspector under the Act went into the hotel. He had been in the week before, with some friends, with whom he had been out fishing; and the Sunday following he went in with his basket and induced the publican to assume that he was out fishing, and the liquor was supplied to him. The publican was brought into the Court afterwards, and it was immediately shown that the man was caught by a trick; but he was convicted and fined.
911. *Mr. Bull.*] My friend is wrong. The house was Sandringham, and the officer was Senior-Serjeant Mackay.
912. *Mr. Abigail.*] Then, assuming that the locale is wrong, the facts are all right.
913. *Mr. Bull.*] The facts are not correct. He did not assume to be a fisherman. Mr. Mackay had been out on special police duty, and had observed something, and he assumed that if he went dressed in his ordinary clothes he would get served, and he did go in his ordinary clothes, and he did get served.
914. *Mr. Abigail.*] He was one of a party introduced by a bank manager the week before as his friend, and he went the week after.
915. *His Worship.*] It does not affect this question at all.
916. *Mr. Abigail (to the Witness).*] You say the minute only affects tricks and not disguises? Yes.
917. You say a disguise is not a trick? No.
918. Is not part of a trick? No.
919. There is no element of trickery in a disguise? No.
920. *His Worship.*] None whatever.
921. *Mr. Abigail.*] I know instances where your Worship has committed people for false pretences where the only false pretence has been dressing up as a drunk sergeant.
922. *His Worship.*] In order to commit a fraud; that is a different thing.
923. *Mr. Abigail.*] Is not this a fraud to get a licensee to commit a breach of the act.
924. *His Worship.*] There is no proof in this case that anything of the sort was done. The man went in ordinary clothes, and saw other people drinking. I admit that if he obtained a drink himself he would break the regulations.

925. *Mr. Abigail.*] But your Worship can read between the lines.

926. *Mr. Bull.*] Suppose Quelch had sent this man in before him in any disguise at all, and he, by anything that he had adopted, had attempted to impose upon the publican, and Quelch had given his consent. What would a police officer think under the circumstances? It would be the senior officer's duty to report him.

Inspector
Lawless.
29 Oct., 1897.

927. And if it was reported, what would be the result? He would be severely punished.

928. The policeman would. Would the publican be summoned at all? No; he could not have been. I have known instances of the kind where I have reported such matters to the Superintendent, and I have refused to summon.

929. *Mr. Abigail.*] Is there any minute to that effect? I have refused, of course, to summon. I would not do anything of the kind.

930. *Mr. Bull.*] You were asked by my friend earlier in this Commission whether you yourself had not been so absolutely inactive and inefficient, or wanting in zeal, as only, during the time that you have been at Redfern, to visit two of the hotels in the whole of that division?

931. *Mr. Abigail.*] Made two rounds, two general visits; what I mean by that is that he has visited on two occasions all the hotels in his division.

932. *Mr. Bull.*] The insinuation now is that only on two occasions did you deem it necessary as a matter of duty (or did you do it as a fact) to visit the hotels in your division on two separate occasions? I could not tell you.

933. You know the provisions of the Principal Act? Yes.

934. You know that you yourself are the District Inspector? Yes.

935. You have made quarterly reports? Yes, I got that from the senior-serjeants.

936. You yourself have to make a report? Yes; I report, and that is taken to the Chief Inspector, who reports to the Bench.

937. "The District Inspector in every Licensing District shall furnish to the Clerk of the Court, at least ten days before each Quarterly Sitting, a report of every licensed public-house in such district, &c., &c."? Yes.

938. *Mr. Bull.*] My friend attacks Mr. Lawless by saying that he is so wanting in zeal that he has only been round twice himself.

939. *Mr. Abigail.*] What I did say was this, that I was entitled incidentally to bring out any maladministration or any inefficiency if I could do so by putting questions to the witnesses.

Senior-sergeant Robert Bell was called and sworn:—

940. *His Worship.*] What is your name? Robert Bell.

941. And you are a senior-sergeant of police stationed at Redfern? Yes.

942. *Mr. Abigail.*] Your superior would be Inspector Lawless? Yes.

943. The police duties under the Licensing Act in the district of Redfern would be more immediately under your supervision than under Mr. Lawless, the detail work, would not it? The detail work, I think, would be more under me.

944. Would not you do the visiting in furnishing this quarterly report? Yes, as a rule I generally visit the hotels.

945. Now, this Mr. Cooper, of the "Bellevue Hotel," what character did he hold as a publican?

946. *Mr. Bull.*] That is not in question here.

947. *Mr. Abigail.*] I will show you directly what bearing it has. Your contention is that he was guilty of systematic trading. I want to show his character.

948. *His Worship.*] There is a record of his being fined.

949. *Mr. Abigail.*] Once.

950. *Mr. Bull.*] I will prove now a subsequent conviction.

951. *Mr. Abigail.*] Oh, I am asking now for his character previously.

952. *His Worship.*] It is entirely out of the scope of this commission.

953. *Mr. Abigail.*] Previously to this conviction of Cooper's on the information of Quelch, what was the character of Cooper as a publican? I know nothing against the man?

954. Did he not have a good character as a publican? So far as I knew.

955. Now, was Quelch on that morning of the 3rd of November, 1893, so far as you know, acting under your instructions or under the instructions of any other inspector or sub-inspector under the Licensing Act in entering this hotel kept by Cooper? He was not acting under my instructions.

956. Do you know whether he was acting under anybody else's instructions? I could not say.

957. We have got it he was not acting under Mr. Lawless's instructions.

958. *Mr. Bull.*] Mr. Lawless said he was.

959. *Mr. Abigail.*] He only said he thought he was. (*To the witness.*) Do you know of any rule against the assuming of disguises by constables, or the trapping of publicans into breaches of the act by tricks on the part of constables? No, I do not.

960. Do you not know that there is a very strong minute of the Inspector-General's in existence against the police assuming disguises and endeavouring to entrap publicans in that way? I am not aware of that.

961. You set your face against that practice, do you not, in your instructions to subordinates? Well, when I go out on Sunday I generally dress in the ordinary way of dressing on Sunday.

962. But you would not assume a disguise? No.

963. And you would not allow a subordinate to assume a disguise? No.

964. And you would not allow a subordinate acting under your instructions to be guilty of any trick in getting any publicans to commit a breach of the act? I would not allow him to do anything that I would not do myself.

965. The whole matter of the supervision of the public-houses in your division has been more on your shoulders than on Mr. Lawless', has it not? Well, as far as inspecting them and seeing that they were correct and clean.

966. Do you remember Cooper coming to the station after his conviction and making a complaint against Constable Quelch and young Edwards? Well, I am not sure. I heard that he had come to the station.

967. And did he not make a complaint? I only heard something.

968.

Senior-sergt.
Robert Bell.
29 Oct., 1897

- Senior-sergt. 968. About being entrapped by Quelch disguising Edwards as a fish-hawker? Well, I did not see him; I
Robert Bell. only heard so.
- 29 Oct., 1897. 969. *Mr. Abigail.*] I would like the Observation Book produced for that date with the entry of this case
against Cooper by Quelch.
970. *Mr. Bull.*] It is explained that there would be no observation against a case by summons. The object
of the Observation Book was that it should be brought before your Worships at the annual meeting in the
in the nature of an objection, and the constables would give evidence from their observations, but no
observation was made here, as a summons was issued.
971. *Mr. Abigail.*] I only want your Worship to see it when you are coming to a decision. I do not want
to see it.
972. *Mr. Bull.*] I suppose you look upon it that it would be a portion of your duty if you were instructed
by your superior officer to visit the different hotels so that he might make the necessary report on their
condition? Oh, yes; I always receive his instructions.
973. And you acted under those instructions? Oh, yes.
974. You have not been particularly active with regard to the prosecution of publicans in the Redfern
district for offences? No.
975. Might I suggest this: suppose you are on night duty to-night, would it be proper to suggest that you
would leave that duty about 3 o'clock to-morrow morning? Yes.
976. And you would not be on duty until when? Till the following night.
977. You would have to report yourself just the same as any other police officer? Yes, going off duty.
978. And then whoever came on in relief would take that particular duty that you had been taking up to
that hour? Yes.
979. So that you would know very little about the conduct of Cooper's house down near the fish-markets at
5 in the morning? No; I would be off duty then.
980. In fact you would be happily in bed, like all well-intentioned people? Yes.
981. Now, do you not know that Cooper was subsequently to this summoned and convicted for selling on
Good Friday? I believe he was.
982. He has left this house? Some time ago.
983. How long ago would you say? I dare say it would be close on a couple of years ago now since he left.
984. Do you know who keeps the house now? Yes, a man named Roderick.
985. I suppose you cannot tell us as a fact whether Roderick has been summoned for an offence during the
two years he has been there? I do not think so, although I have had occasion to go in there a couple of
times when there was some little disturbance.
986. That is only of course during opening hours, not during prohibited hours? No.
987. So that apparently a better state of things exists under the new regime than under the old? Yes.
He keeps a better house.

Constable George Cress Harrison was called and sworn:—

- Constable 988. *His Worship:* What is your name? Constable George Cress Harrison.
Harrison.
- 29 Oct., 1897. 989. *Mr. Abigail.*] You remember the manner in which a conviction was obtained by Senior-Constable
Quelch and Constable Edwards against the licensee of the "Bellevue Hotel? I remember the morning.
That is all.
990. Do you remember did you see Quelch and Edwards leave the station that morning to go down to the
hotel? No I did not see them leave the station.
991. Did you see them in the morning? Yes.
992. Where did you see them? In the station.
993. How was Edwards attired? He was dressed in old clothes; it appeared to be an old coat he had on;
I did not take any notice of his trousers, he had an old slouch hat, and I do not remember, certainly, whether
he had a handkerchief round his neck.
994. Was Quelch with him? He was in the station while I was there.
995. Was he dressing in the station? He fitted the things on him in the station when I saw him.
996. Who fitted him with them? Quelch helped him.
997. As a matter of fact Quelch was dressing him up? I do not say he was dressing him altogether, he
was assisting him.
998. *His Worship.*] It seems waste of time; I admit the fact that he went disguised in both of the cases.
999. *Mr. Abigail.*] Don't you see your Worship has already expressed an opinion as to what the value of
that is, and I want to get all the evidence down to see the value of your Worship's opinion afterwards.
1000. *His Worship.*] I admit that he was disguised, and that he saw liquor sold to other people, but did not
take any liquor himself.
1001. *Mr. Abigail.*] Did you have any conversation with Quelch about this case? No; the only conversa-
tion was that Senior-Constable Quelch made a remark to the effect that he was a fish hawker.
1002. The effect of it was, "Don't you think that he would make a good fish hawker." Yes.
1003. *His Worship.*] I will admit the fact that he went there disguised as a fish hawker.
1004. *Mr. Abigail.*] Because it is a matter of evidence now? [*Witness*] I could not remember the words;
I said he made a remark.
1005. Then they both left the station? I do not know where they went, nor what they were going to do.

Senior-constable William Edward Quelch was called and sworn:—

- Senior- 1006. *His Worship.*] What is your name? William Edward Quelch.
constable
- W. E. Quelch. 1007. *Mr. Abigail.*] You are a senior-constable, stationed at Redfern? Yes.
- 29 Oct., 1897. 1008. You will admit, will you not, that what Edwards and Harrison say about Edwards being dressed in
the disguise of a fish hawker is true? I will admit what Constable Edwards said, but I will not admit
what Constable Harrison said. 1009.

Senior-
constable
W. E. Quelch
29 Oct., 1897.

1009. Do you deny what Harrison said? I deny that I passed remarks that he would make a very good fish hawker.
1010. What did you say? I did not pass any such remark at all.
1011. You are perfectly friendly with Harrison, are you not? I do not know about that.
1012. Is he under your command? I have had to do my duty towards him.
1013. You quarrel with most of your subordinates? No.
1014. *Mr. Bull.*] I will promise my friend I will recall Harrison if he makes any insinuations against Quelch,
1015. *Mr. Abigail.*] Do you remember Mrs. Norah McInerney, licensee of the "Court-house Hotel"? I do.
1016. *Mr. Bull.*] I object to this. What has this to do with this charge?
1017. *Mr. Abigail.*] This is on his general conduct. His Worship cannot shut it out; he said that on Wednesday.
1018. *Mr. Bull.*] It is all very well for my friend to rant in this way. I want to save him all the trouble I can. I know he is not too well. We are dealing with two specific charges. As a fact, this matter that Quelch is now being asked about formed a portion of the complaints made by Mr. Dacey in the House, and included in Mr. Dacey's speech; but it forms no charge here in this investigation.
1019. *His Worship.*] I am compelled by my commission to take any evidence as to his general conduct.
1020. *Mr. Abigail (to the witness).*] Was a complaint made by Mr. Doyle, solicitor for Mrs. Norah McInerney, about your insulting language? It was, and answered by me to the Department.
1021. You were called upon for a report? Yes.
1022. Is that an extract from your report [*Exhibit No. 7.*] Did you say, "No doubt Mrs. McInerney wants the Senior-constable"—that is you—"to close his eyes on Sundays"? Yes.
1023. "Or to follow in the footsteps of some of my comrades, which will never happen so long as the Senior-constable is entrusted to do his duty in an honest, impartial, and straightforward manner"? Yes.
1024. Is this the Inspector-General's minute appended to your report: "Mr. Read will see within the tenor of my reply; but I cannot comprehend the object of this wandering, irrelevant report from Senior-constable Quelch. What does he mean by his charges against his colleagues"? Yes; there are two other minutes there.
1025. Wait a minute. I am going too fast. Your Worship, I want all the official papers put in dealing with that report of Mrs. McInerney's.
1026. *His Worship:* I have got them here. (*Exhibit No. 7.*)
1027. *Mr. Abigail.*] Now, in the case of this Belleview Hotel, did not you send in a report? Yes.
1028. And is this not your statement [*Exhibit No. 6.*] "On Friday, the 3rd of November last seeing a number of men walking in and out of the side door of the Belleview Hotel which was left open, the Senior-constable and Constable Edwards entered and found the men in the bar drinking liquor"? Yes.
1029. "The licensee behind the bar supplying the liquors"? Yes.
1030. "He was spoken to by the Senior-constable and admitted that he was fairly caught breaking the law"? Yes.
1031. "A summons was issued against the licensee for keeping his house open for the sale of liquor during prohibited hours at 5.27 a.m. on the 3/11/93, and he appeared before Whittingdale Johnson, Esq., S.M., on the 7/11/93 and pleaded guilty to the information and was fined £3 with costs 5s. 6d."? Yes.
1032. And you were also called upon to make a statement in connection with the Imperial Hotel? Yes.
1033. And in that report you also said that "The Senior-constable and Constable Edwards entered. The men were in the hotel. The licensee was supplying the liquors. He was spoken to by the Senior-constable, and he admitted that it was a fair catch"? Yes. "It was his own fault for leaving the door open."
1034. And did you not say also "Neither did he (the Senior-constable) disguise himself as a fish-hawker, but wore his uniform, and did his duty in each case in a straightforward manner"? Yes.
1035. But you never said a word in your report about you dressing up or instructing Edwards to dress up in the disguise of a fish hawker? Certainly not. I answered the questions as they were put to me.
1036. You only reported the facts which satisfied specifically the question? I answered what I was called upon to answer.
1037. Will you not admit to me that you saw your Inspector, Mr. Inspector Lawless, and that you both talked over the way in which you were to answer these Parliamentary questions? I tell you candidly I never had a word with Inspector Lawless about the question, and I tell you this, that ever since I have been in the station, till to-day I never consulted Inspector Lawless one iota as regards any answer I had to give as respects my duty.
1038. Now, did you not commonly talk in the station, in the hearing of other officers, was it not common talk and did not you make a lot of merriment out of it, that you simply answered the question the way it was put? I would not tell them anything in connection with my duty or anything I had to answer, not one there. I am just as clever as any one there.
1039. There is such a lot of brotherly feeling that each one of you has to be careful of the others? The person who does six months there has to be careful as to what goes on. My ambition is "Man, mind thyself, and let the others do the same."
1040. Now, if you would only mind yourself instead of other people you would not be here. I want to know this, is your evidence just now your official utterance of the disorganised state of the Police Force in Redfern? No; certainly not. I conduct my own duty, and work upon my own bottom, and I ask no assistance.
1041. Do you now notice the peculiar phraseology that you used in every one of your reports: "The Senior-constable did his duty in each case in a straightforward, honest manner"? Yes.
1042. And do you call dressing up a subordinate—a raw policeman who has just been pitchforked into the Force, and does not know anything about his duties—do you call dressing him up in a disguise, and making him act under your instructions in that disguise, doing the duty in a straightforward, honest manner? Yes. The same as Constable Edwards was attired I have been going about for the last eight years, all over the Metropolitan District—dressed as Constable Edwards was, not a dirty, greasy garb.
1043. Have you ever carried bags of sand in that disguise? I have worn the same attire as was in this present case of a morning for the last eight years, about four times a year.
1044. Were you supposed to be on duty? No.
1045. Where did you get the slouch hat? At my home.
1046. Did you bring it to the station that morning? No, I did not.

1047.

Senior-
constable
W. E. Quelch.
29 Oct., 1897.

1047. Where did Edwards get it from? On the public-house morning?
 1048. Yes? I went and fetched it that morning.
 1049. What time did you go on duty that morning? I was on duty that night.
 1050. Were you near the hotel that night? Half a dozen times—both of them.
 1051. Did you know it was going on then? I knew it was going on every morning.
 1052. Before you went out with Edwards that morning did you know? Most decidedly; we stood and watched.
 1053. I want to know, up to 3 o'clock had you been there half a dozen times? I dare say I had been within view of the hotel half a dozen times, perhaps more.
 1054. And up to that hour had you noticed any breach of the law? Not before 3 o'clock.
 1055. Don't you know that I am asking that question? No.
 1056. Did you not anticipate that I was going to ask you this: Why did not you, if you noticed in those half dozen visits to that hotel that there was a breach of the Act—why did not you complain to Sub-inspector Bell? They would be in bed then. This business used to start at 5 in the morning, when Mr. McMahon's men would be coming about, and the fish-hawkers would be coming about.
 1057. But on that morning you had seen no one between 5 and half-past, had you? Oh, yes, we had.
 1058. Why, you were down there at half-past 5? We were in view, and we waited until we saw so many go in and out.
 1059. What time did you and Edwards leave the station that morning? As near as I can guess, about a quarter past 5.
 1060. Then, from a quarter past 5 to twenty-five minutes to 6, it is fair to say you saw no one? Oh yes, we did, and we followed them in.
 1061. And, if you had not seen them drinking, Edwards would, under your instructions, have called for a drink? Not at all, decidedly. I always instruct a young man that goes with me on no account to ask the publican for a drink; because, if you do, you are asking the publican to break the law. I have had, this last eight years, I suppose, two or three hundred cases under the Licensing Act all over Sydney, and I never heard of a constable appealing to a publican for a drink. If a person went sly-grog catching he would, no doubt, ask for a drink.
 1062. You applied to be appointed an inspector under the Licensing Act? I did.
 1063. When? Some considerable time ago. I could not tell you the date.
 1064. Did you get the Rev. Mr. Boyce to assist you in it? I did not.
 1065. Do you know that he went? I do not know anything about it.
 1066. Did you have any knowledge, or did you ask, or did you know, or did you ask anybody else to influence the Rev. Mr. Boyce to support your application? Not at all.
 1067. So that the mere fact that he went down and supported your application is a mere coincidence so far as you are concerned? I suppose so. Mr. Boyce knows me, and he knows my ambitions in regard to that as well. I never told him that I had applied. I wrote out my application, and it was recommended by my Superintendent, Mr. Read, and I received a certain reply.
 1068. It was refused by the Inspector-General? No; it never went to the Inspector-General.
 1069. Why was it not granted if it was favourably received by the Superintendent? It was favourably received by the Superintendent, and I received a reply that at present there were no funds, and, therefore, it was unnecessary to forward it further, and if I wished he would forward it, and I said, "I will abide by your decision, Mr. Read."
 1070. You have never made an application since? No.
 1071. You have not made a great number of "pub-catching" cases since? I have had a great many cases since, and I have had promotion.
 1072. Promotion goes by the number of cases? No.
 1073. What was the date of your application? I could not give you the date.
 1074. I will ask for all papers in connection with your application, and the application itself, and we will see how much your statement about Mr. Boyce is to be believed.
 1075. *His Worship.*] I do not see that it has anything to do with the matter at all; it is a mere departmental matter.
 1076. *Mr. Abigail.*] So is this inquiry.

Mr. Richard Friend, licensee of the "Imperial Hotel," Redfern, was called and sworn:—

Mr. R.
Friend.
29 Oct., 1897.

1077. *Mr. Abigail.*] I may say that, except in three cases, I have not spoken to one of the witnesses that I am calling in.
 1078. *Mr. Bull.*] If you have not, Mr. Dacey has.
 1079. *His Worship.*] What is your name? Richard Friend.
 1080. What is your occupation? Hotelkeeper.
 1081. What hotel do you keep? The "Imperial Hotel," Redfern.
 1082. *Mr. Abigail.*] You were on the 23rd of November, 1893, convicted for selling early in the morning within prohibited hours? Yes.
 1083. At what time? At twenty minutes to 6 in the morning.
 1084. Senior-constable Quelch and Constable Edwards were the constables in the case, were they not? Yes.
 1085. How was Edwards dressed? Dressed as an ordinary artisan going to work.
 1086. By his dress were you induced to believe that he was an ordinary artisan? Yes, I thought so.
 1087. Now, how did they get into the hotel at that time in the morning, do you know? They must have opened the gate and come in the yard and planted there.
 1088. Was the gate shut that morning? The gate was closed to with a heavy spring.
 1089. It required some force to push it open? Yes; they would have to force it open.
 1090. Did you ever admit that it was a fair catch? I admitted I was guilty.
 1091. But did not admit that it was a fair catch? I did not know at the time that a police constable could adopt a disguise.
 1092. Did you admit at the time that it was a fair catch? It was a fair catch.
 1093. Did you say so? It was not necessary to say so.

1094.

Mr. R.
Friend.

29 Oct., 1897.

1094. You pleaded guilty? Yes, I pleaded guilty. The door stood here [*indicating*]. This here man in the plain clothes, with a slouch hat on, and what I supposed was half a brick in a handkerchief, was standing like this [*indicating*].
1095. Leaning up against the door? Two men had come in. I had served them with two whiskeys. And I turned to this other man; I said, "What is your drink?" He said, "Oh, I am a constable." I said, "Are you," and as soon as I did Constable Quelch jumped over the steps and came in, and he says, "Have you any objection to my taking those glasses?" I said, "Not the slightest."
1096. Did you let him in? No; I had no thought of letting him in.
1097. Neither he nor Edwards were there with your consent or knowledge? No, I had never seen either of them before.
1098. And Edwards was waiting there as if for a drink? Waiting for a drink; in fact, the drinks were standing there, and he never said a word one way or the other, and I said, "What's your drink?" He said, "I am a constable."
1099. Is it true that he had a basket? He had a bandanna handkerchief with half a brick, as I think now. I thought it was his lunch. He had an ordinary suit of clothes, like a labouring man or artisan going to work.
1100. *Mr. Bull.*] You say you admitted it was a fair catch? I pleaded guilty.
1101. There was no doubt in the world about it? I was guilty.
1102. You did not supply either of these two men by any subterfuge of Edwards? No.
1103. So that you were not tricked into supplying these two men by anything Edwards said? Certainly not.
1104. And you never supplied anything to Edwards? No.
1105. Edwards never asked for a drink? No, certainly not.
1106. Did Edwards ask you to supply these other two men with drink? No.
1107. Would you admit that you supplied these men before hours? Yes.
1108. And as an honest publican you pleaded guilty? Yes, and paid the penalty.
1109. Do you remember saying to Edwards something like this, "How did you get in?" and his answering "Oh, we pushed the gate open"? No, I never asked him the question.
1110. Do you remember saying this, "It was my own fault for leaving the gate open"? I never spoke to Edwards on the case from that day to this.
1111. How did the other two men get in? Through the gate.
1112. Then they were in the habit of coming? Yes.
1113. There is no other means of access if the door is shut except by that gate? They can get in by two or three ways.
1114. How? There are two back entrances, you would not actually call it two back entrances, but they lead from the back.
1115. Is not the recognised entrance to your place from Wells-street? From George-street.
1116. But when it is shut is not the principal entrance for these people in the morning by that side gate? No, certainly not; ask Constable Quelch.
1117. If they wanted to come in from George-street they would have to climb the balcony when the door was shut? If I left the door ajar with a spring on it they could come in.
1118. Who let these men in that morning? They let themselves in.
1119. Then it is fair to say that others were in that morning? Yes, I think so.
1120. Your home is a place of call for a great many of the police officers? A few constables.
1121. Let us give you a few of the names. Is Connor in the habit of calling at your house? Yes, he has—very seldom.
1122. Bruce? Yes.
1123. Willson? Charley Willson?
1124. Yes? Yes.
1125. *Mr. Abigail.*] He was prosecuted in a case by Senior-constable Quelch; what was it for?
1126. *Mr. Bull.*] He was charged with selling—a man was found leaving his premises with a bottle of brandy in his possession. The man did leave the house with a bottle of brandy in his possession, but we succeeded in proving that he had it in his possession when we came to the house.
1127. *Mr. Abigail.*] Although Constable Quelch swore that he obtained it at the house.
1128. *Mr. Bull.*] He could not swear that. (*To witness*): Those were the facts, were they not? Yes.
1129. We succeeded in proving that the man had the bottle of brandy actually in his possession before he went into the hotel at all? Yes, that is so.
1130. *His Worship.*] I suppose in that case the magistrate gave you the benefit of the doubt?
1131. *Mr. Bull.*] So that there may be no misconception about it, did not a storekeeper from one of the bonds come forward and swear that he supplied this bottle of brandy to this man. He was a carter, who had carted wood for him, one of McMahon's draymen, and they simply failed to prove that you had sold it because you did not sell it, and notwithstanding that the man was actually in your hotel and had that bottle of brandy in his possession when he came out? Yes.
1132. Quelch is not in the habit of attending your house? Yes, he attended my house, and watched me pretty closely.
1133. I mean as a customer? Oh, no.
1134. Mr. Quelch is not a customer of yours? No.
1135. How long is it since you were charged with any offence under the Licensing Act at the instance of Quelch? 1896.
1136. Is that the case I had for you? Yes.
1137. I suppose it is only fair to say that you have been convicted since on the evidence of some other police officer? No, only on Constable Quelch's.
1138. *Mr. Abigail.*] Not since 1896? No, in 1896.
1139. *Mr. Bull.*] Not since this case when you were convicted on the evidence of Quelch and Bell? Yes.
1140. The Senior-serjeant? Yes.
1141. That was the 7th of November, 1896? Yes.
1142. You were charged there with having your house open for the sale of liquor at twenty-five minutes past 5 in the morning? Yes, that is almost the same as this case.

1143.

- Mr. R. Friend.
29 Oct., 1897.
1143. Whitehair, do you know him? I suppose he occasionally, if not frequently, visits your house? Yes, now and then—very seldom.
1144. Christison? Yes.
1145. Brennan? Yes.
1146. Edwards? Yes.
1147. Harold? Yes.
1148. Jackson? Yes.
1149. Ridley? Well, I have not seen Ridley lately.
1150. Harrison? I have not seen him.
1151. *His Worship.*] Are these constables that lodge there?
1152. *Mr. Bull.*] Constables that visit his house as customers.
1153. *Mr. Abigail.*] When they are off duty.
1154. *Mr. Bull.*] I am not suggesting anything against them. I am sure nobody would accuse me of being unfair. I am not insinuating anything against my friend or these policemen. (*To the witness.*) I suppose it occasionally happens that these men when off duty call at your place and have a drink? Sometimes.
1155. Even when in uniform? Sometimes.
1156. Hill is the last name? I have not seen him in my hotel for the last two years.
1157. *Mr. Abigail.*] Does Quelch ever come to your hotel? No.
1158. Do you know his particular hotel? I am sure I do not know. I do not know anything about his business.
1159. *Mr. Bull.*] Mr. Abigail has just suggested that Mr. Quelch has some share in some other hotel in Redfern. Do you think so? No.
1160. *Mr. Abigail.*] Has he ever had a drink in your house? No.
1161. *Mr. Abigail.*] That will be all the evidence in respect of charges 2 and 3. Now we will go on to charges Nos. 4 and 5.

Charges Nos. 4 and 5.

The following charges were then read:—4. That, “some short time ago, a constable named Bruce was on duty at the Baptist Estate, near Moore Park, when he saw three men prowling about in a suspicious manner. He went over to see what they were at, and they ran away. He chased the men actually into the arms of Quelch. Quelch heard their yarn, which was that ‘they were dairymen, going to the Farmers’ and Dairymen’s Milk Supply Company to get milk for their customers’; but, strange to say, they said ‘they lived at Pymont.’ Quelch did not see the absurdity of that, but he took down these men’s names and let them go. A few minutes afterwards Bruce went back on their tracks and discovered a sack full of pigeons, which these men had evidently stolen.”

5. That, “shortly after this, there was a robbery at Botany Road, at a boot store kept by a man named Riddle. Constable Brennan saw three men in front of Riddle’s shop under rather suspicious circumstances, and he tried to get near them. When he got within 60 yards of them they ran away; he went after them, and eventually arrested them, with the assistance of Special-constable Brewin. They gave their names and addresses, and he took them up to the station where Quelch was. They gave different names and addresses to Quelch, and one of them gave the self-same name that one of the pigeon-stealers gave a few nights previously. Notwithstanding that, Quelch released these men. While these men were standing there, in the presence of Quelch, they had actually on their persons the stolen boots out of Riddle’s shop. The arresting constable appealed to Quelch to wait until he went back to see if a robbery had been committed; but he refused to do so because, as I think I will show, Quelch was in league with these men, whom he twice saved from the clutches of the law. These men were released, and afterwards the robbery was discovered. A couple of nights afterwards the same three men committed a burglary at Cohen’s jewellery shop, King-street, Newtown, or rather two of them did. Seeing their names recorded, I suppose in the books which the police have, Brennan went there and found two of the burglars who had been concerned in the robbery of Riddle’s boot store, but he had some difficulty in getting the third. If Quelch had arrested these men when they were caught in connection with stealing pigeons, Riddle’s boot store would not have been broken into, nor would Cohen’s jeweller’s shop.

Constable William Frederick Bruce was called and sworn:—

- Constable W. F. Bruce.
29 Oct., 1897.
1162. *Mr. Abigail.*] I am taking charges 4 and 5 because they are so dovetailed. The charge is that Quelch for some reason of his own let these men go.
1163. *His Worship.*] What is your name? William Frederick Bruce.
1164. What is your position? Constable, stationed at Redfern.
1165. *Mr. Abigail.*] You sent in a report, did you not? No.
1166. Do you remember one night in May last, you were on duty at Marriott-street, Redfern? Yes.
1167. What time at night was it? About a quarter or twenty minutes past 4 a.m.
1168. Did you notice three men in a lane off Marriott-street, Redfern? Two men.
1169. What is the name of the lane? St. Saviour’s lane, I believe.
1170. Were they acting suspiciously? I considered it so.
1171. They were watching you, were not they, blinking round the corner at you? Well, when they went to the corner of the lane, they looked back, and that made me suspicious.
1172. You went after them, did not you? Yes.
1173. And they ran away? They did get away.
1174. You doubled round another street? Yes.
1175. And into Young-street? Yes.
1176. And did you then see them walking in front of you? Yes.
1177. Did you also see Senior-constable Quelch in front? Yes.
1178. And, when you got up to them, Quelch was speaking to them, was he not? Yes.
1179. Did you hear the conversation? Part of it.
1180. What was it? Well, when I got up, the senior-constable asked me, “What is the matter, Bruce?” I said, “I do not know; that is what I want to know.” He said, “I saw these two men running towards me.”

me," and he then asked them questions—asked them where they were going, and they said they were sleeping in the Randwick Paddock. He then asked them what they were running for, and they said to keep themselves warm, and then, after another question, they said they were going to the markets.

Constable
W. F. Bruce.
29 Oct., 1897.

1181. What markets? The vegetable markets in Sydney here.

1182. They were then going in the direction of Moore Park? No, they were coming this way.

1183. The contrary direction to the markets? No, towards the markets at the time.

1184. Did not they say they were going to the Farmers' and Dairymen's Milk Supply Company? No, they did not. The senior-constable then took their names and addresses. The only one I can remember was one who gave his name as Wilkinson, and one gave his address as Bunn-street, Ultimo, next door to Senior-serjeant Roden's.

1185. What took place after that? When he took their names and addresses, he simply let them go.

1186. Did he not detain them? No.

1187. Did you ask him to detain them? No.

1188. Did you and Quelch proceed up the lane, and find something? Yes.

1189. What did you find? A bag, containing three or four pigeons. A hand-bag; there were three or four pigeons in it.

1190. Did you subsequently find out to whom they belonged? I did not; but I heard that a certain person claimed them afterwards.

1191. *His Worship.*] Were they alive or dead? Alive.

1192. *Mr. Abigail.*] They had evidently been stolen, and placed in the bag? I could not say that.

1193. At any rate, they were claimed afterwards by somebody else? Yes.

1194. Did that somebody else say that they had been placed by him in the bag? I could not say that.

1195. *Mr. Bull.*] I must object to that. He must say what he knows.

1196. *His Worship.*] He can only say what he knows.

1197. *Mr. Abigail.*] Did you, or did the senior-constable to your knowledge, make any inquiry as to the addresses given by these men? I could not say.

1198. Did you? No, I did not.

1199. Do you not know that in the vicinity of where you saw these men running, and at the same time, there was a robbery committed, and a complaint about this robbery forwarded to the station soon after? I did not hear of it until two or three days after.

1200. What robbery was it, do you remember? I could not tell you.

1201. You do not remember now what it was? The robbery of the pigeons.

1202. Anything else? A pair of boots and a coat, I believe.

1203. There was a robbery in a house near by? That is what I heard.

1204. Now, did they not tell Quelch that they were dairymen, going to the Farmers' and Dairymen's Milk Supply Company to get milk? No; not in my hearing.

1205. *Mr. Bull.*] I suppose you are in the habit of looking at the rough book which is kept at the station, in which officers make reports? Very seldom.

1206. Do you very seldom make reports? Is that it? There is a man who enters the reports. If I make a report the man enters it.

1207. You look on while it is being entered? I look on.

1208. And you see that a proper entry is made? Certainly, in my own reports.

1209. Naturally. Have you seen a report which was entered by Senior-constable Quelch of this very circumstance at half-past 4 that same morning? I have not.

1210. Did you never take the trouble to ask to be let see it? At half-past 4 that morning. Certainly I have seen the report since.

1211. "About 4.15 a.m. this date (17/5/97) as Constable Bruce was working Zamia-street he saw three young men standing [*Exhibit No. 8*]; seeing the constable coming they walked to St. Saviour's lane and then ran through the lane to Redfern-street where they were stopped by Senior-constable Quelch." Is that a truthful report? I could not say about running. He told me he saw them running.

1212. Is that a true report as to the locality and the circumstances? Yes.

1213. You say they disappeared into the lane? Yes, that is quite correct.

1214. "Where they were stopped by Senior-constable Quelch and questioned, having nothing in their possession, and stating that they were running to the markets to keep themselves warm"? That is perfectly correct.

1215. So far as you know, nothing in the world was said about the Farmers' and Dairymen's Milk Company? Certainly not.

1216. "Their names and addresses were taken; 1st, Frederick Page, 3, Bunn-street, Ultimo, next Senior-serjeant Roden, about 19 old, 5 ft. 6 in. hair black, fair complexion, very small black moustache; dressed in dirty light tweed trousers, no vest, white shirt, woollen singlet outside, dark sac coat, black soft hat." Would that be a fair description? I could not give you a fair description.

1217. Would that be a fair description? Pretty near it, I believe.

1218. The second man, "William Wilkinson, at R. Robinson's, 163 Albion-street, Pyrmont, about 19 old, 5 ft., fair complexion, clean-shaved; dressed in dirty brown mixture tweed sac suit and soft felt hat, wore sand shoes, a small bag was afterwards found in the lane where they run through, pigeons now at this station, an owner required"—would that be a truthful report? That is pretty near it, at any rate.

1219. "Wore sand shoes"? I drew the senior-constable's attention to the sand shoes.

1220. "A small bag was afterwards found in the lane containing four pigeons where they ran through"? Yes.

1221. Is this the bag [*producing one*]? It is similar to that.

1222. I think you will find in this book that after you went back four pigeons were found in a bag similar to this? Yes.

1223. You went, you say, with Quelch? Yes.

1224. You had an opportunity of seeing whether these men had any property on them? No, I had not.

1225. What do you mean by that? Because I was too far away.

1226. Did not you go over to where Quelch was? At the time, certainly. I thought you meant when I discovered them first.

1227.

- Constable W. F. Bruce.
29 Oct., 1897.
1227. When Quelch was interrogating them, you then had an opportunity of seeing whether they had any property on them? Yes.
1228. You did not see any such property as a new white shirt, new undershirts, a pair of boots, or a woman's nightdress, or some sheets? No, I did not.
1229. Do you think it possible from your observation that they could have had such property on them without your noticing it? I do not think they could.
1230. I suppose you do know that subsequently there was a report about a robbery at Mrs. Cussen's? Yes.
1231. Will you kindly tell us, as near as you can, how long after this was it that you first heard of the robbery at Mrs. Cussen's? About three or four days.
1232. Who was it who found these pigeons? The senior-constable; he was the first to pick them up.
1233. They were not picked up by you, and then you drew Quelch's attention to the fact that you had found them; nothing like that? No.
1234. Do you know as a fact that Quelch reported the finding of these very pigeons, and that in the Diary of Duty and Occurrences at the Redfern Police Station, under the heading of "Week ending 17th of May," there is this entry: "Found in a lane off Zamia-street, Redfern, about 4.15 a.m., 17th instant, by Senior-constable Quelch, and now at this station—an owner required—a bag containing four pigeons"? That is correct. [*Exhibit No. 9.*]
1235. Now, do you happen to know that in consequence of that information afforded by Quelch, and on intimation in the newspaper that such property was at the Redfern Station requiring an owner, on the 18th, the very next day, there is an entry in the Property Book kept at the station reading thus, "Date, 18/5/97. [*Exhibit No. 10.*] Description of property.—Four pigeons. Circumstances of case.—Found in a lane off Young-street, on 16th instant, by Senior-constable Quelch, stolen from J. Cussen, 42 Thirlow-street. How disposed of—given to owner. Signature—M. Cussen. Constable in charge of case—Senior-constable Quelch"? I did not know that.
1236. So that, plainly, in consequence of the things being found and reported at the station, and possibly in consequence of the newspaper intimation—you know the newspapers sometimes do state that such and such a thing has been found and is awaiting an owner at a certain police station—you know that this property was claimed afterwards by these people? I believe so, but of course I could not swear it.
1237. You knew it as a matter of police information? Yes.
1238. I suppose it was not a really hot morning that morning, was it? No.
1239. It was on the 17th May? Yes, it was very cool that morning.
1240. Do you not remember that it was? Yes.
1241. *Mr. Abigail.*] "Running to keep themselves warm"—would that satisfy any ordinary constable?
1242. *Mr. Bull.*] However, that is your statement that what they said was that they were on their way to the market; you did not see them run at all? No.
1243. And if Quelch desired, he could have kept that information to himself? Yes.
1244. You missed them in this lane, and only came round the corner in time to see Quelch speaking to them, so that the fact of whether they were running or walking, if they did so or not, was not known to you? No.
1245. Is this true: "Some short time ago a constable named Bruce was on duty at the Baptist Estate, near Moore Park, when he saw three men prowling about in a suspicious manner. He went over to see what they were at, and they ran away"—is that true? No.
1246. Did you see three men prowling about in a suspicious manner? No, I saw two.
1247. Did you go over to see what they were at, and did they run away? Certainly; I walked over towards them, and they went away.
1248. Did you go over to see what they were at, and did they run away? The men did not run away that I saw.
1249. Did you chase the men? I took a short cut.
1250. Just answer my question? Certainly I chased them.
1251. I thought the men went one way, and you took a short cut to intercept them? Yes.
1252. Did you run? Yes.
1253. Is this true: "Quelch heard their yarn, which was, that they were dairymen going to the Farmers and Dairymen's Milk Supply Company to get milk for their customers"—is that true? No, it is not true. I never heard it said.
1254. Is it true that "A few minutes afterwards Bruce went back on their tracks and discovered a sack full of pigeons"? Yes.
1255. What? Yes.
1256. Now, be careful? Yes.
1257. Now, kindly listen to my question—"A few minutes afterwards Bruce went back on their tracks and discovered a sack full of pigeons, which these men had evidently stolen"? Certainly not.
1258. That is not true? No.
1259. You had never seen pigeons or anything else in these men's possession? No; I had not.
1260. Would you tell me this: Was there anything, from first to last, in your observation of that morning, which would have entitled you to have charged these two men with having stolen these pigeons which were found in the lane? No; certainly not.
1261. Do you remember what took place after you and Quelch found the four pigeons in the bag? Do you remember his giving you some instruction or doing something? He told me to follow them up and see if I could overtake them.
1262. What did he do? He naturally took the pigeons and came after me.
1263. He did not go with you? No; he came after me.
1264. In other words, he went a different way? I could not say.
1265. You do not suggest that he sent you on in front to bear the whole brunt of it? He may have come the same way.
1266. You cannot say? No.
1267. Did he not send you along Wells-street? Yes.
1268. Do not you know as a fact that Quelch went along Cleveland-street? No; I do not.
1269. Do you remember that, after he gave you that instruction, he picked you up again with Cubitt? Yes.
1270. Later on? Yes.

1271. Where was that? In Regent-street.
1272. That would be, I suppose, nearer Cleveland-street? Yes; pretty near. About 300 yards away, at the corner of Regent-street and Redfern-street.
1273. *Mr. Abigail.*] So that, although there was nothing to justify you or Senior-constable Quelch in the arrest of these men, Quelch subsequently sent you along Redfern-street and he himself went along Cleveland-street to try to find the men after the pigeons had been found? Yes.
1274. And it is true, is it not, that these two men, and not three, you saw prowling about in a suspicious manner at this corner, and that you followed them? Yes.
1275. It is also true that you did chase these men and came up when Quelch had them practically in custody? Yes.
1276. And it is true, also, is it not, that whatever these men said to Quelch before you came up was utterly impossible for you to hear? Yes.
1277. And for all you know they might have said to Quelch that they were dairymen going to the Farmers' and Dairymen's Milk Supply Company to get milk for their customers? Certainly.
1278. And it is true, is it not, that you did find a bag full of pigeons? No, I did not.
1279. With three or four pigeons in? The senior-constable found it.
1280. You were there? Yes.
1281. But he actually picked them up? Yes.
1282. But you were both there? Yes.
1283. And there is no doubt in your mind, and no doubt in Quelch's, from what he told you at the time, that these men must have been the robbers? I could not say.
1284. Did not you suspect the men at the time? I had suspicions of them at the time, certainly, but I could not say they stole the pigeons.
1285. But from what Senior-constable Quelch told you you knew that he had a similar suspicion? I could not say.
1286. Well, did not he tell you to go one way to find the men, and did not he go another? Certainly.
1287. Is not that sufficient to show you that he had a suspicion?
1288. *Mr. Bull.*] That is a matter for Mr. Johnson.

Constable
W. F. Bruce.
29 Oct., 1897.

[The Commission adjourned from 1.25 to 2.30 p.m. for luncheon.]

On resuming after lunch,

Constable Patrick McEvoy Brennan was called and sworn:—

1289. *His Worship.*] What is your name? Patrick McEvoy Brennan.
1290. What is your position in the Force? Constable, stationed at Redfern.
1291. *Mr. Abigail.*] On the 26th May last did you, about 5.30 a.m., when on duty in Waterloo, see three men standing under the verandah of Mr. Riddle's shop? Yes.
1292. A noise first attracted your attention? Yes, a kind of grating sound.
1293. And you had some suspicion of these men, had you not? Yes, I thought there was something wrong when I heard the noise.
1294. And you went along to the shop? Yes.
1295. Did you see the men? Yes, I saw the three men.
1296. Did they see you? One of them did.
1297. What was done then? The man who saw me cried out "Nit."
1298. That is thieves' slang? It is larrikins' slang for "clear," and that the police are coming.
1299. What was done when this man called out "Nit"? The three of them ran across Botany Road towards Chapple-lane.
1300. Did you follow them? Yes.
1301. And from there where did they go? Into Spence's-lane; it is a lane off Chapple-lane.
1302. Were you in full chase? Yes. They ran pretty hard.
1303. You had to run pretty hard? Yes. I had to drop my cape. I dropped it on the Botany Road, in order to catch them.
1304. And when you got up to within a few yards they turned round? Yes, and faced me.
1305. And you, fearing an outbreak, drew your revolver? Yes.
1306. And covered them? Yes.
1307. What did you say to them? "What's your game?" And one of them, Conlon, said, "I came up here to ease myself."
1308. He must have been very bad when he ran so quickly? I said, "It is a very curious thing you have not even got a button undone." I marched them down before me on to the Botany Road at the point of the revolver, and I was joined by Special-constable Brewin.
1309. Who assisted you to take the men to the lock-up? Yes.
1310. Did he draw his revolver too? Yes.
1311. And you took them up to the station? Yes.
1312. When you arrived at the station whom did you meet? The morning relief men who were going to relieve us at the time, and I kept them in the yard until the relief men had gone out.
1313. Who was in charge of the station? Constable Kidd was in the station at the time when I brought the men in.
1314. Who was in charge? Senior-constable Quelch came in with the night-duty men.
1315. Then he would be in charge? Yes.
1316. Did you say anything to him about this capture? Yes.
1317. What did you say to him? I told him what I had seen on the Botany Road and what I had done. I said, "I saw these three men down under the verandah of Botany Road."
1318. *Mr. Bull.*] Do you say you said this to Quelch? Yes.
1319. *Mr. Abigail.*] Yes? I told him they ran across the Botany Road, and I ran after them, and that I drew my revolver and brought them down to Botany Road, and, assisted by Special-constable Brewin, brought them to the station.
1320. What then? He took their names and addresses.
1321. *Mr. Bull.*] Do you mean Quelch? Yes.

Constable
Brennan.
29 Oct., 1897.

- Constable
Brennan.
29 Oct., 1897.
1322. *Mr. Abigail.*] Was that the first time you had got their addresses from them? No, sir. When we were coming up the Botany Road, they gave us their names and addresses, and they gave us entirely different addresses.
1323. Tell us what they were? I could not think of them now; but I mentioned them when I came to the station.
1324. To whom? To Quelch.
1325. And did Quelch ask their names and addresses? Yes.
1326. And you say they gave different names and addresses—different to those which they had given to you? Yes.
1327. Did you remark the difference to the senior-constable? I told the senior-constable they had given me different addresses down the Botany Road.
1328. Now, tell us from that point what was said and done?
1329. *Mr. Bull.*] What is that you have got there? This is a copy of my report to the superintendent immediately afterwards.
1330. You need not look at that now.
1331. *Mr. Abigail.*] If you need to refresh your memory, tell us? I should like to because it is such a long time ago.
1332. *Mr. Bull.*] You say this is a copy of the report sent in by you and nothing else? Yes, and nothing else. The report I sent to the superintendent has been copied from that.
1333. What date are you speaking about—when do you say these men were brought to the station? The 26th.
1334. If he can speak without referring to that, I will prefer it, your Worship.
1335. *Mr. Abigail.*] If you want to refresh your memory, his Worship will tell you you may.
1336. *Mr. Bull.*] I object to his looking at this. He says it is a copy he has made from something else. It is not a memorandum he made at the time. As my friend has the report, let him put the report in his hand? It is the original.
1337. How can it be?
1338. *Mr. Abigail.*] It is the original report from which he copied the Official Report. (*To witness.*) You made a report? Yes.
1339. I will put the report in, please, your Worship [*Exhibit No. 8*]. There is a report by Brennan, which is answered by Kidd, Quelch, and Guthrie.
1340. *His Worship.*] I read it at the time. The investigation was as to what was given to Quelch at the time—whether they stated to him what they subsequently stated.
1341. *Mr. Abigail.*] You made a report on the 27th May, 1897? I would not be sure. It was a few days after the occurrence.
1342. I will put in these reports [*Exhibit No. 8*] together with the reports of the other constables, and the reply of Senior-constable Quelch to it, and the minute on it. (*To witness.*) Now, tell me what was done? I told Senior-constable Quelch that the men had given different names to those they had already given me on the Botany Road. I told him that somebody should be sent down the Botany Road to see what the men had done. I told him that a telephone message should be sent to see if the men had given correct addresses.
1343. A telephone message to the nearest Police Station to these addresses? Yes; that is what I said.
1344. *Mr. Bull.*] Tell us what you said? I said a telephone message should be sent to see if the men had given correct addresses. He did not take any notice of what I had said, but he told the men they could go now, and he said to me, "You will know what to do if you see them again."
1345. *Mr. Abigail.*] Did he discharge them? Yes; he discharged them then, he told them to go.
1346. I believe you did object so far as a subordinate officer could? Yes.
1347. *Mr. Bull.*] I object to my friend putting the answers into this man's mouth to give. "You did as a matter of fact object," and all he has to do is to say "Yes"
1348. *Mr. Abigail.*] Were you or Special constable Brewin, or anybody else, detailed for duty at the place located by you? No.
1349. Did you, as a matter of fact, afterwards go down to this shop? Yes; when word came to my house that the place had been broken into I went down afterwards.
1350. At 7 a.m.? Yes.
1351. And was there a quantity of goods stolen? Yes, there was.
1352. In your report did you also mention the case of Constable Bruce, in which he had chased some men? Yes; that happened a few mornings before the occurrence on the Botany Road.
1353. Although you were not the constable who had anything to do with it, did you think it part of your duty to mention that matter in your report to your superior officer? Yes.
1354. And did you hear the description of the men whom Bruce had had in custody, and, comparing those descriptions with the descriptions of the men you had in custody, did you connect the men in the one case with those in the other? Yes, because one man gave the address as Bunn-street in each case.
1355. I see also in your report you say [*Exhibit No. 8*]: "One of the three men answers the description of a man who, at 6 a.m. on the 25th instant, was seen by Senior-constable Quelch on the roof of a shop in Redfern-street, and who, on being disturbed by the senior-constable mounting a verandah after him, made off; after which a window, belonging to John Hunter's boot-shop, was found broken open"? Yes, it was a matter of gossip at the time among all the men at the Station.
1356. And did you also conclude your report in this way: "The constable feels it most unjust to him that, through the action of Senior-constable Quelch, the ends of justice have been defeated." Did you say that? Yes.
1357. And did you say: "He also reports the matter out of self-protection, as the whole of these circumstances are now public property in the District, through the Special Constable"? Yes; I reported it because I thought I would be reported for laxity of duty.
1358. Did you, on the 29th May, make out a further report? Yes; in answer to Senior-constable Quelch's report.
1359. And did you, in that, state that two out of three men discharged by Senior-constable Quelch on the morning of the 26th May were, at the time of your report, in Darlinghurst Gaol, on remand, charged with burglary? Yes.

Constable
Brennan.

29 Oct., 1897.

1360. Burglary at a pawnbroker's shop at Newtown? Yes.
1361. And that you had been to the gaol to see them, and had identified them? Yes, sir.
1362. And do you know that, as a matter of fact, these men were subsequently committed for trial? Yes.
1363. Do you know, as a matter of fact, that they were subsequently convicted? Yes.
1364. While these men were in the police-station, did not one of them turn round to Constable Willson in the station and say, "You know me Constable Willson"? Yes.
1365. "You know I live" at some address given by him? Yes, he said he lived in Waterloo.
1366. And what did Willson say? He said, "Yes, I know you."
1367. But he had not seen him for some time? Yes.
1368. And did not know where he lived now? Yes. That man gives his address as 111 or 113 Cooper-street, Waterloo.
1369. Do you know any of these addresses? Yes.
1370. Did you go there? Yes.
1371. Did you find he lived there? No.
1372. How long would it have taken you to go to this address in Waterloo to see whether this man lived there? To go there and come back would have taken about twenty-five minutes as far as I can judge.
1373. Were you present when the reports of the other constables were made out? The constables were in the station about 3 o'clock, in the magistrate's room, making out their reports, I would not be sure which morning.
1374. Did you hear any conversation about the addresses? I cannot remember that.
1375. Do you know that, after your report, and after Quelch's reply to it, he made a complaint against you for making a report against him? Yes; he did.
1376. Did he not make a complaint against you, stating that you had falsely and maliciously reported him, or words to that effect? He said that I had tried to injure his reputation, or words to that effect.
1377. Were you ever asked to answer that report? No. Mr. Lawless told me the report was withdrawn.
1378. The complaint against you was withdrawn? Yes.
1379. Were you under the control of the senior-constable? Yes; the morning that I brought those men in.
1380. As a matter of fact, one of the policemen making a report in respect of Constable Quelch's reply to yours, was brought in off duty at 3 a.m. for that purpose? Two of them were?
1381. Who were they? Constables Willson and Guthrie.
1382. Who brought them in? Constable Guthrie told me that Constable Quelch brought him in.
1383. *Mr. Bull.*] So you get in a lot of this sort of rubbish, which you call evidence.
1384. *Mr. Abigail.*] Your client drags in these men to report for him.
1385. *Mr. Bull.*] You will find that these men were brought in at the instance of the inspector, and this man knows it? I do not know it.
1386. How long have you been in the Force? Three years and three or four months, and I served in the police in the old country.
1387. For how many years? For about fifteen months.
1388. How old are you? I will be 24 on the 22nd of November next.
1389. You have been in the Force here, how long? Three years and three or four months.
1390. So you were in the Irish Constabulary before you were a man? Yes, about fifteen months in it.
1391. Did you actually wear the uniform? In a place called Clanark. I got a discharge from the County Inspector saying that my conduct was very good.
1392. Just answer questions and nothing else. I take it that any part you took in this matter, from beginning to end, has been purely in the interests of Police discipline? Yes.
1393. You are such a disciplinarian that all you have done here has been purely in the interests of discipline I have done it to protect myself.
1394. I suppose Mr. Dacey interviewed you, did he not? I spoke to him once.
1395. Now, tell me, when were you seen by Mr. Dacey? It would be more than a week ago. I could not exactly say.
1396. I suppose you will admit this, that when a Police Officer gives evidence in a case against a man he should realise that he should tell the whole truth about the matter? Yes. I understand that.
1397. You have been long enough in the Police Force to realise that? I think so.
1398. I suppose you will admit, too, that it would be a very strong point, and a very strong suspicion against a man when you were charging him, if you could give evidence that he had altered his name and given different names? I should think it would be.
1399. When you were prosecuting these two men did you give evidence? No. I did not say that, I mentioned it in my report.
1400. Never mind about your report. The fact is, you actually prosecuted these two men? Yes.
1401. Murray and Conlon? Yes.
1402. You actually gave evidence against them on the very charge which you took them to the lock-up about? Yes.
1403. And I take it, Mr. Brennan, with your singularly long experience, and your great idea of discipline, that you would have said something against these men about their giving different names and addresses? I might have missed something.
1404. You make oversights, do you? Not often.
1405. You do not forget much, do you? No.
1406. Did you not actually charge these two men, Murray and Conlon, with burglariously entering Riddle's shop? Yes.
1407. *Mr. Abigail.*] You did not prosecute; you gave evidence as a witness? Yes.
1408. You were there to answer questions?
1409. *Mr. Bull.*] It will be just as well if my friend does not interfere at this stage. Do not mislead the witness. (*To witness.*) You did not prosecute these men until after they had been committed at Newtown. You have just given an answer; I want really to find out whether you are serious about it? I did not prosecute them, sir. It was Senior-constable Wilson prosecuted them on the first occasion; I gave evidence.
1410. Were not you the man who actually charged them, and did you not swear you did? Yes.
1411. *Mr. Abigail.*] He did not conduct the prosecution.
1412. *Mr. Bull.*] He did.

- Constable
Brennan.
29 Oct., 1897.
1413. *Mr. Abigail.*] He could not if the senior-constable were present.
1414. *Mr. Bull.*] Did not you charge those men on the 1st June? Yes; I think that is the date.
1415. Where was that? At Redfern. When I heard they were at Newtown I went there for them, and brought them to Redfern.
1416. Now, is this the evidence you gave there? Listen to it, and do not be ridiculous by saying that other people make charges [*Exhibit No. 11*]: "I am a constable of police, stationed at Redfern, Patrick McEvoy Brennan. About 3 p.m. yesterday I charged both accused, while in custody on another charge, with, in company, breaking and entering the house of one Riddle"? Yes.
1417. You were the actual person charging them? Yes.
1418. Now did you, in this deposition of three pages and a half, say one word to the magistrate about these men having given different names and addresses? I would not be positive.
1419. What a funny memory you have, now? I could not be sure; it is some time ago.
1420. Do not you know you did not? I do not know that I did not.
1421. I will read the deposition right through, and then answer me. [*Exhibit No. 11.*] [*Read Constable Brennan's deposition.*]
1422. *Mr. Abigail.*] He did give the addresses; he has given them there.
1423. *Mr. Bull.*] I am talking about these men having given different names. Do not people throw off the scent in that way? (*To witness.*) Now, that is your deposition. Did you, from first to last, swear that these men had given different names to you from what they had given at the station? No, I did not.
1424. Did you forget it? I might have forgotten, but I did not give the names in the witness-box.
1425. Will you swear they did give different names? Yes.
1426. Tell us the names? I cannot tell you now.
1427. The men were discharged in this remarkable prosecution of yours; I see the case came before his Worship, Mr. Delohery, who is a careful man; they were discharged, were they not? Yes.
1428. *Mr. Abigail.*] Why? Because there was no property found on them.
1429. *Mr. Bull.*] I suppose that would be one of the reasons, but I suppose the best reason would be that there was no evidence against them.
1430. Now, you gave evidence on the 10th June against the same two men? Yes.
1431. And they were charged by Constable McAtamney? He was the constable who arrested them in Newtown.
1432. He was the officer who had charge of the case? At Redfern.
1433. And you went into the witness-box and gave evidence? Yes.
1434. Did you say a word, then, in this second case, against these two men, after you had identified them at Darlinghurst, as the same two men as you had had in your custody, that they had given different names at different times? I would not be sure.
1435. Would you like to swear you did? I would not like to swear.
1436. Do you want me to read the whole of this deposition through to satisfy you that you did not? [*Deposition read.*] Tell me this: I suppose you will admit that it would be necessary in charging these men to narrate or relate any suspicious circumstances. In giving your evidence against the two, over this either attempted or suspected burglary at Riddle's, would it not be natural and proper for you to give evidence of any suspicious circumstances? So I did. I said they ran away.
1437. Tell me this: If you had heard noises as if these men were trying to break into the place—interfering with doors or windows—making noises which would indicate to you or a passer-by that there was something wrong, would you not think of it to give evidence of it? I might not give evidence of it.
1438. You were sworn to tell the truth, the whole truth, and nothing but the truth? Yes.
1439. Did you give an atom of evidence against these two men of hearing some grating sound as if the place was being interfered with or somebody was trying to break in? I could not say that I did.
1440. Did you hear a grating sound? I did.
1441. Did you report that at the station? I told Senior-constable Quelch that, and I believe, as far as I can remember now, that I said it in the court to the magistrate in the second case.
1442. Of course I am going to show that you said that in the second case and something else. [*To His Worship.*] If the fact was that this man had given evidence against two men before you, and had abstained from giving evidence of certain circumstances which were suspicious, and if he came before you again against the same men and added circumstances, I think you would have a peculiar opinion about him.
1443. *His Worship.*] It does appear to me strange that such a very important piece of evidence was omitted in the prosecution.
1444. *Mr. Bull.*] Then, of course, that goes against the credibility of this man? I said it on the second occasion.
1445. *Mr. Abigail.*] Every witness who comes here to give evidence against Senior-constable Quelch must expect to be treated as a liar and a perjurer. Quelch is like Caesar's wife—above suspicion.
1446. *Mr. Bull.*] My friend has called Quelch a liar over and over again, and even when the music struck up outside he could not let it pass, but said: "I wonder they don't strike up the 'Rogue's March,' or the 'Dead March in Saul.'"
1447. *Mr. Abigail.*] I said it was very cheerful; but it might have been less inspiring had they been playing the "Rogue's March," or the "Dead March in Saul." My friend immediately assumed that I was hitting at his client.
1448. *Mr. Bull.*] You were present, were you not, at the lock-up when this report was made of what you did see? Yes.
1449. Whom to? On what occasion?
1450. On the occasion when you made the first report of what you had seen in the street? I made a report to the Superintendent.
1451. Afterwards, when you were asked to make a report? I gave a voluntary report to the Superintendent—I was not asked about it.
1452. You know it is the duty of every officer to report matters which he sees, or which come under his observation, while he is out on his duty? Yes.
1453. You saw the report in the book? Which report?
1454. The report made with regard to the arrest of these two men, and the charge against them? I did not see it until I made my report to the Superintendent.
- 1455.

Constable
Brennan.
29 Oct., 1897.

1455. Have you seen it at all? I do not think I have seen it.
1456. But, whether you did or not, you did give evidence against these two men on the second occasion, the 10th June? Yes.
1457. Here is a piece of evidence which you gave in the second case which you absolutely forget in the first. Do you remember swearing this. [*Exhibit No. 12.*] "At first I heard a grating sound"? Yes.
1458. "It came from the direction of where they were standing"? Yes; that is right.
1459. Now, I suppose you will admit that you never thought of making such a statement on your oath in the first case? As an oversight.
1460. An oversight? Yes.
1461. The men were charged with an attempted burglary, and you tell his Worship here that it was an oversight not to mention that you had heard a-grating sound from where the men were standing? Well, I suppose when I got in the box I forgot it.
1462. I suppose it does not matter very much; but let me remind you that in one case you swore that one man whom you spoke to said he ran up the lane to ease himself, and in the second case you said they both said so? They all ran up the lane. I spoke about the man that actually told me; the man that said he wanted to go up.
1463. But in the second case you said, speaking of the men, "They said, 'We came up here to ease ourselves' "? No, I do not think I did.
1464. Now listen. "I passed the shop window." Not only did you forget to mention this circumstance, which you swear you forgot, but in your deposition you take upon yourself to swear this. [*Exhibit No. 12.*] "I passed the shop window at fifteen past 4 a.m. The window was then intact." Did you? That is the trip before I got these men. We work the beat in an hour and a half.
1465. "I told the senior-constable that I heard a grating noise." Do you swear that you told Quelch that you heard a grating noise? Yes.
1466. When did you tell him that? I told him at the station when I brought the men in.
1467. You swear that? Yes.
1468. Do you know the constable who made the entry in the Occurrence Book at the station? Yes.
1469. Who was that? Constable Kidd, I believe it was.
1470. You believe it was? Yes.
1471. Do not you know it was? I think so. Constable Kidd was there that morning.
1472. Do not you know that Constables Kidd, Guthrie, and Wilson all made reports of the circumstances appertaining to that? Yes.
1473. Contradicting you? Well, they said something.
1474. They did not agree with you? No, they did not. I made mention of that in my report to the Superintendent.
1475. Now, here is an entry written in Constable Kidd's handwriting, "James Conlon, Cooper-street, Waterloo. William Murray, Mrs. Bayley's Restaurant, Liverpool-street, city"? He gave his address as Pymont first.
1476. [*Exhibit No. 14.*] "Henry Wilson, 9 Bunn-street, Ultimo. Brought to station by Constable Brennan at 6 a.m., 26th, who found them in Chapple-lane, Alexandria, where they had run from Botany Road. They explained, one of them had been taken short and run into the lane to ease himself. Allowed to go by Senior-constable Quelch"? I never saw that before.
1477. Do you know that this was not written until you had given all the information that you could in the presence of the four or five officers who were there? I suppose the constable wrote it.
1478. Do you swear that—at that time, in that place, to Quelch, in the presence of any of these three—you mentioned anything about these noises? Yes, I swear that.
1479. Or that you brought the men down at the point of the revolver? Yes, I did.
1480. You swear that too? Yes, I do.
1481. I suppose you know well, to begin with, that Constable Kidd has been very much longer in the Police Force than you? I think so.
1482. Is not he a first-class constable? It would not be necessarily because he was in the Force longer than me.
1483. But Kidd, you know, is a first-class constable? Yes.
1484. Willson, is he a first-class constable? No.
1485. How long has he been in the Force? Ten or eleven years; something like that.
1486. And Guthrie, is he a first-class? He is an ordinary constable. I think he has been about eighteen months.
1487. They were all present? Yes.
1488. Do you know that the Superintendent, when he was speaking about that matter being withdrawn, recommended Quelch to let the matter drop—that complaint against you of either insolence or want of discipline? If I can remember, I think he said that it would be just as well if the senior-constable withdrew his report.
1489. Have you ever seen this report of Mr. Lawless', dated 4th June [*Exhibit No. 8.*]; "The minutes of the Superintendent have been read and explained to Senior-constable Quelch and Constable Brennan. The senior-constable now states that he wishes to withdraw his report against Constable Brennan, who appeared to be satisfied with the decision of the Superintendent"? No, I never saw that.
1490. Be careful, now; you look at that [*handing papers to witness*], and then I will ask you whether that actual document was not read to you by Mr. Lawless, in Quelch's presence? No, sir.
1491. You swear it was not? I do.
1492. Do you remember Mr. Read, the Superintendent's report? Yes, I do.
1493. Do you remember Mr. Read's report being read to both you and Quelch? No, it was not read to me or Senior-constable Quelch; there was no report read to me.
1494. Do you say that the senior-constable's report was not read to you? It was read to me, but not by Senior-constable Quelch.
1495. By Mr. Lawless? Yes; and I read it myself, too.
1496. Is this the report that you heard read. [*Exhibit No. 8.*] "The statement of the constable with regard to the suspicious conduct of the three men referred to may be substantially correct, but the evidence

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Constable
Brennan.
29 Oct., 1897.

is overwhelming that he only communicated a very unimportant portion of the particulars to the senior-constable, whose statement is supported by those of Constables Kidd, Willson, and Guthrie; whose reports agree with the entry in the rough book." Did you hear that read? Yes.

1497. "The constable, according to the statement of Mr. Lawless, is of an excitable temperament"? Yes.

1498. That is you? Yes.

1499. "And possibly imagined he had made a fuller report to this officer than he did, and there is the further fact that he had just previously been engaged with what to most men would be an exciting event." What was that? I suppose the burglary. But I am not of an excitable temperament as a rule. The people in Redfern know that.

1500. The Superintendent knows better. "The discrepancy in his evidence at the court and his written statement is unsatisfactory." Now, he is speaking of you "and I am warranted in assuming that his deposition is the more reliable version of the matter. I trust, therefore, he will be more guarded in future. I think the circumstances scarcely warrant the belief that he had any deliberate purpose to injure his superior officer. I trust, therefore, Senior-constable Quelch will withdraw his complaint"? Yes, I heard that read. [*Exhibit No. 8.*]

1501. Do you know that minute is dated 4th June, and was sent to Mr. Lawless on the 4th June, and do you swear now, having heard that read, that you did not hear this read to you by Mr. Lawless? Yes, Mr. Lawless read it to me, but Senior-constable Quelch was not there.

1502. But you swore it was not read to you at all? Yes. I swear it was read to me, but not in the presence of Senior-Constable Quelch.

1503. Did you not swear to me awhile ago, when I took the trouble to walk to the table, and show you that, that it had not been read to you, by anybody? No, that had not been read to me, never. That is not the Superintendent's minute.

1504. *Mr. Abigail*: Show him Superintendent Read's minute. You are asking him one thing and showing another.

1505. *Mr. Bull.*] He admits that that minute was read to him by Mr. Lawless, but not in Quelch's presence. Then I said, "Will you answer now, Mr. Read's minute being dated the 4th June, Mr. Lawless' report being dated the 4th June, that you did not see that at the same time"? I did not notice Mr. Lawless' report at any time. I saw Mr. Superintendent Read's report, but I did not see Mr. Lawless'.

1506. *Mr. Abigail.*] If your Worship will read Inspector Lawless' report you will see what it says.

1507. *Mr. Bull.*] I object to my friend interfering in any way.

1508. *Mr. Abigail.*] I challenge my friend to produce the report and let me show you are wrong.

1509. *Mr. Bull.*] I am not going to let my friend have these papers at present. I have an object in not letting him have them.

1510. *Mr. Abigail.*] Your Worship will see that Mr. Lawless says he has shown this minute to the constable, and he appeared to be satisfied with it, and he withdraws his complaint. Does not that show that this witness' evidence is true, that he told the inspector he was satisfied with it, and Mr. Lawless immediately reports on the result of the interview? He would not see Inspector Lawless' report; that would be sent on at once to the Superintendent. The inspector would not dream of showing his report to the subordinate constable before he sent it to the Superintendent.

1511. *Mr. Bull.*] You have already admitted that Mr. Read's report was read to you by Mr. Lawless? Yes.

1512. You have admitted that Mr. Read's whole report was read to you? Yes.

1513. There is no issue between us about that? No, sir.

1514. Did not I show you then, in addition to Mr. Read's minute, a report of Mr. Lawless'—have not I shown you that twice? Yes.

1515. Did not I ask you some time ago whether that minute had not been read to you by Mr. Lawless—the minute, not Read's, this? I swore it was not read to me, and I swear that now. I never saw it until now.

1516. Even Mr. Read makes a remark about your depositions, about your omission of certain important facts, if they were true. You notice that? Yes, sir.

1517. And he found fault with you for that. Do you remember Mr. Read's report of 31st May, after hearing your statement, Quelch's, Kidd's, Guthrie's, and Willson's? What one is that?

1518. A most remarkable circumstance that you have not mentioned to-day; another particular that you forgot to mention, and you never have mentioned, in any deposition. You saw this report [*Exhibit No. 8*]: "If Constable Brennan informed Senior-constable Quelch of all the circumstances of the case, that is, that he heard a grating sound close to a shop window, as if it were being tampered with, that the three men ran away at such a speed that the constable was compelled to part with his cape to overtake them." You never mentioned that until to-day. I am aware you said it to-day; but is not that the first time you have said in giving evidence anywhere that you were compelled to take your cape off in chasing these men? You will admit that in neither of the depositions which you gave in either of the cases, either when the men were discharged on your prosecution or committed for trial, you never mentioned the circumstance of having thrown the cape away? In the first case, I answered every question that was put to me by Senior-constable Wilson.

1519. Was it not Constable Bannan who conducted that prosecution? No, I do not think so.

1520. Do not lead yourself into a mistake? I will not swear it.

1521. Are you not sure of this—and I do not want to mislead you at all—was it not Bannan who conducted the case which was dismissed, and Wilson who conducted the case when the two men were committed for trial? I think it was McAtamney who conducted the second case, and Wilson the first.

1522. *His Worship.*] Do you not think you are going beyond the first charge, which is the statement he made to the senior-constable at the lock-up?

1523. *Mr. Bull.*] If I can show that this man when he was on his oath never made the statements which he has since made in these reports, and that his anxiety was to convict these men, if he believed they were the burglars—. [*Interrupted.*]

1524. *His Worship.*] I see it.

1525. *Mr. Bull.*] I will ask you if you used these words, "and that they manifested an intention to resist?" I did not say that.

1526. I am reading Superintendent Read's minute. [*Exhibit No. 8.*] "If Constable Brennan informed Senior-constable

Senior-constable Quelch of all the circumstances of the case, that is, that he heard a grating sound close to a shop window as if it were being tampered with, and the three men ran away at such a speed that the constable was compelled to part with his cape to overtake them, and that they manifested an intention to resist arrest, inducing the constable to threaten to shoot them, it was undoubtedly the imperative duty of the senior-constable to have detained them until an inquiry had been made; but according to the reports of the senior-constable and Constables Willson, Guthrie, and Kidd, none of the circumstances I have mentioned were communicated to the senior-constable except that as soon as the men saw the constable in the Botany Road they ran away." Now, you heard that read, did you not? Yes.

Constable
Brennan.
29 Oct., 1897.

1527. "All the reports should be shown to the constable, and he invited to make any further statement he may wish, after which I will decide the matter." You heard that read? Yes; and I made a further statement.

1528. I suppose you will admit that, after all, you have not a clean sheet? I have not a bad sheet.

1529. But you have not a very clean one. Have you been fined four times for neglect of duty? I have been fined once for being some minutes late for court.

1530. I will put them to you categorically. On the 2nd August, 1895, were you fined a day's pay for neglect of duty? What was the neglect?

1531. I am not here to say what it was. I simply ask you whether you were fined a day's pay for neglect of duty? I think it was for being late.

1532. And then two days afterwards were fined for neglect of duty? I was late that morning. That was the morning when my brother was sent on the Ashantee Expedition in South Africa, and I was a few minutes late reading his letter.

1533. On the 4th April, 1896, were you again fined a day's pay for neglect of duty? I cannot swear that.

1534. I may tell you that I have got this from the defaulters' list? I cannot say. I am not going to say when I do not know what I am charged with.

1535. I have got it here. I may tell you this is a copy from it. On the 26th February this year were you fined a half-day's pay for being found hiding behind a bar counter when on duty? That was on an occasion when my child was dying at Ashfield. I went in to have a glass of beer, and I paid for it.

1536. Were not you hiding? I deny it.

1537. Who was it reported you? Senior-constable Corcoran.

1538. And Corcoran made a mistake, then? I suppose so.

1539. At any rate, whether he made a mistake or not, the Department believed it, and you were fined for it? I was in there, and I was in uniform, and I told my Superintendent about it.

1540. You told your Superintendent the reason for hiding behind the counter? I deny that. I was fined a day's pay for being late coming on duty.

1541. *Mr. Abigail.*] I shall ask that Quelch be not believed because there were complaints against him.

1542. *Mr. Bull.*] Quelch has denied them on his oath, and you have brought nothing to contradict him.

1543. *His Worship.*] Those are not matters which affect his credibility as a witness. (*Witness.*) I hope Mr. Bull has got my character from the police in the old country.

1544. *Mr. Bull.*] I am not insinuating a word against that.

1545. *Mr. Abigail.*] There are two Constables Guthrie, which is it? Constable Samuel Guthrie.

1546. He was in the station at the time when you brought these people in? Yes, he was in the yard at the time.

1547. Did Senior-constable Quelch know that you had gone over to Newtown to assist in the prosecution of those men? I think he should know.

1548. Did he know that they were being prosecuted at Redfern on the charge you brought against them? Yes.

1549. Did he offer to give evidence? No.

1550. Did he give evidence? No.

1551. Although he was your senior-constable? No.

1552. Did he suggest that he could assist in the prosecution? No.

1553. Nor did he do anything to assist in bringing those alleged offenders to justice? No.

1554. At the Quarter Sessions, did you give any evidence? Yes.

1555. Did you then give full evidence of all you knew about the men? All I knew as far as I could recollect.

1556. And explaining the nature of the charge? Yes.

1557. Did you explain in your evidence at the Quarter Sessions the nature of the evidence which you had against them on the charge on which they were acquitted? Yes.

1558. Did you also then explain about the different names and addresses they had given? I believe I did, and about the grating noise.

1559. What was the sentence on them? Two years and eighteen months' imprisonment. Those were the two who pleaded guilty; and the other man pleaded not guilty, and he was sentenced to nine months.

1560. I want to have a look at Superintendent Read's report of the 21st May. I want to ask your Worship's attention to this part of the minute: "If Constable Brennan informed Senior-constable Quelch of all the circumstances of the case, *i.e.*, that he heard a grating sound close to a shop window, as if it were being tampered with; that the three men ran away at such a speed that the constable was compelled to part with his cape to overtake them, and that they manifested an intention to resist arrest, inducing the constable to threaten to shoot them; it was undoubtedly the imperative duty of the senior-constable to have detained them until due enquiry had been made." [*Exhibit No. 8.*] I want to ask you that, if I can certify your Worship that this witness is a witness of truth, then I can invite your Worship to find against Quelch, following the minute of Superintendent Read.

1561. *His Worship.*] I cannot find anything until the finish of the inquiry.

1562. *Mr. Bull.*] I thought my friend had got those papers to ask a question. I object to his addressing you upon anything at this stage.

1563. *His Worship.*] It is no use addressing me now.

1564. *Mr. Abigail.*] Rather than call two or three witnesses to get out of their mouths each time this part of the report, and to get out the nature of certain regulations, I want to say that, if you find, as a matter of evidence, that the senior-constable was told these things, I invite you to find against him.

1565. *His Worship.*] I will give no opinion here as to what conclusion I come to. I give my report to the Governor.

1566.

- Constable Brennan. 1566. *Mr. Abigail.*] I know that ; but with a view to shortening the evidence.
 1567. *His Worship.*] I do not want you not to call any witness whom you think material.
 29 Oct., 1897. 1568. *Mr. Abigail.*] Very well ; I will get it the longest way, because you insist upon it.
 1569. *His Worship.*] I think that matter has been quite exhausted.
 1570. *Mr. Abigail.* (*To witness.*)] Do you say you read this report of Superintendent Read of the 31st May, 1897? Yes.
 1571. There was no reason why this report of Inspector Lawless' should be read to you? No.
 1572. *Mr. Bull.*] He has said the minute was read, and this report was not read. He has said that half a dozen times.
 1573. *His Worship.*] The gist of the matter is what was said to Quelch at the station.
 1574. *Mr. Abigail.*] Did you know whether Senior-constable Quelch had been asked by the inspector to withdraw his complaint against you? I could not say that.

Richard Henry Brewin, Watchman and Special Constable, Redfern, was called and sworn:—

- R. H. Brewin. 1575. *His Worship.*] What is your name? Richard Henry Brewin.
 29 Oct., 1897. 1576. What are you? Night-watchman.
 1577. A special-constable? Yes.
 1578. *Mr. Abigail.*] Have you been so occupied for a period of years? About eight years.
 1579. In the one district? In the one place all the time.
 1580. Where? Botany Road and Regent-street.
 1581. Of course you are privately employed? Yes, by the residents—shop people.
 1582. Are you, in the performance of your duty, frequently called upon to assist the police? Oh, yes, I have.
 1583. And if you, while going round, see anything suspicious, is it a part of your duty to acquaint the police on the beat? Yes, I always acquaint the police of it.
 1584. You frequently have informed the police and given evidence in cases, have you not? Oh, lots of cases.
 1585. Now do you remember, in May last, assisting the last witness, Constable Brennan, with three people? Yes.
 1586. I want you to tell us what you know about it? It would be about twenty minutes to 6—I do not know the date—in the morning I heard somebody run. I looked, and I saw two or three men crossing over the road from one side of Botany Road to the other, and then I walked in towards the corner of Chapple-lane, near the "Commercial Hotel," and I there saw Constable Brennan coming out of the lane with three men.
 1587. You took the short cut to where they came from? No; I was just coming down the lane towards home.
 1588. And there you saw Brennan with three men? Yes, coming out of the lane into Botany Road, bringing them up towards the station.
 1589. Had he these men covered with a revolver? Yes; he asked me to assist him.
 1590. Did they give their names and addresses? They did give names—there was Conlon and Murray; but they gave some other names before that.
 1591. Did they give any names at the time you went up—not afterwards at the station, but when you went up—what names did they give? At the station?
 1592. No. Before you took them to the station, did you hear them give any names and addresses? They did give some names, but I forget what the names were.
 1593. You assisted the constable to take them to the station? Yes.
 1594. Did you see Senior-constable Quelch there? Yes.
 1595. Can you tell us the conversation which took place between Brennan and Quelch with reference to these three men? He told him that he got them at Botany Road. Of course I was standing outside the door; I did not go inside.
 1596. Did you hear anything else? I heard him say something about some one ought to go down and see what was the matter.
 1597. *Mr. Bull.*] Who said that? Brennan said that.
 1598. *Mr. Abigail.*] Where? Down the Botany Road.
 1599. Did you hear the men give their names and addresses at the station? Yes, they gave their names and addresses.
 1600. Did you hear those? Yes, they gave their names; one gave the name of Murray, and one Conlon, and the other one—I forget what the other one's name was. I know there were three men.
 1601. Did they at the station give the same names and addresses that they gave to Brennan and you? No, they gave different names to what they gave down the Botany Road. I think Conlon gave his name right.
 1602. But the other two gave different names? I know there were different names given; but I forget what the names were.
 1603. Was there any remark made by anybody at the station about these different names? Did you hear Brennan say anything to Quelch about it? I do not know who it was, but I heard somebody in the station say that these men had given "cronk" names—different names.
 1604. *Mr. Bull.*] Which was it "cronk" or "different"? I would not be sure. I know the meaning was that.
 1605. *Mr. Abigail.*] Did you hear anything else? Of course they were let go.
 1606. Who let them go? Their names and addresses were taken down by Constable Kidd. I believe he was in the desk, and Senior-constable Quelch was standing at the side of him.
 1607. And who let them go? Quelch, as the officer in charge at the time, because there was no other senior-constable there then.
 1608. Did Brennan or anybody else ask that these men should be detained while these inquiries were being made in Botany Road? You said that somebody said that somebody ought to go down the Botany Road and see what was up? I believe Brennan said they ought to be detained while somebody went down Botany Road.
 1609. Now, after they had gone into the station, did you see Senior-constable Quelch come out of the station into the yard and call Constable Bruce on one side? Yes, he was in the yard.
 1610. What did he say to Constable Bruce? He seemed certain that one of these men—. [*Interrupted.*] 1611.

1611. What did he say? "That is one of them all right." I did not know at the time what he was referring to. R. H. Brewin.
1612. Now you know that he was referring to these men who had the bag of pigeons, do you not? I did afterwards, but I did not know at the time. 29 Oct., 1897.
1613. Anything else? Bruce said he did not think so; he did not seem sure.
1614. And what did Quelch say? He seemed positive they were.
1615. And was it after this conversation which Quelch had with Bruce that he let these men go? Yes.
1616. He returned to the station, and then a little while after that these men were let go? I would not be sure whether it was before they were let go or after they were let go.
1617. I want you to think about that? I know he came out to the yard, because I remained in the yard.
1618. Had the men been liberated then, or were they not liberated until after that? I would not be sure of that.
1619. What is your impression? I would not be sure of that.
1620. *Mr. Bull.*] I object to his impressions.
1621. *His Worship.*] We cannot take that.
1622. *Mr. Abigail.*] To the best of your recollection, what do you think? Which was it? I would not be positive on it.
1623. Did you give evidence against these men? Yes, I gave evidence as to being called to assist.
1624. I ask for the depositions. (*To witness.*) What case was it that you gave evidence in? In the second case.
1625. What was the nature of the second case? Breaking and entering Riddle's shop.
1626. Then it was this very matter upon which Brennan had arrested them? Yes.
1627. *Mr. Bull.*] You did give evidence in this case when the men were committed for trial? Yes.
1628. You seemed to know that the robbery was going to be committed? Yes, Mr. Siddons at the billiard room told me.
1629. He told you the robbery was going to be committed? He said there was some "cronk" ones knocking about.
1630. This is what you said, "I assisted to bring them. I know Mr. Riddle's shop. It was intact"? I do not know the meaning of that word. I never made use of that.
1631. "I also cautioned Mr. Riddle of something I heard"? I told Mr. Riddle and another man in another shop on the road.
1632. This is your evidence? Yes; that there were two or three fellows knocking about, and that Siddons had told me.
1633. Is that Mr. Siddons, of 134, Botany Road, Alexandria? Yes; that is he.
1634. Since this matter of the inquiry into Quelch's conduct, do you know that Mr. Siddons has been threatened with letters? No. I never heard that. I heard that he signed Quelch's petition.
1635. A certificate of character of Quelch's? Yes.
1636. Do you happen to know that since he signed some certificate for Quelch, along, of course, with a number of other persons, he has received an infamous letter from somebody, making threats? No; he never told me anything about it.
1637. Do you know that on the 25th of this very month he made this complaint to the Police Station at Redfern. [*Exhibit No. 15.*] "James Siddons, 134, Botany Road, Alexandria, complains that young men about his shop at the above address, annoy and threaten him, and throw stones at his premises; they have broken three windows in his shop during the last three weeks from stone-throwing. He desires police attention"? I did not know that. I am not a constable. I am not connected with the Police Station.
1638. Do you know that his shop windows have been broken? There is a little window that has been broken.
1639. Do you know that some windows have been broken? Yes, there is one there.
1640. Do you know that Mr. Siddons himself actually laid this complaint? No.
1641. To Serjeant Vane? No.
1642. It was a report at the station on the 25th October. How long have you been a night-watchman? Between seven and eight years.
1643. How many charges might you have had during all that time against people for assaulting you? I do not know.
1644. Give the court some idea. You know it is a money-making game if you can only manage to get enough? I could not say how many.
1645. How many do you think? I have no idea.
1646. Twenty? I could not say.
1647. Would you like to swear that you have not charged as many as twenty people with assault? I may have.
1648. Have you ever appeared at the court once with any mark anywhere upon you as the result of any assault that was committed on you. Can you remember any one instance when you could show anything in the nature of an injury on you? Yes.
1649. When was that? Whenever I have charged anyone with assault it has been when I have been assisting the police.
1650. You have not the kindest feeling towards Quelch, have you? I have nothing against him; I never speak to the man.
1651. How many times have you been to the inspector making complaints against Quelch? I went to him one night.
1652. Only once? I told Mr. Lawless about him telling the men—complaining of speaking to me when I never spoke to them at all.
1653. Do you not know this: That the very Superintendent of Police instructed the different officers of the Redfern division not to have any conversation with you—did not Proctor give you that very information? Not with me altogether, but with the watchmen.
1654. With you alone? No, with the watchmen.
1655. Did not Proctor, the police officer, give you that information, that the superintendent had instructed his men to have, in no sense or way, anything to do with you? No; he never mentioned that. It was the time when the constable was reported.
- 1656.

- R. H. Brewin. 1656. Has Quelch ever prosecuted you for anything? Only once.
 1657. What for? For having an unregistered dog.
 29 Oct., 1897. 1658. *Mr. Abigail.*] That was playing it pretty low down?
 1659. *Mr. Bull.*] Is that your card [*producing card*]? Yes.
 1660. Did you send that to Quelch? No.
 1661. Write on a piece of paper for me, please, the words I tell you to write. Write first "With deepest sympathy." Now write "Senior-constable Quelch, Police Station, Redfern"? It is the man's own card, on it "with deepest sympathy," in a black-edged envelope. [*Witness wrote on a piece of paper, which was then handed to Mr. Bull.*]
 1662. *Mr. Abigail.*] It is very easy for a man to send that to himself if he wants to impeach a witness.
 1663. *Mr. Bull.*] Now, you were in charge, some time ago, of some premises of a Mr. Flynn? Yes.
 1664. And you were night-watchman? Yes.
 1665. You were paid really to watch Flynn's place, were you not? I was.
 1666. Are you now? No.
 1667. Now you admit that you were paid to watch Mr. Flynn's place? Yes.
 1668. Did not Quelch, on one occasion, find you, with another man, robbing that very place? No, never. I will explain that.
 1669. *Mr. Abigail.*] In order to identify that writing, I wish to have that marked.
 1670. *Mr. Bull.*] I am not going to let you see that. [*To Witness.*] Do you not know that Quelch accosted you and another man carrying provisions and things out of another man's store? No, he did not; not me. I can explain that.
 1671. What man were you with on the morning of the 10th May, 1896? I do not remember being with any man on that morning.
 1672. Now, you be very careful? I am speaking the truth. I have no need to be careful.
 1673. Were not you in the company of a man named Charles Russell? I was not in the company of the man at all. I can explain that.
 1674. If it did not happen, you cannot explain anything. Were not you seen by Quelch coming out of Flynn's shop at the back, carrying a bag of meat, a bag of sugar, and sundry things? Never in my life.
 1675. Were not you chased by Quelch, and did not he catch both of you? No, he did not.
 1676. At the corner of Wyndham and Margaret streets, Redfern? He did not chase me. I did not come in that direction at all. I came from Cleveland-street.
 1677. Did the other man run away? I do not know whether the other man ran away. I will explain it to you. Quelch has been fighting me for years, since I have been in Redfern, and other men too.
 1678. I suppose everybody in Redfern knows you? Everybody knows me.
 1679. And I take it, at half-past 5 in the morning, a man would not make very much mistake if he saw you, if he knew you well? I do not say he did not see me.
 1680. Do you remember one morning, as a fact, being in the company of this man Russell, who was an employee of Mr. Flynn? I was never in the man's company in my life—never stood to speak to the man in my life.
 1681. Will you swear it is not true that he caught the two of you coming out, and that he gave chase to both of you, and caught you up at the corner of Margaret and Wyndham Streets, Redfern. Did you never hear of this man Russell being charged, or, at any rate, it being alleged against him, that he had obtained a number of things at Mr. Flynn's place? I heard it a couple of days afterwards.
 1682. Tell us when you heard that? On the Monday.
 1683. Tell us what you heard? I heard that a man working at Flynn's had been locked up by Quelch, and that he had seen him coming out of the back of Flynn's shop with some groceries.
 1684. Did you never hear your name identified with that? No, my name was not mentioned in connection with that at all.
 1685. You swear it was not? No.
 1686. How soon after that were you dismissed by Mr. Flynn? A few weeks afterwards.
 1687. Were you not dismissed almost at once after? No, I was not.
 1688. You say that Quelch might have been trying to "ready" that thing on you? I say that Quelch is always "readying" things on me.
 1689. Were you not in the habit of going in in the early morning and lighting up Mr. Flynn's shop? Yes I was.
 1690. Had you any authority from Mr. Flynn to do that? No, but from the foreman.
 1691. What is his name? Frank, we called him.
 1692. Is that the "German," as he is called? I don't know.
 1693. Was not he "sacked," the same man? Not that I am aware of.
 1694. Do you not know he was? I do not think the man was sacked.
 1695. Can you say what time in the morning it was that you saw this man, or that you heard that he was chased by Quelch? I never heard that he was chased by Quelch at all, and I know he was not chased by Quelch.
 1696. That is exactly what we are suggesting—that you know all about it. You were there? I was not there at all.
 1697. You said, awhile ago, you knew nothing of the circumstances, and you were not with the man that morning? Neither was I, and I did not know what had happened until a few days after.
 1698. And what you say is that it is a fabrication of Quelch's if he says that you were one of the two persons he chased? Yes.
 1699. I suppose you think Quelch is capable of fabricating a charge against you? I would not like to say that, I know he has never acted honorably to me.
 1700. Do you know this, that on the very same morning he reported this at the Police Station? No, I do not know that it was ever reported.
 1701. Are not you always at the Police Station—you have friends, you know, in the Redfern Police Force? Yes; but I have many enemies in the Redfern Police Force.
 1702. Were you never shown the entry made by the lock-up keeper? No.
 1703. *Mr. Abigail.*] I object to my friend trying to get in, to influence your mind afterwards, something which the witness has an absolute ignorance of. How can you or I or any other person have access to the Rough Occurrence Book kept at the Police Station? 1704.

1704. *Mr. Bull.*] I can put this book into Quelch's hands when he comes into the box, and ask him the same thing. R. H. Brewin.

1705. *Mr. Abigail.*] That is the proper course.

29 Oct., 1897.

1706. *Mr. Bull.*] I ask him if he has ever seen this book at the Police Station, and has he ever heard of this entry being made against him [*Exhibit No. 16*]: "About 5.30 a.m., 10th instant (May, 1896), Senior-constable Quelch saw a man coming from Mr. Flynn's, butcher, in McNamee's Lane, Alexandria, on seeing the senior-constable he ran away. The senior-constable gave chase, and caught him at the corner of Margaret and Wyndham Streets, Redfern. He had a bag of meat and bread, a small bag of corn, some sugar, and sundries, in his possession. As he would not account for the things, Senior-constable Quelch took him back to Mr. Flynn's shop, and afterwards to Mr. Flynn's house; he admitted stealing the articles. He was an engineer in Mr. Flynn's employ, and he declined to prosecute. His name is Charles Russell, 59, George-street, Waterloo."

1707. Did you never hear of that entry? No. I never heard of any entry at the Police Station.

1708. And you swear that you were not with that man at the time? Were you seen by Quelch with that man that same morning? I was not with that man. I will explain it if you will allow me.

1709. *Mr. Abigail.*] He is entitled to explain.

1710. *Mr. Bull.*] He is entitled to explain, but not to stand there and mutter complaints against me. (*Witness.*) I was returning home about a quarter to 6, and just as I got near Moon's shop—that is almost at Margaret-street, at the corner of Margaret-street and Regent-street—I saw Senior-constable Quelch coming up quite leisurely, walking up quietly until he met me, and then this man came out of Margaret-street into Regent-street, towards the city. I stood when I saw Quelch call the man up, and he said something to him. Anyhow, he took the man back again down Botany Road, and he passed me and never said a word to me, and the man never spoke to me, and I never spoke to the man in my life. Then there was a constable on the opposite side, and I walked over to him, and never knew what had happened until the Monday.

1711. *Mr. Abigail.*] You say you had no connection with the man, and did not know him? No.

1712. *Mr. Bull.*] And you never spoke to this man Russell, who was actually in Mr. Flynn's employment. Do you swear that? Yes, I swear that.

1713. Do you remember making a report to a Mr. Yedwohf, a tailor, in Regent-street? You know him, don't you? I know him.

1714. Do you remember making a report to him that his place was going to be "cracked"? I never remember such a thing in my life.

1715. Will you swear that you did not say to Mr. Yedwohf that you had heard a man say that his place was easy to be cracked, and to be on the look-out? I never remember such a thing.

1716. Will you swear you never did? I do not remember ever saying any such thing as that.

1717. Did not you mention the man's name to him whom you heard say how easy it would be to crack his place, and there was a safe at the back, and any one could crack it? There was no safe at the back. I never heard that there was ever a safe at the back in my life.

1718. Do you not know that Mr. Yedwohf, on the statement made by you, went to the Police Station and made a report on the information that he got from you? No. I do not remember it.

1719. *Mr. Abigail.*] Where is the Occurrence Book with the entry?

1720. *Mr. Bull.*] He will get that in time.

1721. Were you watching his shop at that time? Were you paid by Mr. Yedwohf for watching his shop? I was paid there at one time; but he had his brother.

1722. As a fact, did he discontinue or did you? He discontinued to pay me for the reason that he got his brother, and his brother did remain on the premises for some considerable time.

1723. You mean he told you he had a brother who was going to live on the premises, and he would not require you? He did not tell me there was going to be a man remain on the premises.

1724. Will you swear that you did not mention a certain man's name to him as the man that had given you this information that the place was going to be cracked, and were you not seen in this same man's company night after night? No. I am under the notice of the Police and have been there for eight years, and they cannot say anything wrong against me, nor truthfully.

1725. Do you not know this, that you have reported doors on different business places found open by you? Yes.

1726. Do you not know that the different Police on the different beats have stated that, almost momentarily before the time that you have fixed for these doors being found open, they have tried these doors and found them fast, and for five hours before you have reported that you have found these doors open, while the Police were on the beat, they have persistently tried these doors, and you, almost immediately after they have passed, have found them open and reported it? I do not know that, but of course I found the doors open, and I reported it, and I acquainted the constables on the beat.

1727. You know Marshall's, the chemist? Yes.

1728. Did you find that door open on the 16th March, 1894, at 10 to 4 in the morning? I have no recollection; I may have found it open.

1729. Did not you actually report at the Station that you had found Marshall, the chemist's door open. Was not Quelch at the Station, and did not he go back at once down to see the place? He may have. I do not remember that.

1730. *Mr. Abigail.*] It is three years ago.

1731. *Mr. Bull.*] All this is three years ago.

1732. *Mr. Abigail.*] He does not keep Occurrence Books.

1733. *Mr. Bull.*] Did not you actually report at the station that you had found both the shop and the side doors open? I do not remember it. I may have.

1734. Would you be surprised to know this: that in the Occurrence Book an entry is made on page 36, as of date 16th March, 1894. [*Exhibit No. 17.*] "Found open, by Brewin, the shop and side door of Marshall's, chemist, 97, Regent-street, at 3.50 a.m., 16/7/94. No person resides on the premises. Everything appeared correct.—Quelch." Do you know this, that Quelch went back on your report, and every door in the place was locked except the front and side doors, that you allege you found open? I do not remember that.

1735. And the money intact in the shop. Do you not remember the circumstance of having reported this? I do not remember that. 1736.

- R. H. Brewin. 1736. Do you not know that there was a policeman on the beat from 10 o'clock until 3, and that he reported the matter "all correct" during the whole time of his beat? I have no recollection of that whatever; and then I would not know all the constables.
- 29 Oct., 1897. 1737. Do you remember the fact of the constable taking the key out and taking it up to the Police Station? No.
1738. "Received from the police a door key belonging to Marshall's shop, Cleveland-street.—R. Chapman, 151, Cleveland-street." Do you remember that? No.
1739. Do you know Mr. Chapman, the shopman at Marshall's, the chemist? I do not know any man by that name.
1740. Do you know the shopman at the shop? Of course, ever since I have been there. I do not know all the names.
1741. *Mr. Abigail.*] There is evidently a week's industry on Quelch's part to go through these books to blacken this man's character,
1742. *His Worship.*] There is always a feeling on the part of the police towards these private watchmen. I do not think there is any necessity to pursue this any further.
1743. *Mr. Abigail.*] Were you discharged by Flynn, or did he merely discontinue your services weeks after that occurrence that Mr. Bull refers to, and did he give you a recommendation? No, but he told me he would.
1744. You have never applied for it, have you? No.
1745. What reason did he assign for the discontinuance of your services? He said that it was on account of my having so far to go. Of course I have a long beat, because things are so bad on the beat. There is such a competition, I have a longer way to go.
1746. Did not the Commercial Bank discontinue your services for the same reason, and give you a letter of recommendation? Yes.
1747. You have got that, have you not? Yes.
1748. *Mr. Bull.*] If my friend is going to put in certificates, I have got a lot of other questions to ask.
1749. *Mr. Abigail.*] Keep the certificates in your pocket. You have many certificates and testimonials of your character? Yes, I have never been suspected of anything.
1750. You have never been charged with anything during the whole of that time? Except that Senior-constable Quelch had me once for not registering a dog.
1751. *His Worship.*] It is quite clear that their relations are strained.
1752. *Mr. Abigail.*] You have frequently been the subject of complimentary reference from the Bench in cases where you have assisted the police? Yes, I have ably assisted them in every respect.
1753. *Mr. Bull.*] And it has happened that you charged a man with assault and appeared at the Police Court to prosecute him, and two police officers and a civilian were ready to give evidence to prove that it was impossible for the man to have committed an assault upon you under the circumstances you had sworn to, and you withdrew the charge? I withdrew the charge, I think Mr. Addison was the magistrate on the Bench. I had been told the man was fined the day before and I was asked to withdraw.
- [The Commission adjourned at 4.40 p.m., until Monday, 1st November, 1897, at 10 a.m.]

MONDAY, 1 NOVEMBER, 1897.

[The Commission sat in the Licensing Court, Central Police Station.]

Present:—

MR. WHITTINGDALE JOHNSON, S.M. (SOLE COMMISSIONER).

Mr. J. R. Dacey, M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared to support the charges; Mr. Charles Bull, M.L.A., solicitor, appeared to defend Senior-constable Quelch.

His Worship.] I may as well state, to save inconvenience, that I do not intend to hear any addresses from either side when the evidence is concluded.

Charges 4 and 5 continued.

Constable George Henry Edwards was recalled:—

- Constable Edwards. 1754. *His Worship.*] What is your name? George Henry Edwards.
1755. What are you? Constable, stationed at Redfern.
- 1 Nov., 1897. 1756. *Mr. Abigail.*] Do you remember the day of the arrest of those three burglars? Yes, the same morning.
1757. You heard a conversation, did you not, at the station? Yes.
1758. It was the morning they were arrested, as a matter of fact, was it not? Yes.
1759. Did you hear Brennan have a conversation with Quelch? I caught a smattering of it.
1760. Is this the smattering that you heard: Did you hear Brennan ask Quelch to telephone and see if the men had given correct addresses? Yes.
1761. Did you hear Brennan also ask Quelch to detain the men until some one went down to Botany Road to see if everything was all right there? Yes.
1762. Did you see Senior-constable Quelch leave the station, and walk into the yard and have a conversation with Constable Bruce? No, I did not see that; I had left before that.
1763. Were the men detained, or were they allowed to go by Quelch? They went; I saw them go.
1764. They could not go unless they had been discharged, could they? No.
1765. And Senior-constable Quelch was the officer in charge at the time? Yes.
1766. *Mr. Bull.*] What did you say? I said that they were discharged.
1767. How long were they at the station? I suppose they were, as near as I can remember, from five to ten minutes, perhaps a quarter of an hour.

1768.

1768. In fact those men had been in the station, or were at the station, before you arrived with Quelch. Do you remember your coming into the station with Quelch and finding the men there and Brennan with them? Yes.
1769. Who was in charge of the station when you and Quelch arrived? The man who was in charge of the station was asleep at the time; I forget who it was.
1770. Surely there was somebody there when Brennan and the two men arrived; who was he? I think it was one of the reserve men.
1771. Do you know his name? I do not recollect who it was.
1772. Do you know Senior-constable Harrison? Yes.
1773. Was he there at any time during the time that Brennan was there with these men? I could not say. I do not remember that.
1774. Senior-constable Bourke, do you know him? He might have been there, coming on at 6.
1775. No; at the time Brennan was there with the men. Do you know Constable Hind? Was he there? I think he went off with the relief.
1776. Constable Kidd? He might have been the man in the reserve.
1777. He might have been? Yes.
1778. Did you hear anything said by Brennan about hearing grating noises, or sounds as if a place was being broken into, in any statement that Brennan made whilst Quelch was there? No.
1779. You know these men were there as suspected burglars? Yes.
1780. Of course, your attention would be attracted by that? Yes; but I would not take particular notice.
1781. If you had heard such a statement made by Brennan, it would have struck you, would it not? Yes.
1782. And you say that no such statement was made by Brennan whilst you were there? I did not hear it.
1783. Did you hear anything said by Brennan to anybody there; that in the street these men had given different names and addresses altogether to those that they had given when at the station? Yes, I heard that.
1784. Whom did he say that to? I do not know. I did not notice.
1785. He said it to somebody? Yes.
1786. Did he mention the names that had been given which were different to those then being given at the station? Yes, I think he did.
1787. Are you sure he did? Just try and think. Would you be surprised to know that he says he did not? That he could not remember the names?
1788. *Mr. Abigail.*] I object to that manner of asking the question. My friend finds the witness is a witness of truth, and he then puts him up to it.
1789. *Mr. Bull.*] I asked Brennan distinctly this question: "Can you remember the names which you say those men gave?" He said, "No, I cannot." I said, "Can you remember even now the names which you say they gave which were different?" He said, "No." I said, "Did you mention the names at the station?" He said, "I do not remember whether I did or not, but I did say I do not remember the names they gave in the street." I ask now this question.
1790. *Mr. Abigail.*] I object to the unfairness of the question.
1791. *Mr. Bull.*] You have had no conversation with me about the evidence you have to give? No.
1792. *Mr. Abigail.*] Nor with me? No.
1793. *Mr. Bull.*] You have had some with Mr. Dacey? Not about this case.
1794. Did you hear him mention any names? No.
1795. At any rate, there is this thing certain, when you and Quelch came in these men were already in the station with Brennan? Yes.
1796. And they were there for some ten minutes after you had arrived? Five or ten minutes, I would not be certain to a few minutes.
1797. *Mr. Abigail.*] You said yourself when I examined you just now that you only caught a smattering of the conversation? Yes.
1798. And when you got to the station, Brennan, the three accused persons, and Quelch were at the station? Yes.
1799. And they had evidently had some conversation before you arrived? I would not say that because I would not stop in the station.
1800. When you got to the station first the three accused, and Brennan, and Quelch were there? Yes.
1801. *Mr. Bull.*] I beg your pardon. Have not you already stated in answer to me, that you went in with Quelch? Yes, we went in together.
1802. *Mr. Abigail.*] I do submit that I am entitled to examine without interruption. My friend has finished. I proceed to bring out some facts to explain misapprehensions he has put the witness under, and then, immediately I ask a question and the witness is going to answer, my friend interferes.
1803. *Mr. Bull.*] My friend assumes that something has been said that has not been said. My friend is assuming that Quelch was in the station some time before this witness arrived.
1804. *Mr. Abigail.*] The manner in which my friend has cross-examined this witness leaves behind the impression that he was present the whole of the time. I want to show that he was there only part of the time, and has deposed to what he did hear. (*To witness*): As a matter of fact, you say that when you got to the station Quelch was there, Brewin was there, Brennan was there, and the three accused persons? As far as I remember. I would not be certain whether they were all there or not.
1805. In all probability there was conversation passing between them that you had no opportunity to hear? I cannot say.
1806. *His Worship.*] He cannot say that. He could say there was time for conversation.
1807. *Mr. Abigail.*] When you left the station whom did you leave behind—the three accused? No; they left before I did.
1808. And did Quelch leave with you? I could not say whether he did or not. I did not take particular notice at all in this case.
1809. But the facts which you have deposed to impressed themselves on your mind so that you remember them now? Yes.

Constable
Edwards.

1 Nov., 1897.

Senior-constable William Edward Quelch was recalled :—

Senior-constable
W. E. Quelch.
1 Nov., 1897.

1810. *Mr. Bull.*] With regard to this charge, "That some short time ago a constable named Bruce was on duty at the Baptist Estate, near Moore Park, when he saw three men prowling about in a suspicious manner. He went over to see what they were at, and they ran away. He chased the men actually into the arms of Quelch. Quelch heard their yarn, which was that they were dairymen going to the Farmers' and Dairymen's Milk Supply Company to get milk for their customers; but strange to say they said they lived at Pymont. Quelch did not see the absurdity of that; but he took down these men's names and let them go. A few minutes afterwards Bruce went back on their tracks and discovered a sack full of pigeons which these men had evidently stolen." You remember the circumstances of your being on duty? I do, well.
1811. And the fact of seeing two men hurrying in the direction of where you were? That is in Bruce's case; I left the station and went along Redfern-street for the purpose of visiting Constable Bruce; in the ordinary working of his beat he would continue right along Zamia-street to Young-street.
1812. That would be his ordinary beat? That is as he should come.
1813. In fact that is his proper beat? That is his way; when I got to the corner of Young and Redfern Streets I stood, and two young fellows, very respectably dressed, came trotting along the footpath the same side of the road that I was; I stopped them and questioned them as to what they were running for.
1814. Just say what you said to them? I said, "What are you running for?" They said, "We are going to the Belmore Markets, we are late, and as it is cold we are just trotting to keep ourselves warm." I examined them.
1815. Tell us what you mean by that? I searched them; I found nothing on them; whilst I was so conversing with them, Constable Bruce came round the corner of Telopea-street right opposite, and crossed over to me. He said, "I saw two young fellows standing at the corner of Marriott and Zamia Streets just now as I was coming up Zamia-street." The charge says three. "When they saw me coming they walked along Zamia-street to St. Saviour's-lane. They ran through St. Saviour's-lane to Young-street. He said "I came round Telopea-street thinking I might catch up and see what was the matter." I said "Did you see them carrying anything, or having anything in their possession when you first saw them?" "Oh," he said, "No, I saw nothing on them, nothing whatever." I asked the young fellows where they had been. They said they had been to some friend's that night, and they remained there until it was time to leave to go to the markets. I took their names and addresses. One gave the name of, it is down there, Page, I think.
1816. They gave the names of what? The first one gave the name of Frederick Page, residing at 3 Bunn-street, Ultimo, next Senior-serjeant Roden's. Then follows his description. [*Witness looked at Rough Book.*]
1817. The other? The second gave the name of William Wilkinson, at R. Robinson's, 163, Albion-street, Pymont. Then follows his description.
1818. Whilst you were talking to these men did Bruce come up? Yes.
1819. And over to where you were? Over to by my side. After their names and addresses were taken, and they had given what I considered reasonable account of themselves, I allowed them to go.
1820. You exercised your own discretion in that, as a police officer? I did.
1821. And was the information which they gave, or any answers they made to any questions asked by you, given with any hesitancy? Not at all. Not in the least.
1822. After letting them go? After letting them go I went back, and I took Constable Bruce with me.
1823. In what direction did you go? I retraced the steps that Constable Bruce told me these men had come.
1824. That is through St. Saviour's-lane? Through St. Saviour's-lane.
1825. What did you find? Constable Bruce went right through the lane out into Zamia-street ahead of me. When I got within about 10 feet off Marriott-street I picked up a small handbag and called Constable Bruce back.
1826. The handbag that was on the table here the other day? Yes.
1827. How far in advance of you was Bruce? I suppose he was about 12 feet. I said, "Look here, Bruce," and showed him the small handbag of pigeons.
1828. You know the charge here says a whole sack full of pigeons? Yes.
1829. Nothing of that sort was seen by you? There was no sack at all about there.
1830. That bag contained how many? Four.
1831. *Mr. Abigail.*] I object to this. We have already gone into this in Riddle's case. Your Worship remembers that Mr. Bull cross-examined this witness about that.
1832. *Mr. Bull.*] This witness has given no evidence at all about this. (*To witness.*) You called Bruce back? I called him back, and I had the pigeons. I said, "You hurry back along Redfern-street and work right up to Regent-street to see whether you can see these men."
1833. *His Worship.*] Those same men that you saw before? Those same men.
1834. *Mr. Bull.*] What did you do? I said, "I will go right straight along Cleveland-street. That will allow us, if we can, to intercept them." Constable Bruce did as he was ordered.
1835. He left you to do it? Yes, and I went right along Cleveland-street to Regent-street, and up Regent-street to Redfern-street, where I met Constable Bruce.
1836. And anybody else? And Constable Cubitt, who had joined him. I still had the pigeons, carrying them the whole time. When I got up to them, Constable Bruce said, "I did not see anything of them, did you?" I said, "No." I said, "Let us go through the markets, the fish markets." We examined the fish markets, and could see nobody.
1837. Nobody answering their description? Nobody answering their description.
1838. You did not see the men? No. After that I went to the station and made the entry in the book.
1839. Now, what entry is that? Read it [*Exhibit No. 18*]: "About 4.15 a.m., this date, as Constable Bruce was working Zamia-street, he saw two young men standing. Seeing the constable coming they walked to St. Saviour's Lane, and then ran through the lane to Young-street, to Redfern-street, where they were stopped by Senior-constable Quelch, and questioned; having nothing in their possession, and stating they were going to the markets and were running to keep themselves warm; their names and addresses were taken. 1st, Frederick Page, 3, Bunn-street, Ultimo, next Senior-serjeant Roden, about 19 old, 5 ft. 6 in., hair black, fair complexion, very small black moustache; dressed in dirty, light tweed trousers, no vest white

white shirt, woollen singlet, outside dark sac coat, black soft hat. 2nd. William Wilkinson, at R. Robinson's, 163, Albion-street, Pyrmont, about 19 old, 5 feet, fair complexion, clean shaved, dressed in dirty brown mixture tweed sac suit and soft felt hat, wore sand shoes, a small bag was afterwards found in the lane containing four pigeons, where they ran through." The footnote is entered by Constable Moore, "Pigeons 1 Nov., 1897. Senior-constable W. E. Quelch."

1840. Well, you know this charge that is made against you here, No. 4? Yes.

1841. Is this true. I will read, first, the portion introductory to what I want you to answer,—“Some short time ago a constable named Bruce was on duty at the Baptist Estate, near Moore Park, when he saw three men prowling about in a suspicious manner.” Was anything said by Bruce to you about these two men acting in any suspicious way? Not a word.

1842. And instead of three it was two young men? Two.

1843. Were these men chased, actually chased, by Bruce into your arms? Not at all. Constable Bruce came in a different direction.

1844. Is this true: “He went over to see what they were at, and they ran away. He chased the men actually into the arms of Quelch. Quelch heard their yarn, which was that they were dairymen going to the Farmer's and Dairymen's Milk Supply Company to get milk for their customers”? It never was uttered.

1845. No such statement was made by these men? No.

1846. And no such statement was made at all? Not at all.

1847. “But strange to say they said they lived at Pyrmont”? Yes.

1848. “Quelch did not see the absurdity of that,” living at Pyrmont and going to the Farmer's and Dairymen's, “but he took down their names and let them go”? They explained, as I have said, where they had been that night, to a friend's.

1849. They explained where they had been and where they were going? Yes.

1850. And it was really, in fact, to the Belmore Markets? Yes.

1851. *His Worship.*] You let them go in the street? Yes.

1852. And made a report afterwards? Yes.

1853. *Mr. Bull.*] How long after these circumstances in the street was it that you reported the matter? The “time reported at the station” is entered in the book at the station also—4.30. The time is entered in the margin.

1854. The entry was made in the book at the Police Station at 4.30? 4.30.

1855. Is this true: “A few minutes afterwards, Bruce went back on their tracks and discovered a sack full of pigeons, which these men had evidently stolen”? It is not true at all.

1856. So far as you know, was there any evidence to connect either of these two men with the pigeons? Not a bit. If I had come upon the men after going after them with Constable Bruce, I had no charge unless I liked to swear one against them, because I never saw anything in their possession, nor did Constable Bruce. From the same residence —. [*Interrupted.*]

1857. You asked Bruce if he saw them carrying anything? Yes.

1858. He said, “No.” He saw nothing with them? Nothing at all.

1859. You were going on to say, “From the same residence”? From the same residence where it was reported the pigeons were stolen, a report reached me thirty-six hours afterwards that the pigeons were stolen.

1860. And there was a number of articles of wearing-apparel alleged to have been stolen? New clothing.

1861. “Shortly after this there was a robbery at Botany Road, at a boot store kept by a man named Riddle. Constable Brennan saw three men in front of Riddle's shop under rather suspicious circumstances, and he tried to get near them. When he got within about 60 yards of them they ran away; he went after them, and eventually arrested them with the assistance of Special Constable Brewin.” What was the first intimation you had of the arrest of the men there? I was on my duty. The constable who had just left the box, Edwards, was one of my relief, and Constable Brennan was also one of my relief. At 6 o'clock that morning there was parading at the station, Senior-Constable Bourke, Senior-Constable Harrison, and 5 constables.

1862. Give their names? I forget. They are all in the margin there.

1863. Proctor? He was the Station Sergeant. He was to be had if necessary.

1864. Hind? Hind.

1865. Kidd? Kidd.

1866. Archibald, Walker, Guilfoyle, and Vane? They were all in the station waiting for duty if anything was required.

1867. This was at 6 in the morning? Yes, before 6. They generally arrivé there about half-past 5. At 6 o'clock all these men were paraded by the two senior-constables, and were in the station when Constable Brennan was supposed to have taken these three men in with Brewin. Every constable is supposed to know his own duty, as well as myself, by the rules. When all these men marched out on the street for duty, I paraded my relief then at the Redfern Post-office on the public street. I found them all present but Constable Brennan. I marched them in to the station. On arriving in the station I found Constable Brennan there in the charge-room with these three men. The station-hand was behind the desk.

1868. Do you remember who it was? Constable Kidd. And they were all standing there looking at one another. I dismissed my relief and some went away. Constable Bruce left the station, and Constable Edwards went out into the yard; and Special-constable Brewin, the night-watchman, was also in the yard. Constable Brennan then said to me, “When I was coming up the Botany Road, Senior, I saw these three men standing on the footpath.” He never mentioned what place, or any name, where they were standing; but merely said that he saw them standing on the footpath. “When they saw me coming they ran across the road to Chapple-lane.” Chapple-lane is just opposite. “I ran after them and caught them, and asked them what was their game, or words to that effect.” One of them, Conlon, said, “We ran over here to ease ourselves.” I said, “Did you see these men do anything when you first saw them”? He says “No.” I said, “Did you find anything wrong, any robbery, or anything broken into, or anything in the locality that you saw them”? He said, “No.” I said, “Did you find anything thrown about, or anything on them, when you chased them”? He said, “No.” I said, “What did you bring them to the station for, then”? “Well,” he said, “I thought it peculiar that they should run away when they saw me.” “Well,” I said, “the only thing we can do by your information is to take down their names and addresses, as the constable did

Senior-constable
W. E. Quelch.
1 Nov., 1897.

- did not supply any more information." Constable Kidd, Constable Willson, and Constable Guthrie were there present. I said to one man named Murray, "What's your name"? He said, "William Murray." "Where do you live"? He gave an address in Pymont. He said, "Pymont is my proper home; but at present I am staying at Mrs. Bayley's restaurant." His present address was entered down. The other gave his name as Harry Wilson, No. 9 Bunn-street, Ultimo. Then follow the reports entered by Constable Kidd, as given by Constable Brennan at the station. [*Exhibit No. 14.*] "Brought to the station by Constable Brennan at 6 a.m."— [*Interrupted.*]
1869. We do not want that again? No.—"who found them in Chapple-lane, Alexandria, where they had run from Botany Road. They explained that they had been taken short, and ran into the lane to ease themselves. Allowed to go by Senior-constable Quelch."
1870. *Mr. Abigail.*] What page is that? Page 26. The report was entered and timed, "6 a.m.; 25/5/97."
1871. *Mr. Bull.*] Did Brennan, during any portion of the conversation, say anything with regard to his having brought these men to the station at the point of the revolver? Not a word. I would have acted differently if he did.
1872. Did he say that he had used his revolver, or threatened them with it? Not a word.
1873. Did he say that in chasing them he had to throw off his cape so as the more easily to pursue them? Not a word.
1874. And these men were, as a fact, brought before the court, were they not? They were.
1875. The next day? They were brought before the court on the 18th June.
1876. Brennan gave evidence against them? He did.
1877. And you know, from my examination of Brennan, and the production of the depositions, that he said not one word from beginning to end in that deposition about bringing them to the station at the point of the revolver, or pursuing them, and throwing his cape away? Not a word.
1878. Did he, in the Station, challenge the men with having given different names then? Not at all.
1879. To what they did upon the street to him? Not at all.
1880. Did he, in his deposition, give any such evidence? Not a word.
1881. Then, subsequently, I understand, these men were discharged by the Court? They were.
1882. Were they liberated from custody? No.
1883. Meanwhile, I understand, some other robbery had been reported? Some other robbery had been reported shortly after the Botany Road, and they were arrested on that charge at Newtown, and they were committed from Newtown; and the constable that had charge of that was Constable McAtamney. He declined to charge them on the information supplied by Brennan, and then, after that constable refusing, it was Constable Brennan charging.
1884. You are speaking still of the first case? Yes.
1885. McAtamney refused to charge them, and then Brennan charged them, and it resulted in their discharge? Yes.
1886. And they were subsequently charged with some other robbery, and were committed for trial? Yes.
1887. *His Worship.*] Was any one of these three men either of the two that were previously arrested? Not at all.
1888. Neither of those two men previously arrested was one of the three? Not at all.
1889. *Mr. Bull.*] Was any of these second men any one of those two men whom you had inspected in Young-street? Absolutely different.
1890. *His Worship.*] I understood that they were the same two men.
1891. *Mr. Abigail.*] Yes; they gave the same name and address. They gave "Bunn-street" in each instance.
1892. *Mr. Bull.*] However, you say that not one of those three men was either of the two men who were stopped by you in Young-street? No.
1893. *His Worship.*] But you were able to personally identify them in both cases? I was.
1894. *Mr. Bull.*] I will read on in this charge, "They gave their names and addresses, and he took them up to the station where Quelch was. They gave different names and addresses to Quelch, and one of them gave the self-same name that one of the pigeon-stealers gave a few nights previously"? That is not correct.
1895. "Notwithstanding that Quelch released these men. While these men were standing there in the presence of Quelch they actually had on their persons the stolen boots out of Riddle's shop." Riddle's shop at that time had not been reported robbed? No.
1896. Now this is the particular part. "Is this true, "The arresting constable appealed to Quelch to wait until he went back to see if a robbery had been committed"? No.
1897. "But he refused to do so because, as I think I will show, Quelch was in league with these men"? No such report was ever made.
1898. And is there a scrap of truth in any such insinuation? No; the constable in his deposition swears that he never saw any property on the man.
1899. "He refused to do so"? That is utterly untrue.
1900. "Quelch was in league with these men, whom he twice saved from the clutches of the law." You swear that they were not the same men? Not at all. Different men altogether.
1901. *His Worship.*] And you had no previous knowledge of them? No. If the constable reported one iota of what he says here I should most decidedly have gone down myself.
1902. *Mr. Abigail.*] Of course we are always wiser after the event.
1903. *Mr. Bull.*] In any conversation that Brennan had with you at the station, or with anybody else whilst you were there, did he make any reference to the circumstance that he heard a grating sound or noise in the vicinity of where these men were? He never uttered such a word.
1904. You say that is an afterthought by Brennan? It is an afterthought, and I am certain the constable in the Station would never let them go himself if ever such a word was used.
1905. You mean Kidd? Yes.
1906. "A couple of nights afterwards the same three men committed a burglary at Cohen's jewellery shop, King-street, Newtown, or rather two of them did." Yes, that is the case.
1907. Well, now, it is quite true that different reports were sent in to the Inspector-General of Police, or Superintendent, on some complaint made by Brennan? It was.
1908. You heard me read on Friday a report of Superintendent Read's? I did.
1909. Dated May? Yes.

Senior-
constable
W. E. Quelch.
1 Nov., 1897.

1910. You remember that in that report, on the very last page of it, the Superintendent refers to the withdrawal by you of some statement which you make in contradiction? Yes.
1911. Was that report read to Brennan in your presence? It was, by Inspector Lawless.
1912. And you heard me read a minute or short letter of Mr. Lawless' appended to that? I did.
1913. On the recommendation of Mr. Read, did you, as a fact, withdraw? I did.
1914. And did you hear Mr. Lawless read what I asked Brennan whether it was read in his presence—that note signed by Mr. Lawless? Mr. Lawless asked the pair of us whether we were both contented with the minute of the Superintendent, as he had to report having read the minute to us, and I said —. [*Interrupted.*]
1915. You were both together? We were both present.
1916. Always? Always.
1917. Whenever any matter arose with regard to these transactions or proceedings? I said, "If that is the wish of the Superintendent I ought to abide by the wish of the Superintendent." I said, "I am quite satisfied for myself," as for Constable Brennan, he could answer for himself.
1918. And the matter in that way was withdrawn? Withdrawn.
1919. And it really wound up with the intimation or note of Inspector Lawless? Yes.
1920. That is how the matter terminated? Yes.
1921. But it is a fact, is it not, that in that matter of complaint, your report, your statement of what took place was substantiated by several of the police officers? Yes, Kidd, Willson, and Guthrie. In the second deposition of the constable you will see where a question is asked by one of the prisoners of Constable Brennan—prisoner Conlon—and you will see his reply there as to the first deposition and the second deposition. One of the prisoners himself noticed the discrepancy.
1922. You mean his attention was drawn by Conlon to the fact that he was swearing differently to what he had sworn in the other case? Yes, and you will see Brennan's reply.
1923. Conlon asked him this question [*Exhibit No. 12*]: "Is that the same statement you gave before?" That is the question by the prisoner Conlon.
1924. And that had relation to the evidence immediately preceding that which I will read [*Exhibit No. 12*]: "I had passed the shop window at 4.15 a.m., the window was then intact. I told the senior-constable what had happened; I have since seen the window; the lower corner of one of the panes was sufficiently broken to allow of the property being removed"? Yes.
1925. Then immediately follows this question by Conlon, "Is that the same statement you gave before?" Yes.
1926. *Mr. Abigail.*] And what is Brennan's reply?
1927. *Mr. Bull.*] "It is the same." [*Exhibit No. 12.*] I have read this deposition, in the first case, right through to Brennan; your worship may take judicial notice or cognisance of the fact that there is no such statement or fact mentioned by Brennan in the first deposition; I will read it again if you like; he admits that he forgot to mention it.
1928. *Mr. Abigail.*] Your Worship will also take judicial cognizance of this fact that everything a witness says in the box is not always taken down in depositions, especially where they are written, and not typewritten.
1929. *Mr. Bull.*] I do not think that assists my friend much in this matter, because the officer says he forgot to mention it. [*To witness.*] Now, I take it that you have a very general knowledge of these Rules and Regulations? Yes.
1930. And I see that, in addition to the Rules and Regulations contained in the book there are Special Regulations or Hints to Police engaged in Detecting Offenders, dated Sydney, October, 1895? That was issued by the Inspector-General, and served out to every officer of the Police.
1931. And in this matter, and in all matters which come under your notice as a Police officer you exercise the best discretion you can? I do.
1932. I notice there is one here which is not usually credited to the Police Department. "All suspected persons should be treated with consideration; any unnecessary or excessive violence to be carefully avoided. Their possible innocence should be kept in view." That is not generally credited to the Police Force.
1933. *Mr. Abigail.*] Perhaps that is why three suspected burglars were allowed to go.
1934. *His Worship.*] It is a matter of discretion with the officer.
1935. *Mr. Bull.*] They could not possibly be suspected of a burglary which had not taken place.
1936. *Mr. Abigail.*] You must not think that that is an isolated case. When you come to string together a lot of these coincidences you are drawn to the extremity of saying that this person is guilty of—remarkable coincidences.
1937. *His Worship.*] Would you wish to see a man convicted merely on coincidences?
1938. *Mr. Abigail.*] No.
1939. *Mr. Bull.*] That is not my friend's case. The gist, after all, of this charge, is not so much that Quelch was careless, but that Quelch was a companion of these men, that he shut his eyes to a burglary, and because he knew these men were going to commit another burglary, in which he was to participate, he let them go—in fact the furniture in his house and his wife's maintenance is said to be obtained from the same source.
1940. *Mr. Abigail.*] We do not say "from the same source." We say from "Myall House" and other places, and getting money that should be paid to the Government for compensating him for the destruction of police uniform. He will be an acrobat if he can push through this cloud of suspicion.
1941. *Mr. Bull* (*To witness.*)] In last September, did you give evidence at Wagga Wagga? No; that is a remark by Judge Cohen.
1942. Is there anything that you want now in addition to what I have just asked you? No.
1943. *Mr. Abigail.*] Take this pigeon-case. You say you accosted these two men—not three—in Young Lane? No, at the corner of Young and Redfern Streets.
1944. And it was while you were engaged in conversation with them that the other constable, who was in pursuit of them came up? He came round Telopea-street corner.
1945. But you already had them, and were conversing with them? Yes.
1946. So that what passed between you and these two men before Bruce came up, of course, nobody had any opportunity of knowing except the three of you? No.
1947. Thinking they were perfectly innocent? I did.

Senior-
constable
W. E. Quelch.
1 Nov., 1897.

1948. And then, after letting them go, you proceeded up the street, and when you found the bag of pigeons, you immediately gave instructions to Constable Bruce to go one way while you went the other, with what object? If it laid in my power to question them, and see if they would admit that they had them.
1949. Was it not your object to arrest these men? No.
1950. Why did you send Bruce one way and you go the other? To get the men.
1951. When you had them in custody then you would put questions to them about this bag of pigeons? I would not have them in custody.
1952. That is, under detention? Yes.
1953. It is a distinction without a difference. Then, when you allowed these men to go, prior to finding these pigeons, you had some suspicion? No.
1954. But immediately you found these pigeons you did have a suspicion? I did have a certain amount of suspicion, it is true.
1955. It was only a few days after that that these men were brought, as we say, to the station? Yes.
1956. Having had that suspicion in your mind about the pigeons, did it not strike you that those were the same men, particularly as one of them had given the same name and address? But he did not do anything of the sort.
1957. Did you have no suspicion that they were the same men? No.
1958. Why did you go out of the station into the yard and interview Constable Bruce? I did not go into the yard. I called him back.
1959. Why did you, if you had no suspicion that they were identically the same persons, call Bruce back, and, on your own admission, take out the bag to him that had contained the pigeons? Had not Constable Bruce seen the bag before?
1960. I am asking you this, if you had no suspicion that two of the three men who were brought in by Brennan were identical with the two men whom you suspected with reference to the pigeon case, why did you interview Bruce at all—because Bruce was the man who knew about the pigeon case? Most decidedly it was my duty to make a thorough investigation to see if I could in any way connect them before I let them go.
1961. Is it not a fact that you did suspect them? I did not suspect either one of them of anything because nothing was reported then.
1962. Why did you not call any other constable in? Because there was not any other constable present.
1963. Did you not say there were five or six constables there? Not at all. I do not know what you are driving at.
1964. *His Worship.*] I do not know what you are driving at either. He naturally called Bruce because Bruce knew the two men.
1965. *Mr. Abigail.*] He will not admit that. I want to make out that he knew they were the same, and he will not admit that? Of course, they were not the same men, and Constable Bruce said so.
1966. Why did you think it necessary to call him at all? It was my duty to do it before I let them go.
1967. Why did not you call Guthrie, Hind, Willson, and the others? What was the good of calling those men, when they had never seen the two previous men?
1968. Is not that what I am trying to draw out of you, the admission that you will never give me?
1969. *Mr. Bull.*] My friend has no right to say that.
1970. *Mr. Abigail.*] My friend has no right to interfere. I ask your Worship to protect me from his interference and objections.
1971. *Mr. Bull.*] I say, why did you not ask him straightforwardly that question instead of getting it in a roundabout way?
1972. *His Worship.*] He called Bruce, because Bruce was the man who had seen the other men. (*To witness*): Had you any idea that they might be the other men? I had no idea. I simply called him in to see if he could identify them as being the only constable that saw those other two men. Naturally I called him to see if he could possibly identify them, and he said, "No, nothing like them."
1973. *Mr. Abigail.*] I want you to give me a direct answer to my question. I have asked you this: When these three men came in you say you had no suspicion that two of the three had any identity with the two men in the pigeon case? I was not there, in the station, when they came in.
1974. When you got them? I was not there when they came in.
1975. When you called Bruce in—why did you, of all policemen in the world, call Bruce in? Because he was the only other officer that saw those two men, and it was my duty to see, if possible, if he could identify them with the two men he saw on his beat.
1976. Therefore, am I not justified in drawing this deduction from your evidence that, before you called Bruce in, and what prompted you to call him in was the fact that you, in your own mind, had an idea that two of the three were identical with the pigeon stealers? Not at all. It was my duty as senior officer there to do all that lay in my power.
1977. And to see if two of those men were the two who had those pigeons? Not at all.
1978. *His Worship.*] Had you an idea that they might possibly be the other two men? I had an idea that they might be, but that was all. It was only an idea of my own.
1979. *Mr. Abigail.*] You say they were not in any way the same men, but I am going to show that you thought they were.
1980. *His Worship.*] You called Bruce in order to be certain that they were not the same two men? Yes.
1981. *Mr. Abigail.*] You did not know these men? No.
1982. They had tight clothes? Yes.
1983. They did not appear to have anything on them? No.
1984. Did you look to see? Surely —. [*Interrupted.*]
1985. Never mind? I said in the first instance —. [*Interrupted.*]
1986. I am not asking "in the first instance." I say, "When Brennan brought these men did you search them to see if they had any property in their possession they could not account for?" No.
1987. Did you give any instructions to search them? No.
1988. Is not that the usual custom when people are accused? They were not accused.
1989. Why, when Constable Brennan asked you to send down and see if anything had occurred —. [*Interrupted.*] He did nothing of the sort. 1990.

Senior-
constable
W. E. Quelch.
1 Nov., 1897.

1990. You deny the major part of what Constable Brennan says he said to you at the station? I deny the whole of it.
1991. Constable Edwards is a constable who has been under your command? Yes.
1992. And he is the constable who was working with you in these publican cases? Yes.
1993. And you see he says that Constable Brennan did say these things to you? I think he is going by something that he has read, because I should have called upon him for a report.
1994. You say the men did not give you different addresses? Most decidedly.
1995. Even you yourself to-day said they had? No.
1996. In one case one of the men said he lived at Pymont? Yes.
1997. Conlon? No, Murray.
1998. He said he lived at Pymont? Yes.
1999. And then afterwards he said he lived at Mrs. Bayley's Restaurant? Yes.
2000. Surely that would arouse suspicion in your mind? No. The man clearly explained it.
2001. That was a clear explanation? Quite so.
2002. Do you still adhere to the statement in your report. Evidently the Superintendent allows language like this to be used to him. In your report you say. [*Exhibit No. 8.*] "The constable's report is a tissue of lies from beginning to end?" Quite so.
2003. How can it be a "tissue of lies" when you yourself bear out a good deal of it? Is it not a fact that the men were brought to the station? Yes.
2004. And that you let them go? Yes.
2005. Is that a "tissue of lies"—do you still say it is "a tissue of lies," notwithstanding the evidence you have heard from Constable Edwards? I do say that it is a tissue of lies.
2006. So that not only is Bruce a liar, but it follows now from your report that Edwards is a liar also? Quite so.
2007. Now, you do give some motive for the lie on the part of Brennan, but what motive has Edwards for telling a lie against you? I tell you my reason. I asked him at the time whether he heard any conversation in connection with these men. He said, "No, senior. I heard that there was a conversation going on; but I was out in the yard, and I did not hear it." If he had said he heard it, I should have called upon him for a report the same as I did the others.
2008. So that, in your mind, is a sufficient reason for Constable Edwards telling a lie. Is not Edwards on perfectly good terms with you? Most decidedly.
2009. Have you ever known him to do anything or say anything which would impress you with falsehood on his part? The man has admitted to me that he spoke against me once. I can be no fairer than that.
2010. From your own observation of him, your own experience of him as his senior-constable, is he not a witness of truth? I believe he is, but I think he is mistaken in this case.
2011. You say he is telling a wilful lie?
2012. *Mr. Bull.*] I think he said that the witness was confused in this matter from something he has read? If you recall the constable and ask him whether he did not ask me whether he was down in this case.
2013. *Mr. Abigail.*] Did you say that Senior-constables Burke and Harrison were standing by and not dealing with these persons? They were all in the station.
2014. Were they dismissed? They were returning out for duty.
2015. They were dismissed at the station for duty? Yes.
2016. And you were coming in with your relief? Afterwards.
2017. Why, if it was their duty to deal with Brennan and his three prisoners, did you take upon yourself to do it? It was Constable Brennan's own duty.
2018. Why, if it was their duty to deal with Brennan and his three prisoners, did you take it upon yourself to do that? What could I do with it when he reported it to me when I came to the station?
2019. Why did not you report it to the senior-serjeant? He was in bed.
2020. In the Occurrence Book you have entered up the description of the alleged pigeon-stealers? Yes.
2021. Why did not you also enter up the addresses they gave you? I did not enter the Occurrence Book.
2022. You signed it, did you not? The Occurrence Book?
2023. Yes? No.
2024. The Rough Occurrence Book? No.
2025. The Rough Information Book? Yes, I entered that.
2026. Why did not you then enter, not only the names, but the addresses which those men gave you? I did.
2027. Will you turn it up and show me? Most decidedly. [*Exhibit No. 18.*] [*Showed book, page 251, to Mr. Abigail.*] There is the full address.
2028. Well then, as you did enter the addresses, you see the second man, Wilkinson, gave his address as Pymont, and one of the three men in Brennan's case, in Riddle's case, also gave his address as Pymont. Did not that arouse your suspicion? No. If he were to give the same address it would.
2029. You see, Page gave his address as Bunn-street? Yes.
2030. Did not one of these three men give his address as Bunn-street? Yes; but not the same number.
2031. You see, there is Bunn-street in both cases, and Pymont in both cases? Pymont is a big place.
2032. Australia is a big place, too. Bunn-street is a peculiar name, is it not? Yes.
2033. Did not the peculiarity arouse your inquisitiveness? Not at all.
2034. Your curiosity? Not at all.
2035. And did not arouse your suspicion? Not at all.
2036. And you are a senior-constable in the police? Yes.
2037. You see, one of them gave his name as Harry Wilson, and one as William Wilkinson? Yes.
2038. You see the similarity in the names? But Wilkinson was not his name.
2039. You found out that was a wrong name? I found out that in the last case.
2040. What was his right name? "Burton" was what he was tried on.
2041. As a matter of fact, you know that when they were charged on that Cohen case, in King-street, Newtown, it was found that they had Riddle's boots on them? No.
2042. Was it not found that they went to Liverpool-street, City, and sold some of the stuff? That was some time afterwards. I do not know what they did afterwards.

Senior-
constable
W. E. Quelch
1 Nov., 1897.

2043. *Mr. Bull.*] I may say I was under the impression that the boots those men wore were what were stolen? The boots were stolen from a second-hand shop, and he values them at £3. Three pairs of ladies' boots and several pairs of boys' boots, which would make a good sized bundle.
2044. *Mr. Abigail.*] But they were sold the same morning? I do not know when they were sold.
2045. Do you not know fairly well, and was it not freely and fully discussed amongst you and others at the station that those boots, the proceeds of that robbery, were sold in Liverpool-street the same morning that you let those men go? I do not know. You will find in the first deposition of the constable where they were sold. There was no evidence that they were ever discovered.
2046. But you know it was discussed in the station that these things were sold in Liverpool-street? A month afterwards.
2047. But on the morning that you let them go? No.
2048. How could it be a month afterwards when they were arrested a few days afterwards? Yes.
2049. They were arrested two or three days after you let them go, and they were never after released, and are still doing time in gaol, so how could they have sold these things a month afterwards? I never said that.
2050. *Mr. Bull.*] He said a month after there was some discussion amongst the police about that? They were brought before the court and discharged, and then no property was discovered.
2051. *Mr. Abigail.*] This minute of 4th June, which Mr. Lawless made out after seeing you and Brennan, and asking you if you were satisfied with the suggestion of Superintendent Read [*Exhibit 8*], was it ever shown to you? The inspector's minute was not shown to me, as far as I can recollect, but the intention of it was explained to us what would be on it.
2052. But it was never shown to you, was it? The Superintendent's minute was read to the pair of us, and Inspector Lawless asked us whether we were satisfied as he would have to report to the Superintendent if we were satisfied, and that would be the contention of the minute he would have to send down.
2053. After Mr. Lawless wrote out his reply to the Superintendent's minute, that was not shown to you. It would not be, would it, in the ordinary course of things? I cannot recollect whether it was or not.
2054. Was it shown to Brennan in your presence? All documents in connection with the case were read to me and Brennan personally.
2055. After all those documents were read you were asked whether you were satisfied, and then Inspector Lawless sent all the papers back with his report on, but did not show you his report? I cannot recollect it.
2056. He would not, in the ordinary course, would he? He might in some cases, where there was a pair of us, have read it to see if we were satisfied.
2057. As Brennan has sworn that he did not read it, you will say, I suppose, that he did not? I do not know about that.
2058. Did you know that your inspector sent this report in dated 3rd June, 1897 [*Exhibit 8*]? "In forwarding the attached reply of Constable Brennan, after his perusal of the several statements of Senior-constable Quelch and Constables Willson, Kidd, and Guthrie, I beg to state that I have read the depositions taken at the hearing of the case against these men. In them no mention is made of Brennan having heard a noise as of scratching or trying any window. Constable Brennan seems to be of a nervous temperament, and, being anxious to do his duty, 'never having had a case of this kind before,' no doubt became excited, and neglected to tell the senior-constable the whole particulars, although he insists that he did." Was this report of Inspector Lawless, of 3rd June, 1897, in which this occurs, shown to you? He would swear it was. It may have been.
2059. Now, when these men were charged on Brennan's information with this robbery at Riddle's, why did not you, as senior-constable, you having had some of the facts before you, on your own admission, assist in the prosecution? I knew nothing at all about them being charged.
2060. You knew the men had come there to the station with Brennan? Not at all. I was not on duty when he charged them.
2061. Will you kindly listen to me, and then you will not make these blundering mistakes? There is no mistake about it.
2062. When Brennan charged these men with the Riddle burglary, I ask you why you did not assist Brennan with the prosecution? You say you did not know these men were brought into the station by Brennan. Were not you in the station when Brennan brought these men in and wanted you to detain them? When he did not want me to detain them. I went into the station and I found Constable Brennan there, and he never requested me to detain them.
2063. You know that Brennan brought these men, and you had taken down the addresses? Yes.
2064. Why did you not assist Brennan in the prosecution of that case, and give evidence of that fact? I was quite willing if he called me.
2065. As senior-constable why did not you suggest it to him? I did not suggest anything.
2066. Is it not your duty, if you have a piece of evidence which is material to the issue and is evidence of guilt, to either acquaint your Superintendent or to volunteer it yourself? I knew no evidence of guilt to give.
2067. Was not this fact material, and did not you know it as a senior-constable, that, if a man comes into the station and gives two addresses to you within the space of five minutes of each other, that fact is material and ought to be given in evidence? It came out in the evidence of the constable himself.
2068. Then I want to know this, too, about the withdrawal of this complaint which you say you made against Brennan's complaint that it was sent on wilfully and maliciously? I did most decidedly.
2069. And said it was a tissue of lies? Yes.
2070. And, notwithstanding that, you withdrew it? On the suggestion of the Superintendent.
2071. Although you knew it to be a tissue of lies? But it was not a tissue of lies that he brought them to the station; but what he says he reported was a tissue of lies.
2072. You used those words in the sense that it was maliciously made to injure you? Yes.
2073. And notwithstanding that fact, instead of your probing it to the last extremity, and showing this man to be a liar, you agreed to withdraw it? At the suggestion of my Superintendent.
2074. *His Worship.*] They were both withdrawn.
2075. *Mr. Abigail.*] No; there was an end of it.
2076. *His Worship.*] There must have been.
2077. *Mr. Abigail.*] Brennan's was explained, not withdrawn.

2078. *His Worship.*] It would be tantamount to withdrawing it.
2079. *Mr. Abigail.*] You withdrew yours; but Brennan did not withdraw his? I think the constable's report here substantiates my action.
2080. But Brennan went right through until he got a decision? Yes.
2081. And he was asked was he satisfied with that decision? Yes.
2082. And was he satisfied with that decision? Yes.
2083. And were you satisfied with it, and did you withdraw your letter? Yes.
2084. There was no withdrawal in Brennan's case? There was no need to withdraw it. I think I showed very clearly the constable neglected his duty.
2085. Do you remember calling Constable Kidd and Constable Guthrie into the station to make reports? It was the inspector did it.
2086. It was in the early hours of the morning, was it not? It was, with two of them.
2087. How early was it? Three o'clock.
2088. Now, did not you bring them in and say to them, "Well, you are better here than out in the street; take your own time and write out your reports"? Not at all.
2089. And did not you see the reports as they were being written? No.
2090. And did not you all have a chat about the addresses that these men gave? Not at all. The books were there. They went into the magistrates' room and wrote out their reports while I was in the lock-up and out in the street.
2091. The reports were not required until the next day? They gave them to the officer in the station, not me.
2092. There was no need to take them off duty to write out reports? The constables were ordered off duty.
2093. You called them in? The inspector gave orders.
2094. You called them in, did not you? Yes, I did.
2095. You say that Inspector Lawless, at 3 o'clock, ordered you to call them in? He ordered me before he went home.
2096. Will you swear that Inspector Lawless was there at all? I will swear he is never there at 3 o'clock in the morning.
2097. I am asking did he that morning, at 3 o'clock, give you instructions? He gave me orders before he went home at night.
2098. What time was that? 12 o'clock.
2099. Why did not you call them in then? Because it would be disobeying my inspector's orders. He told me to bring them in in the early hours of the morning, when all was quiet.
2100. Why did you bring them in at 3? The constables were to go off duty then.
2101. Did not you bring them in when nobody was in the station so that the three of you could put your heads together and concoct a report? No. There were the reserve constables in the station, and I was out in the street part of the time.
2102. Did not the inspector give these instructions, pure and simple, that they were to have their reports ready by 10 a.m. the following morning? Not that I am aware of.
2103. Did he personally give the constables those instructions? I do not know what he gave the constables.
2104. Did not you call them in at 3 a.m. because there were fewer constables about and you had less chance of being interfered with? There are never no constables in the station after 10 o'clock at night. There are only just the station hands there—just the constables passing in and out to report every hour and a half.
2105. You never called upon Night-watchman Brewin to make a report? Me?
2106. Yes? What of?
2107. Of what was said at the station? He was there? He was in the yard; he was not in the station.
2108. You heard him say he was at the station? He was not.
2109. Did you call upon him? Why should I call upon a civilian?
2110. Did you call upon him to report? No, decidedly I did not.
2111. Have not you been interesting yourself in Brewin's case? Which case?
2112. Have not you been going round to the people who employ Brewin and telling them observations, yarns, imputing all sorts of guilty conduct on Brewin's part? I have not been going round to people. I have done my duty as a police officer, and I have entered anything (that has happened) in the book, and other officers the same.
2113. Have not you in five or six instances told these people who employ Brewin that there was no need to employ a night-watchman at all, the police could do it? Have you not said that? I think the police can do their duty.
2114. *His Worship.*] Have you or have you not? No. I did speak to one gentleman, I will tell you.
2115. *Mr. Abigail.*] Who was the gentleman? Mr. Thomas Flynn, the butcher.
2116. Do you say that Flynn gave Brewin a bad character? I did not say anything at all about a bad character.
2117. You insinuated that he was a bad character? I said I caught his employee robbing him, and Brewin was in his company.
2118. You told Flynn that? I did.
2119. Flynn holds Brewin in the highest esteem? Flynn discharged him. He swears it here himself.
2120. Was it with that object? I do not know.
2121. Do you not know that Flynn holds him in the highest esteem? I do not know what Flynn holds him in.
2122. Has he not told you that? No.
2123. Has not Flynn told you this—. [*Interrupted.*] No.
2124. You see, you say "No" before the question is put to you. You have such a habit of negating every question I put to you. He says Flynn told you that he disbelieved you when you told him that you caught Brewin with Flynn's employee? I never heard such a word in my life.
2125. Do you deliberately say that you did not know anything of these three men? I do.
2126. Nor the two pigeon-stealers? Not one of them.
2127. Never saw them before? Never saw them in my life before.
2128. I see you say it is a common thing to see people at that time running to keep themselves warm? Running to their employment.

Senior.
constable
W. E. Quelch.
1 Nov., 1897.

- Senior-constable W. E. Quelch. 1 Nov., 1897.
2129. This is your report [*Exhibit No. 8*]: "The men replied that they were going to the market, and were late, and were running to keep themselves warm, which is a frequent thing to see at this period of the year"? Yes, quite right.
2130. So that you mean to say that at that period of the year, 7th May, it is a frequent thing to see people at an early hour of the morning running to keep themselves warm, and that you, as a senior-constable, were satisfied with that explanation, that they were "running to keep themselves warm"? I see plenty of people from 4 right up to half-past 6 running along the main street, not lanes; I never saw these people at all.
2131. Not in the lane? No.
2132. You saw them at Teloopa-street? Yes.
2133. And you were satisfied with the explanation that they were running to keep themselves warm? Most decidedly; you will see plenty of Mr. McMahan's men running to keep warm.
2134. *Mr. Bull.*] You heard me asking Brewin, and you heard his statement; was it a fact that in the morning mentioned in the entry I read to him, you found an employee of Mr. Flynn's leaving the place, Brewin being in his company, with a lot of goods in his possession belonging to Mr. Flynn? Yes.
2135. And that entry which I have read is absolutely a true statement of what you saw, and what took place? Yes.

Constable Archibald Kidd was called and sworn:—

- Constable Archd. Kidd. 1 Nov., 1897.
2136. *His Worship.*] What is your name? Archibald Kidd.
2137. What are you? Constable.
2138. Stationed where? Redfern.
2139. *Mr. Bull.*] How long have you been in the Force? A little over eight years.
2140. And during all that time have you been stationed at Redfern? Yes.
2141. Do you remember the 26th May last? Yes.
2142. Were you on duty at the Redfern Station at 6 that morning? I was.
2143. Do you remember Constable Brennan bringing three young men in there? Yes.
2144. Brennan made some statement with regard to where he had seen these three men? Yes.
2145. Did he, in any statement which he made in your presence, say that he had heard a grating noise over where he had seen these three young men run from? No.
2146. Did he say that he had chased the three men and in running, pursuing them, throw off his cape so as all the more easily or readily to pursue them? No.
2147. Did he say that he had used his revolver and had brought them to the Police Station at the point of his revolver? No, he never mentioned his revolver.
2148. Do you remember Senior-constable Quelch asking Brennan any questions? Yes.
2149. What, so far as you can remember, took place between Quelch and Brennan? Senior-constable Quelch asked them what they were doing. Before that Brennan had made a statement. He said, "Senior, I saw these three men run up a lane off Botany Road, and I followed them up." He said, "I thought it was suspicious."
2150. That is, the circumstance of their running? Yes—"so I brought them to the station," and then—
[*Interrupted.*]
2151. Do you remember who, at that time, were in the station? The relief just going off. There were four or five there.
2152. Constable Willson? He was there.
2153. Guthrie? Yes.
2154. Bruce? Yes.
2155. Do you remember the Senior-constable asking Brennan with regard to what observation he had made before he brought them into the station; I mean of the premises or place in the vicinity of where the men were, where he saw them run from? I hardly understand the question.
2156. Do you remember Senior-constable Quelch asking Brennan if he had noticed anything suspicious in the vicinity of where he saw the men start from? Yes, he asked him if he had seen them do anything and he said "No."
2157. Do you remember his asking Brennan whether he had looked round where he saw them? Yes.
2158. What did he say to that? "Yes." He said he had looked round.
2159. You made a report, did you not? You made your report, of course, from your recollection of what had taken place? Yes.
2160. Who wrote the report for the Occurrence Book? I did.
2161. Did you take that down from the statements made by Brennan? Yes.
2162. *His Worship.*] At the time? Yes.
2163. *Mr. Bull.*] If he had made such a statement that he had heard a grating noise in the vicinity of the place where these men were before he saw them start to run, would that have escaped your observation? Oh, not at all.
2164. If he had said that he had brought them to the station at the point of the revolver, and that he had chased them and thrown away his cape, would that or any one of these things have escaped your attention? No.
2165. Did he say this at the station when the men gave their names; in your presence did he rebuke any one of them for giving different names to what they had given when in the street? No.
2166. Did he, as a fact, say to you or Quelch: "These men are giving different names to what they gave me in the street"? No.
2167. Did he, from first to last, say that he had asked the men their names? No; he never mentioned it.
2168. He had simply seen them run, and chased them, and brought them to the station, because he thought that circumstance of their running was suspicious—is that so? Yes.
2169. And you made this entry on page 26 [*Exhibit No. 14*]: "James Conlon, 111 Cooper-street, Waterloo; William Murray, Mrs. Bayley's restaurant, Liverpool-street, City; Harry Wilson, 9, Bunn-street, Ultimo. Brought to station by Constable Brennan at 6 a.m., 26th, who found them in Chapple-lane, Alexandria, where they had run from Botany Road; they explained that one of them had been taken short and run into the lane to ease himself. Allowed to go by S.-C. Quelch." This is the entry you made? Yes.
2170. *Mr. Abigail.*] You say you put down everything in the Rough Occurrence Book as it was said by Brennan? No, not everything that was said.
- 2171.

2171. You did not take down everything that was said? Supposing one of these men had given two addresses, would that have escaped your attention? No, they did not.
2172. Did not one man say he lived at Pymont? There is the address in the book.
2173. And then did he not subsequently say he lived at Mrs. Bayley's restaurant? No. He did not say that.
2174. You see how wrong you are; for others, Quelch included, admit that that was said, and you say it was not said; so that you see something of importance did escape your attention? I do not remember it.
2175. You will admit that is an important thing, where a man brought into the station by a constable gives two addresses? You were making the entry in the Rough Occurrence Book, and you missed that most material and important fact? I would not notice it at the time.
2176. *His Worship.*] He would naturally put down the correct address.
2177. *Mr. Abigail.*] He says he put all down? No, I did not.
2178. Now he says he did not.
2179. *His Worship.*] It is not an important matter? There was so little thought about it at the time.
2180. You put down the final address—the correct address? Yes.
2181. There might have been a conversation about the address? There might.
2182. He may have given another address first? He may have.
2183. *Mr. Abigail.*] And I suppose that you will admit that there might have been other things said by Brennan to Quelch that you did not think important enough to take down? There might have been things I did not consider of consequence.
2184. If Brennan had said that he brought them on the point of the revolver you would not have put it down? I should not have put anything down. I would have called the officer in charge of the station.
2185. If Brennan had said that he threw his cape off you would not have put that down? No; I would have called the officer in charge.
2186. Quelch was the officer in charge? No.
2187. He was in charge? He was in charge of the relief.
2188. He was in charge so far as you were concerned? No. He was in charge of the relief.
2189. You allowed him, and you had no option at all in the matter, I presume, to take upon himself the responsibility of hearing the complaint of Brennan, the men's answer, and of discharging them? Yes, as Brennan was in the relief of Senior-constable Quelch. I was not under Senior-constable Quelch.
2190. You had nothing to do with Brennan's charge against these men? I had a lot to do with it. If he had made any charge at all Senior-constable Shaw would have been called.
2191. What I want to know is, what right had Quelch to interfere? As the senior officer over Brennan. If there had been any charge Senior-constable Quelch would not have had any say in the matter.
2192. He had to hear Brennan's complaint, the men's reply, and discharge the men? Yes.
2193. And you only took down what you esteemed to be important? Just their names and addresses for future reference.
2194. If there had been a charge made out, a direct charge of burglary, for instance, you would have taken a full report of it? No; I would not.
2195. Who would? Senior-constable Shaw.
2196. So that, because there was not a direct charge, you only took down in the Rough Occurrence Book these few details? The men's names and addresses.
2197. That is all. And, when you say that Brennan did not say anything about a revolver or about throwing his cape off, you are merely now simply testing your recollection of what was said? I am certain that if there had been anything like that said I would not have had anything to say in the matter, or Quelch either. My duty would have been to call Senior-constable Shaw.
2198. Edwards was there? I think so.
2199. Edwards said that Brennan did say these things. Is it not possible that you might have been mistaken? No.
2200. So that Edwards is wrong, and must be drawing upon his imagination? Yes; it might have been said after.
2201. It was said at the time the men were discharged? No.
2202. Who called upon you for a report in this case? I think it was Inspector Lawless.
2203. Did not Quelch ask you off duty at 3 o'clock one morning? I am not certain. I think it was Mr. Lawless. It was either Mr. Lawless or Senior-constable Shaw.
2204. Were you present when Guthrie made his report? No.
2205. Willson? No.
2206. You were not in the station when they made their reports? No.
2207. Before you sent your report in you showed it to Quelch, did you not? I am not certain. I do not think so.
2208. Would you swear you did not? I do not think I showed it to him at all at any time.
2209. Will you swear you did not? To the best of my knowledge I will swear I did not.
2210. You will not positively swear you did not? I do not believe I did.
2211. *His Worship.*] What report is that?
2212. *Mr. Abigail.*] The report he sent to the Superintendent on the matter [*Exhibit No. 8.*] (*To witness.*) Do you know whether Constable Guthrie or Constable Willson showed their reports to Quelch before they were sent in? I do not know. I did not see any reports that were put in.
2213. Do you know Night-watchman Brewin? Yes.
2214. You have known him some years? Yes.
2215. He bears a good character, does he not? I have heard rumours about him.
2216. But for anything you know, does he not bear a good character? So far as his private character goes, I think it is pretty fair.
2217. I suppose from your observation of Edwards he is a man of truth, is he not? He is not a man who is likely to tell a lie? So far as I know.
2218. A man who ought to be believed? Yes.
2219. And Brewin is a truthful man, is he not? I do not know.
2220. You know nothing against Brewin, do you? Not personally.

- Constable Archd. Kidd.
1 Nov., 1897.
2221. You will admit that in Redfern Station the police have taken sides in this matter against Quelch, some for and some against? Not that I am aware of.
2222. Do you really seriously say that, that you in the station do not know that the constables have taken sides in the Redfern Division? No; I do not. I believe they are saying the truth as far as they know.
2223. Do you not know there are sides taken? There is a bad feeling.
2224. Against Quelch? Certainly.
2225. He is not a popular officer there? No.
2226. *Mr. Bull.*] I object to that. The complaint is not that he is not popular in the Police Force.
2227. Where were you at the time that you were sent for or asked to make this report [*Exhibit No. 8*] ? Were you on duty or off duty? On duty.
2228. Where were you? In the station.
2229. Were you influenced in any sense or way in your report by anything that Quelch said to you? No.
2230. And speaking of Edwards, insinuating nothing against him, do you remember whether he was in the station or outside, out in the yard; what is your recollection? I did not take that much notice; but there were three or four there. I am certain of Constable Bruce. He came in at the time. I took particular notice of him.
2231. And speaking of the man Brewin, you know that he has made reports from time to time at the Police Station of something which he had alleged he had seen? Yes.
2232. Do you know that those things have been investigated by different officers of the police afterwards? Yes.
2233. Do you remember one complaint, or report, of his with regard to Marshall's chemist shop? I do not remember it.
2234. Have you never seen a report in this Observation Book [*Exhibit No. 17*]: "Found open, by Brewin, the shop-side door of Marshall's, Chemist, 97, Regent-street, at 3:50 a.m., 16/3/94. No person resides on the premises; everything appeared correct. QUELCH."
2235. *Mr. Abigail.*] He says he knows nothing about it? I do not remember it.
2236. *Mr. Bull.*] Have you never seen this entry in the Observation Book? How long ago is it?
2237. You know nothing of it? I do not remember it. No doubt, if it was in the Rough Book I should have seen it.
2238. You have heard rumours in regard to this man? Yes.
2239. They are to his discredit? Yes.
2240. *Mr. Abigail.*] I object.
2241. *His Worship.*] I did not object to its being said that Quelch was an unpopular officer.

Constable Charles Willson was called, and sworn:—

- Constable Chas. Wilson.
1 Nov., 1897.
2242. *His Worship.*] What is your name? Charles Wilson.
2243. *Mr. Bull.*] What grade of officer are you? Second-class constable.
2244. Stationed at Redfern? Yes.
2245. How long have you been there? Eleven years, about.
2246. You know Constable Brennan? Yes.
2247. Do you remember the 26th May last, when he brought three men to the station at Redfern? Yes.
2248. Had you been on duty that night? Yes.
2249. When were you going off? Six o'clock in the morning.
2250. Then you would be relieved at 6? Yes.
2251. Do you remember whether Brennan and the men were at the station when you arrived there? Yes, they were.
2252. Were you inside when Brennan made his statement with regard to them? Yes, I was in the Charge Room.
2253. Do you remember Constable Kidd being there? Yes.
2254. From memory, could you tell us what Brennan said with regard to them? I know the senior-constable asked him what he had got the men there for.
2255. What did Brennan say? He said he saw them in the Botany Road, and when they saw him they ran away.
2256. Did Brennan say what he did, whether he followed them, or what? He said he ran after them into Chapple-lane.
2257. Did he say anything, repeat anything that they said, or any reply that they gave to any questions that he asked them as to what they were doing there? He said he asked one of them what they were doing, and he replied that he had only come there to ease himself.
2258. That is, into Chapple Lane? That is, into Chapple-lane.
2259. Did you hear Senior-constable Quelch ask him other questions with regard to what he had seen? I think the senior-constable asked him what they were doing, and asked him if he saw anything wrong. He said, "Did you notice anything wrong about there?" and Brennan replied, "No."
2260. The senior-constable's question to him was whether he had seen anything wrong about there? Whether he had noticed anything amiss or wrong; I could not exactly state the words.
2261. What did the question refer to? I suppose to whether they had been stealing anything.
2262. What was the answer to that? He said not so far as he could see. I believe that was his answer to it.
2263. Do you remember whether he gave any answer that he thought it suspicious they should run away and he brought them up to the station? In the first place he said, "I thought it strange that they ran away on seeing me."
2264. Now, did you see Kidd write down in the Information Book? Yes.
2265. You were then in the lock-up, in the Charge Room? Yes.
2266. Did Brennan, during the whole time that he was there in Quelch's presence, tell Quelch, or say to anybody there that he had heard a grating sound in the vicinity of where these men started to run from? I did not hear him say so.
2267. Could he have said it without you hearing him? He might have done so.
2268. You did not hear him? No.
- 2269.

2269. Did you hear him say that in pursuing them he had to dispossess himself of his cape so as to all the more easily chase them? I did not hear him say it.
2270. Did he say that he had brought them to the Police Station on the point of his revolver, meaning that he had to take out his revolver? I did not hear anything of that.
2271. Supposing all these statements had been made, supposing he had said he heard a grating noise, insinuating, of course, that some premises in the vicinity of where the men had started from had possibly been interfered with, that he had chased the men and got rid of his cape to pursue them the more easily; and brought them to the station at the point of the revolver, what would you have done had you been the officer in charge? I should have detained them.
2272. Was anybody sent for? No, not to my knowledge.
2273. Was there anything said in your presence so far as you could see to justify the detention of these men? Only one thing. One of the men gave two addresses.
2274. Tell us what that was? One of the men gave two addresses. I think it was Brougham-street.
2275. Perhaps it was Bunn-street? Yes. They gave their addresses, and I asked one of them afterwards his address, and he gave a different address. He gave the address "Mrs. Bayley's restaurant, Liverpool-street."
2276. Do you remember Murray giving his address as Bunn-street, Pymont, or Ultimo, and then saying that at that time he was not living there; he was living at Mrs. Bayley's, but Bunn-street was his home when he was there? Yes, that was in answer to Mr. Quelch.
2277. Did Quelch ask Brennan a question as to whether he had seen the men carrying anything? Yes, he did.
2278. And whether everything, so far as he could see, was all right in the locality where the men had started from? Yes.
2279. What was Brennan's reply to that? As far as he could see. It was all right so far as Brennan could see.
2280. You mean everything was all right so far as he could see? Yes.
2281. Do you remember Quelch making any remark with regard to the altered address which Murray gave? I called the senior-constable's attention to the two addresses, and Quelch asked him how it was he gave two different addresses, and then he explained by saying that his proper home was Ultimo, but that he was staying at Mrs. Bayley's restaurant.
2282. You made a report? I had to write a report.
2283. Was that report made at the instance or at the dictation, or any coercion of Quelch? Mr. Lawless asked me to make a report.
2284. Having made it, was that in any sense or way influenced by Quelch? No.
2285. Was it either dictated to you, or were you coerced in any way to make a statement? No.
2286. You made a report dated 29th May. [*Exhibit No. 8.*] Do you remember saying this in the last part of it? "The senior-constable asked them where they lived again. Conlon and Wilson gave the same address, but Murray gave another address, that of Mrs. Bayley's restaurant, Liverpool-street. The senior-constable then said, 'That is not the address you gave just now.' Murray explained that he was only staying at Bayley's, but Bunn-street was his home." That is what you are referring to all along? Yes.
2287. *Mr. Abigail.*] If you had been the officer in charge you would not have been satisfied with the explanation given by this man in the attempt to explain away the fact that he had given a different address when first asked; you would have gone to see for yourself? I should.
2288. And so would most constables I presume? Yes.
2289. Do you remember when Quelch asked Brennan had he seen anything amiss or anything gone wrong, Brennan's suggesting that the men should be detained whilst somebody was told off to go along Botany Road to see if anything was wrong? I do not recollect his saying anything. He might have done so, because I was in conversation with the prisoners a good deal. I knew one of them.
2290. Was he a bad character, the one that you knew? Yes.
2291. Did you tell Quelch that? No. I did not say anything about that.
2292. Why did not you? Because I had left the station then. I did not think I had any business to interfere.
2293. Did you know that Quelch knew him? I think the senior-constable knew him. I think he knew Conlon.
2294. What has been the nature of his convictions? He was up once for rioting some years back.
2295. Can you remember anything else? I think he has been up for small offences.
2296. He is the associate of thieves, is he not? Oh, yes.
2297. And that fact is generally known at the Redfern Police Station, is it not? Well, I believe so, by myself and the old constables.
2298. How old is Conlon? I think he is about three or four, or four or five and twenty.
2299. Well, a man who has been in the Police Force these ten or eleven years should know the character of this man? Yes, but I had not seen him myself for some two or three years.
2300. If you had been taking down in the Occurrence Book what these men had said would you not have made a special note of the fact that one of the men upon being asked, had given two different addresses? Would you not have noted that as an important fact? I do not know whether I should or not.
2301. It is not usual, is it, to enter in the Rough Occurrence Book all that takes place unless a person is detained on arrest—held in custody? Oh, no.
2302. Where people are brought to the station, and asked certain questions, and reply, and are allowed to go, the merest note is taken of the occurrence? Yes.
2303. The officer in charge never goes into details, and never puts into the Rough Occurrence Book all that the constable says he saw and all that the prisoners say? Oh, no.
2304. By the by, when you made that report out, do you remember what time in the morning it was? About half-past 3, I think.
2305. Why did you choose that time in order to make a report out? Well, I was some distance from the station.
2306. At any rate, you got there, you know, about half-past 3? Yes.
2307. Who asked you to come in? The senior-constable told me I had better go in to make the report out.
2308. When you got there you saw Guthrie there making his out? No; he came in after me. 2309.

Constable
Chas. Wilson.
1 Nov., 1897.

- Constable 2309. And then the two of you made out your reports at the same time in the magistrates' room? Yes.
 Chas. Wilson. 2310. When you made them out, what did you do with them? I folded mine up.
 1 Nov., 1897. 2311. And gave it to Quelch? No; I handed it in at the station.
 2312. Where was Quelch when you made these reports out? I could not say.
 2313. Did not you show it to him? No, I do not think so; I do not recollect it.
 2414. I want you to recollect this: Did you not, and did not Guthrie, after you finished your reports, compare them? No.
 2315. And then show them to Quelch? No, we did not.
 2316. You did not compare the reports? No.
 2317. And nobody suggested anything to you in connection with the reports? The only thing that passed between him and me—he is a young hand in the police—he asked me how to start his report.
 2318. Did you keep it up from start to finish? No; I did not.
 2319. You will see at the end of his report it says, “and they were allowed to go.” And the end of yours is, “and they were allowed to depart.” Now, will you be surprised to hear that the two reports exactly correspond, with the exception of a change in a word here and there, “go” and “depart,” “he said” and “it was said”? I did not see his report, and he did not see mine.
 2320. And yet you say, although you assisted him to start his report, you had no other hand in it? No, I did not.
 2321. Now, you see your report says “That on the morning of the 26th instant, when going off duty at 6 a.m., he saw three men,” and his report says, “That on the morning of the 26th instant, when going off duty at 6 a.m., he saw three men.” You see it is word for word? Yes.
 2322. “He heard Senior-constable Quelch ask Constable Brennan,” and “He heard Senior-constable Quelch ask Constable Brennan.” You see, exactly the same words? Yes.
 2323. “What they were up to,” and “what they had been up to.” Then Guthrie's report says, “Constable Brennan replied that I saw them in the Botany Road, and when they saw me they ran up Chapple-lane,” and your report says, “Constable Brennan replied I saw them in the Botany Road, and when they saw me they ran away up Chapple-lane,” and that peculiar correspondence in the reports you see goes right through. Now, will you, upon that being pointed out to you, undertake to swear that you and Guthrie did not compile these reports so that you would get your facts to correspond particularly? Now, is not that a fact? I tell you once again Guthrie never saw my report.
 2324. Now, did you tell him how to do his? I told him how to do his.
 2325. And you read from yours, telling him what was in yours, so that he could copy it down and put it in his? No, I did not.
 2326. Now, is not one a copy of the other? It is something like it.
 2327. It is the exact, self-same choice of language, and you want to say that the peculiar particularity in the choice of language is a mere matter of coincidence? Well, Guthrie was in the station the same as I, and he heard word for word the same as I what was said.
 2328. And, from the mere fact that he and you were sitting in the same room on the same work, you want us to infer that it is merely accidental that in his report the same words and the same phrases are used as you used in yours? I tell you what we did do—before we wrote the report out we talked it over.
 2329. *His Worship.*] And wrote a draft? Yes.
 2330. *Mr. Abigail.*] So that you will admit that it was talked over first? Yes.
 2331. Now did not Quelch come in and talk it over too? No, he did not.
 2332. Was not he in there at all? He came in and looked at us once, and asked us, “How much longer are you going to be, Willson?” I said I had finished my report and young Guthrie had not quite finished his.
 2333. But did not he ask Guthrie how long he was going to be? No; he spoke to me.
 2334. *His Worship.*] Guthrie was a new hand and did not understand that sort of thing? No.
 2335. That explains the whole thing. I can understand their making out a draft, and the young man, being inexperienced, copying it.
 2336. *Mr. Abigail.*] And Quelch inspected it? Inspected what?
 2337. Inspected your report, told you what was wanted? No, he did not.
 2338. Did not he give you a hint of what would be serviceable to him? He did not.
 2339. And what ought to be put in the report? No, he did not.
 2340. Did not Quelch tell you what was in his report? No, he did not.
 2341. And did he not suggest to you what ought to be in yours to corroborate his? He did not.
 2342. Did you have the Rough Occurrence Book to read? I looked in the Occurrence Book.
 2343. Who brought it to you? I took it out of the rack.
 2344. Did you show it to Guthrie? No, I did not.
 2345. Did not you ask Quelch what address these men had given. Did not you say, “I forget the address, what addresses did they give”? No, I did not.
 2346. Where did you leave your reports? Left them at the station.
 2347. Whom did you give them to or where did you put them? I think they were put in the desk.
 2348. Who was there? Constable Kidd.
 2349. And who else? I do not think there was anyone else there.
 2350. Was not Quelch there? That question I could not answer. I am not sure.
 2351. He came in and asked you to hurry up and you said you were finished? Yes.
 2352. Did you happen to know that Quelch had made his report out before or after yours? I did not know.
 2353. You were not told? No.
 2354. Did not you know that Quelch had made out his report on the 28th, a few minutes before midnight, and were you not called in at 3 o'clock in the morning of the 29th, and did not you hand your reports to Quelch? No; I did not know up till now that he had made a report out.
 2355. Surely you do not expect me to believe that? I did not.
 2356. Although this was a complaint against him personally for misconduct or some dereliction of duty, you did not know? I did not know what it was, I was simply asked by Mr. Lawless to make out a report of what I had heard take place in the station on the morning of the 26th.
 2357. *Mr. Abigail.*] What time did you go off duty on the 29th? Six o'clock.
 2358. While you were making your report out you were not on duty? No.

2359. Did not Quelch say, "Come on inside. It is far better to be making out reports than on duty in the streets?" No; he did not.
2360. *Mr. Bull.*] There is nothing, is there, in the insinuation that these reports of yours and Guthrie's were doctored, or in any sense or way influenced by Quelch? Not the slightest. While I was making my report out I only saw the senior-constable once, and we were a long time over it.
2361. Do you not know that Quelch himself was on duty in the streets on that morning up till 6? I believe so. I am not quite sure.
2362. Did you ever tell anybody that Quelch had influenced you in this report of yours? No, I did not.
2363. Did you ever give anybody the slightest suspicion or say anything to lead anybody to the slightest suspicion that anything of the sort had taken place founding this long and fishing examination of my friend's? No, never, to my knowledge. I just simply stated what took place in the station.
2364. *Mr. Abigail.*] I am out for mackerel. That is only a sprat.
2365. *Mr. Bull.*] Is there any doubt in your mind that these two reports, yours and Guthrie's, were, so far as you know, absolutely independent of Quelch in every respect? In every respect.
2366. Guthrie was a young officer who had never made a report before, any assistance you gave him was simply instruction as to the form of the report? That is it.
2267. Nothing approaching such a thing as Mr. Abigail has insinuated about, that Quelch wanted you to make a report which would be serviceable to him? No. In fact at the time the report was made out I did not know what it was for.
2368. You were simply asked to make a report of what you recollected had taken place in the Police Station? Yes.
2369. *Mr. Abigail.*] But you know it is common talk in the station at Redfern that these reports were inspected by Quelch, and that you and Guthrie were influenced by Quelch to make them out as you did.
2370. *Mr. Bull.*] Did you hear that from anybody? No, I did not.
2371. *Mr. Abigail.*] And that is common talk in the station? No.
2372. Did you hear anybody mention it at all? No.
2373. *Mr. Bull.*] Would any police officer there insinuate that to you? I should put him on paper if he did.
2374. You would make a report to your superior officer? Yes.
2375. *Mr. Abigail.*] There is a great deal of friction at the station? Yes.
2376. A good deal of illfeeling, too? Not amongst the men, I do not think there is.
2377. Is not there, even amongst the serjeants, a lot of ill-feeling against the inspector because he prefers Quelch and that gentlemanly officer, Dukes, to do duty which the serjeants ought to do, and is not there the utmost friction over that? Of course, I do not know what the serjeants feel like.
2378. But you know there is? I know there is a good deal of illfeeling towards Quelch.
2379. Is not he looked upon as "Mr. Lawless' pet" there; is not that the exact phrase used? I never heard that phrase used.
2380. *Mr. Bull.*] There is nothing in the nature of disorganisation there, is there? Not the slightest.
2381. There is absolute discipline? There is.
2382. Some of them are fairly jealous of Quelch? I could not say.
2383. *Mr. Abigail.*] I pity them if they are.
2384. *His Worship.*] There must be a certain amount of ill-feeling or these charges would never have been preferred.

Senior-constable William Edward Quelch was recalled:

2385. *Mr. Bull.*] With regard to these reports [*Exhibit No. 8*], is there any truth in the world in this assumption by Mr. Abigail that you conjured or inspired these reports of Willson and Guthrie? Not at all. The first time I had the pleasure of reading their reports was just now, at that table.
2386. This was the first time that you ever had the opportunity of seeing either Guthrie's or Willson's reports? Yes, and they never saw mine.
2387. It is not true, as insinuated by Mr. Abigail, that you had written yours out at midnight?
2388. *Mr. Abigail.*] I object to the form of the question; "asked by" me, not "insinuated by" me.
2389. *Mr. Bull.*] I put it that way. It must be an insinuation. There is no evidence to support it. Is there any truth in the question of Mr. Abigail that you had made out your report at 12 o'clock, and that these men had a knowledge of it? Not at all. They never saw it.
2390. Now, I have another thing to ask you. Have you not a number of certificates? Just take them in your hand, will you?
2391. *Mr. Abigail.*] If these certificates are put in, I tell my friend now, it will necessitate my calling, from special instructions I have got about some of them, a great many witnesses to explain why these things were given, and their opinion of the man since.
2392. *His Worship.*] I cannot take opinions. I can only take facts. Documents of that sort are facts unless you can prove they are forgeries. The opinions of the people have nothing to do with this inquiry.
2393. *Mr. Abigail.*] I submit that this is not evidence.
2394. *Mr. Bull.*] Surely it is as much evidence as asking the different witnesses here with regard to the disorganisation, and the insinuations and dislike to Quelch. My friend has laid the foundation for this.
2395. *Mr. Abigail.*] I asked for his character as a police officer.
2396. *Mr. Bull.*] And this is as regards his character as a police officer; is that not so? As a police officer for the last ten years, and as a private citizen.
2397. *Mr. Abigail.*] Your Worship sees; if he goes round there begging of a lot of people—. [*Interrupted.*]
2398. *Mr. Bull.*] I object to this.
2399. *His Worship.*] I do not think any of these are admissible.
2400. *Mr. Bull.*] I have not attempted to put them in.
2401. *His Worship.*] I believe he has been in the Royal Navy. Let him put his discharges in, and any police reports.
2402. *Mr. Bull.*] Your Worship is either anticipating me or mistaking me. I was not going to put any of these in. (*To witness*): You have, have you not, characters there from all classes and grades of people? Yes.
2403. Certificates in writing? Yes.
2404. Unasked, unsought? Yes.

- Senior-constable
W. E. Quelch.
1 Nov., 1897.
2405. Which you are willing the Commissioner may see if he chooses? Yes; or to call any one as a witness to substantiate it.
2406. *Mr. Abigail.*] You say they are unasked? Some of them are marked "unsolicited."
2407. Do you mean to say that you have not asked for them? I have interviewed people as to whether they have not known me.
2408. And they have sent in these things at your request? Yes.
2409. Why do you say "unsolicited and unasked"? Some of them are not. Those are the people who have known me, and with whom I have done business all the time.
2410. Have you got one from Riddle? What do I want to go to his place for?
2411. Have you got one from Pogson? No. No doubt he would come here to give you what he knows of me.
2412. You see how general your solicitation has been. Have you got one from the Director of Public Charities? No.
2413. And "Myall House" is on your beat? No; it is in the district.
2414. It is near where you live? No.
2415. You have not got one from Inspector-General Fosbery, have you? I cannot get that until I leave.
- [At 1 p.m. the Commission adjourned for luncheon.]

On resuming after luncheon,—

2416. *Mr. Abigail.*] This morning your Worship announced that at the conclusion of the evidence you would not allow speeches from either side. I am bound to say now that you deprive me of a good deal that would tend to strengthen my case.
2417. *His Worship.*] It is my function to hear the evidence, and to give my opinion upon it. That is all. I do not want the opinion of any one else, one way or the other. You have plenty of opportunities of giving your views while the case is going on. I will hear no addresses when it is over. You may say what you like in the meantime.

Senior-constable William Edward Quelch was recalled :—

2418. *Mr. Bull.*] Do you know Mr. Dacey, the gentleman sitting by the side of Mr. Abigail, here? Yes.
2419. How long have you known him? Several years now.
2420. I suppose you know him, not only in his parliamentary capacity as member for Botany, but in his private capacity? Where I knew him was in his capacity as a member of the borough council of Alexandria.
2421. Do you know him to distinguish him from anybody else? Yes.
2422. So that when he says he does not know you from a crowd— [*Interrupted*]? He has addressed me and shaken me by the hand on election day.
2423. Was that a municipal election? Yes.
2424. There is no doubt Mr. Dacey knew you well? Yes.
2425. Called you by name? Yes.
2426. Knew you in your police capacity? Yes.
2427. In what capacity did you know Mr. Dacey? As wheelwright and blacksmith on the Botany Road, Alexandria.
2428. And as an alderman? Yes, of the same borough in which he resides.
2429. How long do you think that knowledge has existed? I have known him myself now for the last eight or nine years.
2430. And I suppose when you would meet the conventionalities of ordinary life would pass every day? Yes; the same as the other aldermen of the borough.
2431. The same as you would with anybody you knew as well? Yes.
2432. *Mr. Abigail.*] Did your duty ever lead you into Botany? Yes.
2433. You were never on any Botany beat? No; Mr. Dacey's place is in Alexandria.
2434. You know that Mr. Dacey has publicly stated that he does not know you, and does not want to? I have read it.
2435. I suppose you will admit that he is well known to the police? Every other alderman in the whole of the four boroughs is known to the police as well as Mr. Dacey is.
2436. You have not put in the books to show what your knowledge of Mr. Dacey is. You say nothing against him? I do not insinuate anything against him. I say that he knew me.
2437. How many years is it ago since he shook you by the hand and bade you "Good day"? The last time he contested one of the wards of Alexandria.
2438. How long ago is that? Three years ago.
2439. So you think you are a sufficiently distinguished identity for him to remember you? I have no doubt about that.
2440. *Mr. Bull.*] Mr. Dacey is a man in business, as my old father was before me, as a blacksmith? Yes.
2441. And in that capacity, and in that line of business, you knew him? Yes, the same as he is in to-day; in fact Mr. Dacey resides in the Botany district as a wheelwright now.
2442. *Mr. Abigail.*] It is fortunate that Mr. Dacey is a wheelwright, not a burglar, not a thief, and not a perjurer.
2443. *Mr. Bull.*] I must draw your Worship's attention to what my friend says.
2444. *His Worship.*] It is a very improper thing to say. It shows your venom in the matter.
2445. *Mr. Abigail.*] Why?
2446. *His Worship.*] I know what you refer to. You refer to Mr. Quelch being a burglar and a thief.
2447. *Mr. Abigail.*] Nothing of the kind. I had not Quelch in my mind's eye. I say so seriously as a gentleman.
2448. *Mr. Bull.*] I am very sorry for my friend's statements.
2449. *Mr. Abigail.*] If you fit them to your client, I present you with them. Certainly, in all candour, that is my opinion of him.
2450. *Mr. Bull.*] I draw your Worship's attention to that. We have it from him that, in all candour, that is his opinion of him.
2451. *His Worship.*] I want facts, not opinions.

Constable Samuel Brown Guthrie was called and sworn :—

2452. *His Worship.*] What is your name? Samuel Brown Guthrie.
 2453. You are a constable of police? I am.
 2454. Stationed where? At Redfern.
 2455. *Mr. Bull.*] What grade of police officer are you? Probationer.
 2456. And how long may you have been under probation? Since last November.
 2457. This very day twelve months? Yes.
 2458. You know Constable Brennan? I do.
 2459. Do you remember in May last his bringing three men to the police station? Yes, I do.
 2460. Were you in the Police Station at the time that Brennan had his men there? I got there just when he brought them in.
 2461. Were you one of the relief which the senior-constable had charge of? I was.
 2462. And you were really being relieved at 6 o'clock? Yes.
 2463. Did you hear the statement made by Brennan with regard to the three men he brought there? I do not know what statement he made. I never heard him make any statement.
 2464. You saw him in the station with the three men that he brought in? Yes.
 2465. You made a report afterwards, did you not, of the circumstances in writing? I did.
 2466. Of what had come under your observation, what you had heard and what you had seen? Yes.
 2467. Will you tell me this, what was said, if anything, by Senior-constable Quelch to Brennan, appertaining to the men in relation to any charge which he was about to make or had made. What did Quelch ask Brennan? He asked Brennan what the three men had done, or what they were up to, or something to that effect.
 2468. Do you remember Brennan's reply to that? Yes. He said the three men were in the Botany Road, near Riddle's shop, and they ran away, and he pursued them and caught them in Chapple-lane.
 2469. Do you remember Brennan's making mention of his having spoken to one of them and the answer given by one of the men? He asked what he ran away for, and he made a remark that he was short-taken, or something of that sort.
 2470. He had gone into the lane to ease himself? Yes, in the lane.
 2471. After that conversation do you remember the Senior-constable asking Brennan what he had seen at the time he saw them first, at the time they started to run? No. I could not tell you. It is so long I forget it now.
 2472. I see your report is dated 29th May. That would be within some three days of the time? Yes.
 2473. Let me ask you have you any recollection of Brennan's having said anything regarding the circumstances which attracted his attention. I do not want to mislead you in any way. Do you remember did Brennan relate any circumstance, anything which he saw or heard which attracted his attention before the men ran away? No. The only thing that attracted his attention was the men running away. That is all I heard.
 2474. Did he say that he heard a grating noise in the vicinity of where the men were before they started to run? He did not say that in my hearing.
 2475. That certainly was not said whilst you were there? I do not think so.
 2476. Did he say that in pursuing them he had to throw off his policeman's cape so as the more easily to pursue them? I heard it the next day.
 2477. I mean while the men were there before he let the men go? No. I never heard that.
 2478. Did you hear him say at the time, of course, I am speaking now, and all my examination relates to the time when the three men were in the Lock-up, or at any rate, in the Charge Room—did you hear him say that he had taken out his revolver and brought the men to the Station at the point of his revolver? No. I never heard it.
 2479. Is it possible that it was said without your hearing it? It may have been said without my hearing it.
 2480. It certainly was not said within your hearing? No.
 2481. Do you remember Quelch asking him the question if everything was all right in the locality where the men were before they had started to run? Oh, I think you answered that by saying he thought it was strange that the men ran away. Now, will you tell me this, had you made any report under any circumstances, of any matter in which you had taken part, before this report of yours on May 3rd—was this the first experience you had had of reporting? It was.
 2482. Just answer me. Look at these two sheets and tell me whether those are the reports that you made of the circumstances. [*Exhibit No. 8 handed to witness.*] Just look carefully at it? Yes, that is my writing.
 2483. Is that the report you made of the circumstances. Look at the second page, you will see, I think, the signature there. Is it possibly yours? Yes.
 2484. Is that report true? Yes, that is the report which I sent in.
 2485. Of the circumstances appertaining to the men being in the Police Station? Yes.
 2486. Was this dictated to you by Quelch in any way? No.
 2487. Were you under any coercion or influence of Quelch's in making out this report? I was not.
 2488. Would you tell us in what part of the premises this was made? In the Magistrates' Room.
 2489. Was Quelch present, assisting in its compilation, or suggesting anything which you should say in it? No.
 2490. From the time that you began it until you ended it, was he there? No.
 2491. Of course, I mean assisting you in it. Is it true, even, as it is suggested, that this was made at the instance of Quelch, and that it was suggested that this would be a serviceable report?
 2492. *Mr. Abigail.*] Pardon me. I must submit that this is not the way to conduct an examination-in-chief.
 2493. *His Worship.*] It is simply asking him whether he was coerced in getting this report.
 2494. *Mr. Bull.*] Were you influenced by Quelch, or coerced by Quelch in any way? No.
 2495. *Mr. Abigail.*] It puts him on the alert when I ask him.
 2496. *Mr. Bull.*] Who was present when you were writing out this? Constable Willson.
 2497. Was anybody else at all in the room at the time? No.
 2498. And you say that that report was then true, and is now true, of the circumstances, so far as your recollection has served you? Yes.

Constable
S. B. Guthrie.
1 Nov., 1897.

- Constable 2499. *Mr. Abigail.*] You say that Willson was with you in the room at the time you made out your report?
 S. B. Guthrie. Yes.
- 1 Nov., 1897. 2500. Did he assist you in making it out? Yes.
 2501. Did he tell you what he put down? No.
 2502. Did you copy his? No.
 2503. Would you be surprised to hear that your report was the same as his? He blocked it out for me.
 2504. What do you mean by "blocked it out"? He wrote roughly down the heading, and the way to write it.
 2505. And then did you write straight off, and did you show it to him when it was done? Yes, I showed it to him.
 2506. Did you read his? I never saw his.
 2507. He read yours? I believe he did. I would not be sure.
 2508. What did you do with it when you had finished? Put the two of them in an envelope, and put it in the desk.
 2509. To whom did you address it? Inspector Lawless.
 2510. Did you close the envelope? Yes.
 2511. Was Quelch there when you were writing the report? No.
 2512. Did he come in and ask Willson how long he was going to be, and had not he finished? I believe he did. I would not be sure. I believe he came in when we were just about finished. Willson had finished first.
 2513. How long had you been there before Quelch came in? As near as I can remember, a little over two hours.
 2514. Over two hours writing out a sheet and a half of foolscap. Is that correct? That is what I said. That is correct.
 2515. Now, why did not you wait until you were off duty; why did you come in at 3 a.m.? We went off at 6 o'clock.
 2516. You were supposed to be on duty at 3 a.m., but were then in the Magistrates' Room writing out reports. Who told you to go there and write out reports? Quelch.
 2517. What did he say to you? He told me I had to go in at 3 o'clock to write out a report, and he told me to go in and do it.
 2518. Did you know he was reported over this matter? Yes, I did.
 2519. Had you had any conversation with him about it? No.
 2520. None at all? Well, I had a few words with him in the street when he told me I had to write this affair, and he told me to give my unbiassed opinion.
 2521. What time was that? About 11 o'clock.
 2522. He told you what? He told me that I had to send in a report about three men.
 2523. Did Mr. Lawless ever speak to you about sending in a report? He told me to send in a report.
 2524. When? The same night.
 2525. About what time? About half-past 11 it may have been.
 2526. As a matter of fact, Quelch told you that Lawless was going to ask you to send in a report, did he not? Yes.
 2527. And he told you to give your unbiassed opinion? Yes.
 2528. He told you that he had been reported, and that you and Willson were to send in reports. You, and Willson, and Kidd? He would naturally come to that conclusion. I could not tell you whether he told me now that he was reported or not, but we came to that conclusion.
 2529. Did he tell you what he put in his report? Who?
 2529½. Quelch? No, he did not.
 2530. Are you under Quelch in that division? Yes.
 2531. Have you been under him since? Were you still under him up to the time he was released from duty? Well, we were under him in our turns.
 2532. You will admit, will you not, that it would require some courage on the part of a constable to send in a report which would be contradictory of his senior's report?
 2533. *Mr. Bull.*] I object to that. It is not evidence. It is mere opinion.
 2534. *Mr. Abigail.*] How can it be opinion? I ask him will he not admit that it would require some courage on the part of a constable to send in a report which would contradict his senior's report.
 2535. *His Worship.*] I do not think it is a proper question.
 2536. *Mr. Abigail.*] With great respect, I must insist on its being taken.
 2537. *His Worship.*] It is a supposition, it is an opinion.
 2538. *Mr. Abigail.*] It is a matter of experience.
 2539. *His Worship.*] He had only been a short time in the Force. He could not have had much experience of his superior officers at that time.
 2540. *Mr. Abigail.*] I ask him now as a matter of experience.
 2541. *His Worship.*] Of course, we all know as a matter of practice it is a dangerous thing for any subordinate to make a report against his superior officer.
 2542. *Mr. Abigail.*] If your Worship knows it, I am quite satisfied. (*To witness.*) At 3 a.m. you were called in from street duty, and spent two hours making this report out? Yes.
 2543. What was Quelch doing while you were making out your report? I cannot say.
 2544. What time did he come in? How long after you had been in did he come in? I could not tell you.
 2545. An hour or an hour and a half? It was over two hours.
 2546. You said you were only there two hours? I told you we were there over two hours.
 2547. From 3 o'clock until 6, did you go on duty again? We were on duty for about half an hour, I suppose.
 2548. So, during the two and a half hours that you were writing out the report, your part of the duty that you and Willson should have been controlling was neglected? Yes.
 2549. Inspector Lawless, when he told you to send in a report, did not state that you should do it at any specific time, did he? No.
 2550. Did he not say that as long as you had it there at the station at 10 o'clock the following night it would do? Yes.
 2551. So that you had twenty-three hours in which to get it ready under instructions from the inspector?
 Yes. 2552.

2552. And, notwithstanding that, you were called in at 3 a.m. by your senior-constable, whom you had to obey? Yes. Constable
S. B. Guthrie.
2553. And you only went in, then, to make out the report because your senior-constable told you you ought to? Yes. 1 Nov., 1897.
2554. Has it been remarked to you that there is a peculiar similarity between your report, in the choice of language used, and Willson's? Yes.
2555. You say it has been remarked; when was it remarked; during dinner hour, was it not; it was talked over, was it not, in the dinner hour? Not in my hearing.
2556. Now, come on, was it not? Not in my hearing; it was not; I did not take any notice of it; I did not hear it.
2557. You did not want to hear it, is that it? No, I did not hear it, no matter whether I wanted to or not.
2558. *His Worship.*] Did you say you did not want to hear it? No.
2559. *Mr. Abigail.*] Do you mean to say that you did not say you did not want to hear it, and did not hear it? I did not hear it.
2560. As a matter of fact, you did not want to hear it? I did not hear it.
2561. And you did not want to? It is a very funny question. I tell you I did not hear it.
2562. *His Worship.*] Had you any reason for not wanting to hear it? No.
2563. *Mr. Abigail.*] You know there are sides taken at Redfern over this matter of Quelch, some speak for him and some against him? I believe there are.
2564. Which side have you taken? I have not taken any particular side. The senior-constable never did me an injury in his life.
2565. And you do not want to do him any? I do not want to injure any man.
2566. You are more for him than against him, are not you?
2567. *Mr. Bull.*] I object to that.
2568. *His Worship.*] You are quite entitled to ask him that.
2569. *Mr. Abigail.*] You do not favour Quelch in the matter? I do not favour Quelch more than any other man.
2570. *His Worship.*] You are neutral in the matter? Yes, I am neutral.
2571. *Mr. Abigail.*] You know that there is a good deal of conflict at Redfern, do you not, as to the carryings on of certain constables?
2572. *Mr. Bull.*] I object to that.
2573. *His Worship.*] That has nothing to do with this enquiry.
2574. *Mr. Abigail.*] Quelch is one of them. I say at once every obstacle to getting at the truth is being thrown in my way here. (*To witness*): Is it not a fact that a good deal of ill-feeling exists over this matter, over Quelch, at the Redfern Police Station? Yes, there is.
2575. And do you not know as a fact that complaints are made that Quelch is the pet of Mr. Lawless? I have heard the remark.
2576. Is not that the epithet that is used, "Mr. Lawless' pet?" Is not that so? I do not say as I have heard those words used, but I have heard words to the same effect.
2577. Is it not a fact that at Redfern complaints are made that Quelch is ordered to do duty that Serjeant Bell and other serjeants ought to do, and that he is put over the serjeants? No. I do not think so.
2578. *Mr. Bull.*] Is there any such complaint as that?
2579. *His Worship.*] If that were the case the serjeants would very soon make complaints.
2580. *Mr. Abigail.*] They have. Do you not know as a fact that one serjeant was actually told by the inspector not to come near him because he was actually supposed to be smelling the breath of the inspector and trying to detect the signs of liquor on him? I never heard that at all.
2581. Then you must be a probationer. When Brennan came in with these three men did you hear him say that Quelch ought to send some one down to Botany Road? No.
2582. Did you not hear Brennan say when he had these three men in the station that Quelch ought to send somebody down to Botany Road to see if anything was wrong there? No; not in my hearing.
2583. Did you hear him say he had heard a noise? No.
2584. You were out in the yard? Not the whole of the time.
2585. The whole of the time? No. Part of the time.
2586. Can you tell me what part of the time you were in the station? I believe I was in the station twice and out again.
2587. Then you were in and out of the yard twice? I would not be sure. I know I was in the station, and out in the yard too, and did not hear everything that passed.
2588. Were you there when Constable Willson was there? Yes.
2589. Did you hear one of the men give an address as Pymont? Ultimo, it was.
2590. Did you hear an address given afterwards as Bayley's Restaurant? Yes.
2591. And soon after that they were let go? Yes.
2592. But you were not in the station when Brennan brought the men in first and they had a conversation with Quelch? No; I was out in the street when Brennan brought the men in first.
2593. *Mr. Bull.*] Going off duty at 6 o'clock that morning, when would you be on duty again? Ten o'clock that night.
2594. So that, unless you made a report during that time, and before 6 o'clock, you would not be on duty again before 10 o'clock the same night? No.
2595. I suppose, even as a probationer, you take the trouble to read the rules for the general information and discipline of the members of the Force? Yes.
2596. I suppose you have read Rule No. 73: "Any member of the Force believing he has grounds of complaint must report the circumstances of the case to his superior officer promptly; for, if he broods over or delays making his statement, his motives will be judged of by such delays." You have read that? Yes.
2597. Both your senior-constable and your senior officer, Mr. Lawless, had spoken to you before midnight about your making this report? Yes.
2598. Do you not know that Quelch was on duty all that night, until 6? Yes, he was.

First-class Constable Maurice Fitzgerald was called and sworn :—

- First-class Constable Fitzgerald.
1 Nov., 1897.
2599. *His Worship.*] What is your name? Maurice Fitzgerald.
2600. *Mr. Bull.*] What are you? Constable, stationed at Redfern Police Station.
2601. First-class constable?—Yes.
2602. Do you know Special-constable Brewin? Yes, I know him.
2603. How long have you known him? I believe I have known him over six years.
2604. Do you remember the 16th March, 1894? I do not exactly remember the date, sir.
2605. Do you remember some report being made about Marshall's chemist shop? Yes.
2606. *Mr. Abigail.*] I object to this. Special-constable Brewin is not on inquiry, and this constable is evidently being called with the object of damaging Brewin. What earthly connection has Brewin with this inquiry except as a witness.
2607. *Mr. Bull.*] Brewin is put forward here and called by Mr. Dacey as a witness of truth, as a witness whom he asks you to believe; and he therefore asks you to believe Brewin's statements in what he says against Quelch. I asked him distinctly whether he did not, as a fact, make a report with regard to Marshall's chemist's shop, that he had found the side and the front doors open, when as a fact the very police officer on the beat that morning almost momentarily before his report of finding the place wide open had examined the place and found it shut. He denied that he made that report. He denied as a fact that he went to the Police Station and reported that matter. I am producing this officer in contradiction of that report of Brewin's. The truth of Brewin's statement has a lot to do with it.
2608. *Mr. Abigail.*] If your Worship looks up the evidence you will see that Brewin says he was outside the station on the doorstep at the time and did not hear it at all.
2609. *His Worship.*] I do not think it comes within the scope of this inquiry. I quite satisfied myself about Brewin. I heard what he had to say. I did not think it very material.
2610. *Mr. Bull.*] Suppose I show that Brewin is a liar. Suppose I show that he is not a man that can be believed, would not that be material in this matter?
2611. *Mr. Abigail.*] What is the value of his evidence?
2612. *His Worship.*] I think this evidence should not be taken. It would leave the door open to a lot of other evidence that is not desirable.
2613. *Mr. Bull.*] I understand you would hold exactly the same thing with regard to Mr. Yedwohf. I asked Brewin if he had not gone to Mr. Yedwohf and told him that his place was to be broken into, and told him that he was actually seen by Mr. Yedwohf in the company of the man whom he had nominated to Yedwohf as the man who had given the information to him about the burglary.
2614. *His Worship.*] If I have to receive this evidence I may have to receive evidence on the other side that I would rather exclude, and ought to be excluded.

Charge No. 6.

“That in July, 1896, upon the advent of the Public Service Board, it was decided to remove the offices of the Director of Charitable Institutions from “Myall House,” Redfern, to Richmond-terrace, in the Domain. Pursuant to this determination the front part of the building was vacated and all the things were removed. There was at the back of the premises a store containing boots, shirts, and other articles. There was a clerk named Coghlan there in charge during the day time, and he was asked by the Director of Charitable Institutions to draw the attention of the police to the fact that the place was unprotected at night, and that it was necessary for them to keep an eye upon it. As far as I can ascertain, the only man who received this information was Quelch. Coghlan showed him over the premises and the amount of stock which the place contained, and, strange to say, about three nights afterwards the building was broken into under circumstances of the most suspicious character. Coghlan had told Quelch that he left the store between 5 and 6 o'clock in the afternoon. On this particular night Coghlan returned in company with another clerk named Newcombe. They stood outside the store door at the back of the main building yarning for about ten minutes. The place where they stood yarning is not more than about 12 feet away from the door behind which Quelch was hidden. One of the clerks finally went into the main building and lit the gas and called out, ‘What did you leave the middle door open for?’ The door had also been taken off its hinges. The other clerk had been to one of the outhouses, and when he came out of the outhouse he put his knee against an empty case opposite an outhouse door broken off its hinges, and placed it in a line with some other cases. This so disturbed the burglar inside the door that he pushed the door open and rushed out. The man who rushed out of the building was, strange to say, Senior-constable Quelch. Coghlan said, “What is this,” whereupon Quelch said, “Some one has been in, and has got away over the fence.”

Mr. William Somerville, journalist, was called and sworn :—

- Mr. W. Somerville.
1 Nov., 1897.
2615. *His Worship.*] What is your name? William Somerville.
2616. What is your position? Journalist.
2617. *Mr. Abigail.*] You were a shorthand reporter for the *Daily Telegraph*? Yes.
2618. Do you remember, on the 27th June, 1896, taking a shorthand report from Quelch about a supposed burglary in “Myall House,” Cleveland-street, Redfern? Yes; I got a report from him.
2619. And from that report did you prepare this paragraph, which appeared in the *Daily Telegraph* on the 27th of June, 1896? I wrote a paragraph which appeared on the 27th of June. [*Exhibit No. 19.*]
2620. “As Senior-constable Quelch, of the Redfern police, was walking down Cleveland-street at about 7-30 last evening, he observed a man acting in a suspicious manner in front of the building at 289, Cleveland-street, until lately used as a branch office of the Asylum Department. With the intention of watching his movements, Quelch crossed over into Prince Alfred Park; but the man made off towards Castlereagh-street, and when Quelch got there he had disappeared. Knowing the place to be unoccupied except at the rear, where a small out-building is used as a store for asylum supplies, Quelch proceeded through to the back, which abuts on James-street; here he found that the door, which was padlocked, had been removed from its hinges, which were on the outside. Hearing some one approaching he hid in a dark corner, and as the visitor entered the door he jumped out and grabbed him. It turned out, however, to be Mr. Coghlan, the clerk in charge, who was returning to do some back work. A light being procured it was found that an inner door had

had also been removed from its hinges, and access gained to the store. Samples of everything in the store had been heaped up ready to be carried away; a large sack being partly filled with a miscellaneous collection of goods. The thieves had decamped. Two screw-drivers were found on the floor, one of them bearing the stamped initials F.L.P. A constable was left in charge during the night." That was your report prepared from the shorthand-notes of the alleged occurrence as described by Senior-constable Quelch to you? No shorthand-notes, I would not say that.

Mr. W.
Somerville.
1 Nov., 1897.

2621. You made a note of it? Well, the information was given to me by Mr. Quelch as I was walking down the street with him.

2622. Where? From Redfern Police Station.

2623. Did you ask him for that, or did he volunteer that? When I went up as usual to Redfern Police Station this evening, about 8 o'clock, Quelch was there. I do not know exactly how, but there were some remarks made about a robbery, and I asked, at any rate, I walked down with Quelch to the place to see it, and on the road down Quelch gave me the information. I may say I saw the screw-drivers there at the Police Station and I made out what I thought were the marks that were on them.

2624. I suppose you know that it is not an unusual occurrence that a constable very frequently, for the purpose of self-glorification, gives an elaborate report to a journalist, with two objects in view—to see his name in print, and also to secure promotion? I cannot say.

2625. Cannot you say that as a matter of journalistic experience? No.

2626. I can assure you, as a solicitor, that it is so.

2627. *His Worship.*] Are you certain whether he volunteered the information or whether you asked him for it? I asked him for it. Of course I cannot write copy without the information; and I heard of the occurrence, and I asked Quelch for the information.

2628. *Mr. Abigail.*] You must be a young journalist, because the old journalists can write copy without information? That sort of copy does not do in Sydney.

2629. Did you go round to see "Myall House"? Yes.

2630. Who went with you? I went with Quelch.

2631. Did he point out how he managed to get out and surprise the alleged burglar, whom he found out to be Coghlan, the clerk in charge? He showed me where the door had been pulled open so that the padlock acted as a hinge, and he showed me a case behind which he said he hid when he heard the footsteps.

2632. Did he explain to you what he did inside the store at the time the front of the store was being opened by another clerk? No.

2633. Did he explain why he only jumped out at the time he heard Coghlan coming to the door behind which he was concealed? He said he jumped out when they came upon him.

2634. Did he not state also that before he heard footsteps coming to the door, behind which he was concealed, that he heard a key turned in the front door? No.

2635. And that the gas was about to be lighted? No.

2636. He did not explain that? He said nothing about that.

Mr. Thomas Coghlan, Clerk, Department of Charities, was called and sworn:—

2637. *His Worship.*] What is your name? Thomas Coghlan.

2638. What is your occupation? Clerk.

2639. Residing where? In Redfern.

2640. *Mr. Abigail.*] Just carry your recollection back to a Monday or Tuesday in June, 1896, when you saw Constable Quelch at Myall House? Yes.

2641. Did you have a conversation with him, or, rather, did he come and have a conversation with you about an inmate of the Asylum? He came down to make an inquiry about an inmate, or a person that either was an inmate or had been an inmate.

2642. While inquiring about this inmate it came on to rain pretty heavily, and while there you suggested that he should put the time in in going through the store? There was some conversation.

2643. Did you ask him to keep watch on the store? Yes.

2644. Did you tell him why? Yes.

2645. Now I want you to tell us all the conversation you had with him? Well, I think as far as my memory will go now in the course of conversation we spoke about the different stuffs in the Store and its being unprotected, and how easily it could be broken into. The conversation was something like that as far as I can recollect,

2646. You took him over the Store, did you not? Yes.

2647. Did you tell him that it was your usual habit to leave the Store at 5 o'clock in the afternoon? No.

2648. Did you tell him the place would be unprotected after a certain hour. Did you show him how easy it would be to break into the store, and ask him at the same time to keep a sharp look-out on the premises as they were left unprotected after office hours? Yes.

2649. *Mr. Bull.*] You showed him how easy it would be for anybody to break in? At one particular part I showed that.

2650. *Mr. Abigail.*] The hinges of the doors are outside? Yes.

2651. And this store is at the rear of the main building, right up the back yard? Yes.

2652. It is a private house? Yes.

2653. And it was used as an office by the Charities Institution? Yes.

2654. And this long building of tin and wood or iron and wood was used as a store? Yes.

2655. And your office was in it? Yes, my office was in it.

2656. It was on a Thursday night, was it not, that something occurred there? Friday night.

2657. You were working back that night? I was going to work back.

2658. And there was a clerk in the head office who was going to assist you? Yes.

2659. On that Friday night or Friday afternoon, what time did you leave your office before tea? Just before 5, as far as my recollection goes.

2660. What time did you go back? About between a quarter and half-past 7.

2661. Now, at the rear of this store there is a lane? Yes.

2662. And the front of it looks over across Cleveland-street into the Park? Yes.

2663. And there is a side entrance from Cleveland-street? Yes.

2664.

Mr. T.
Coghlan.
1 Nov., 1897

- Mr. T. Coghlan.
1 Nov., 1897.
2664. On this Friday night the place next door was untenanted? Yes.
2665. It is a large house? It is a cottage.
2666. It was unoccupied? Yes.
2667. A large cottage with a large yard at the rear? Yes.
2668. Just outside the store there were a lot of empty cases, large ones? Yes; there were a lot of empty cases.
2669. You returned that night about a quarter or half-past 7. Now, I want you to tell us what occurred, how you returned, what conversation, if any, you had outside, and what occurred? I think I had to meet Newcombe about 7 o'clock, and he was late, and we walked down the road, and passing the gate I proposed that we should go further down to Crimp's Hotel and have a drink. Seeing the gate open I just slipped across and pulled it to and went down. We went down and had a drink. We went in a side passage, and walked up towards the front of the door, when the two of us stopped, speaking, I suppose about five or ten minutes, and I went round the side of the store to the w.c., previously giving the other clerk the keys to open the door and light up the gas.
2670. That was to open the front door? Yes.
2671. As you came back from the w.c., you would get in the side door? I went round to the w.c., and Newcombe went into the store, and when I came back one of the cases happened to touch my coat, and I bent, like this, and pushed it.
2672. That made a noise? It scraped on the asphalt, and immediately a door which ought to open this way opened the other way, and I said "Who is there"? And somebody rushed and said, "Oh, that's your game, is it"? and it was Senior-constable Quelch. Newcombe came out, and the gas was lit, and while Quelch and I were looking for the burglars Newcombe telephoned for the Police. Then we rushed upstairs, and into the water-closets and down below, and then we came back again, and a few minutes after the Police were down. That's about all.
2673. When Quelch came round had he a baton drawn or a revolver in his hands? Nothing.
2674. And I suppose that for all he knew you might have been a most desperate criminal? I might have been.
2677. The hinges were on the outside? Yes.
2676. The door canted on the lock? It canted on the clasp.
2677. The hinges had evidently been taken off from the outside? Yes.
2678. The door canted over, and he came out unarmed, without a baton or a revolver? Yes.
2679. What did he tell you when he did come out, and you were all calmed down a bit after the fright? He said that he saw a suspicious character outside, and went through the park and stopped behind one of the trees, and the man then walked along towards Castlereagh-street. Constable Quelch then informed me he went up to the gate near Cleveland-street, and, as the man went round, he followed him across, and as the man went along he came round and went up, and while he was investigating I and a fellow-clerk came up, and he waited inside until we came in.
2680. He thought you were going to commit a burglary at 7.30 at night, and from the front, although you could have come in at the back. Did he tell you that the alleged burglar got over into the next yard? No, he did not say anything about that because he could not tell.
2681. What did he say? He suspected that the man would go round and give his friends inside notice that he was there, and when he came round they must have gone out of the back.
2682. Did not you jump on the case near the fence? Yes.
2683. And did you not want to jump over to see if there were any footprints, and did he not say, "Oh, it is no good doing that, the ground on the other side is hard"? Yes.
2684. Although he did not tell you he had been on the other side to see? Oh, he had never been there.
2685. When you took him in on the Tuesday before the Friday on which this alleged burglary was committed by unknown burglars, did you show him where the telephone was? No.
2686. He could not fail to see where it was? I telephoned down to head office.
2687. While he was there you actually telephoned down to head office? Yes.
2688. And he did not tell you that when he was in pursuit of the alleged burglars he telephoned up to the Police Station to send any relief down to him? No; he might have, but he did not say anything to me.
2689. As a matter of fact, what did you find? Did you find that there had been any displacement of the stock? Yes.
2690. I want you to explain to his Worship exactly the nature of that displacement or interference with the stock? Whoever had been there must have gone completely over the store, because there were bootlaces taken from up in the loft.
2691. And to reach this loft there was a ladder from the main store? Yes. There were boots taken, and cottons and a miscellaneous assortment taken from everywhere.
2692. Did the appearance of the store after the alleged burglarious visit give you an impression that a burglar had got there, and in a hurried and indiscriminate fashion had attempted to get hold of anything that came to his hands? No.
2693. Or did it give you this opinion: that the things which had been taken had been carefully taken with a view to an assortment? Yes; it gave me the impression that it had been carefully sorted out.
2694. And, for instance, did the size of the boots give you any peculiar idea as to who the alleged burglar was? It gave me no idea at all!
2695. What was the size of the boots? Women's boots, 4's and 5's.
2696. Yes? And men's boots—9's and 10's.
2697. Yes? And slippers—9's and 10's.
2698. Yes? And boots and slippers—women's—4's and 5's.
2699. See how nicely they were sorted? There were braces taken from the top, and a couple of flannel shirts.
2700. What size? I cannot tell you.
2701. Would they fit a big man like Quelch? They were ordinary men's sizes. They were not out-sizes. There were a couple of Scotch plaid shirts. Then there were half a gross of laces, and cottons.
2702. Towels? Russia Crash.
2703. Men's flannels? Yes, I think there were six or seven different items we counted.
2704. Was there a sailor's palm? No, we never use them.

2705. These were carefully assorted : Slippers and boots—9's and 10's, and boots for the burglar's wife and children. Do you not know that the Police report is that there was a sailor's palm taken? There could not have been possibly, because it was not there.

Mr. T.
Coghlan.

1 Nov., 1897.

2706. What I want to show is that it was left there, and whoever did leave it there must have been a sail-maker at one time. By an oversight on the part of the careful burglar it was left there.

2707. *His Worship.*] Can any of the witnesses produce it?

2708. *Witness.*] We had packing-needles.

2709. *Mr. Abigail.*] Were packing-needles taken? Yes.

2710. Did you have any palms? No.

2711. *Mr. Bull.*] Was any such thing found there? Not to my recollection.

2712. *Mr. Abigail.*] Did you find that some of these things had been put in a bag? Yes.

2713. And was the bag just by the side of the door through which Quelch came? It was just behind the second door.

2714. You went upstairs with Quelch, did you not, to see what things were taken? Yes.

2715. Did you find other things up in the loft that had been nicely left there ready to be shoved in the bag? No. They were all down ready to be put in the bag.

2716. And did not you, as a matter of fact, remark to Quelch or to the police magistrate afterwards, that the burglars must have been very strange burglars to commit a robbery in the way they did? Something like that.

2717. You went to the station afterwards about this? No.

2718. Were you never asked to go to the station to make a complaint; were you never asked by Quelch to go and make a statement? No.

2719. He did not suggest to you the wisdom of going to the station to back him up in his complaint? The police were already informed.

2720. Because Newcombe, your under-officer, had telephoned? Yes.

2721. And while you were at the urinal, before Quelch surprised you in the way he did, Newcombe had gone into the main building to light up? Yes, he had turned on the gas.

2722. He had actually turned the gas on and lighted a match to light the gas? He had turned on the gas, of course, that I know.

2723. He was in the act of lighting the gas? He was in the act of walking across.

2724. Did you find that the screws out of the hinges had been evidently carefully taken out and laid down by the side of the door? Yes.

2725. Peculiar burglars; most careful burglar.

2726. *His Worship.*] It might have been the burglar's intention to replace them.

2727. *Mr. Bull.*] It must have been, probably, somebody who had been there every day.

2728. *Mr. Abigail.*] Somebody who had been shown over the premises sometime previously. Of course, our case is this, that Quelch did it. For two reasons we say particularly and specifically Quelch did this.

2729. *Mr. Bull.*] I object to my friend addressing your Worship.

2730. *His Worship.*] That is your charge.

2731. *Mr. Abigail.*] I want your Worship to find that he either did it for the purpose of gain, or to advertise himself. (*To the witness.*) You were satisfied yourself that the affair was very very peculiar? I thought, well, I made the remark that it seemed a peculiar way of a burglar doing business; I made the remark that it was a wonder he did not go for the cotton, which was much more valuable, and very easy to have disposed of.

2732. And I think you included the tape in your observation, did you not? I would not say as to the tape.

2733. When you and Newcombe went up to have a drink before you went on duty, did you see Jamieson, the night-watchman, standing a few doors off? I saw some one there, but I did not know it was Jamieson.

2734. You have learned since that it was Jamieson? Yes.

2735. Did you see any suspicious-looking character about the place at that time, beyond Jamieson; I do not know whether he is suspicious? I do not say he is. I only saw the one man.

2736. Who was that? I have subsequently learned it was Jamieson.

2737. And, from the time you passed until you came back was only a quarter of an hour? It could not have been much more.

2738. Was it long enough for a man to unscrew the door off its hinges, be careful enough to put down the screws one by one, to go inside and up that loft, and carefully assort, with this particular nicety and degree of accuracy in the choice of the articles, the slippers and the boots the same sizes in each case—the men's and the women's—and the shirts and flannels of the same sizes right through; was there sufficient time for him to do all this in that quarter of an hour? No, certainly not.

2739. Were there any signs in the store of a lighted candle having been carried about—any drips of grease? I could not say that, because I carried one myself.

2740. But that was afterwards. In searching, did you find any signs of grease from a candle? I never looked.

2741. But you would have seen them? Not necessarily. I would not have seen them.

2742. Next morning they were not remarked? I did not remark them; but I did not look.

2743. You were in the store in the morning, up in the loft? I could not say.

2744. By the way that Quelch came out of that door, which canted over, did he seem to be eluding capture or pursuing somebody? I could not say.

2745. He did not come out with much respect for his dignity? He rushed out.

2746. And nearly capsized in the endeavour to get out; did he not? Did he not come out like this, with his head down? Yes.

2747. Did you remark the absence of the baton or revolver? Yes.

2748. What did he say? He said his pistol was not loaded.

2749. *His Worship.*] Was he in uniform?

2750. *Mr. Bull.*] Helmet and all on.

2751. *Mr. Abigail.*] Here is a policeman on duty trying to arrest a burglar with his pistol not loaded and with no baton. And, even if his pistol were not loaded, why did he not carry it in his hand unloaded, clubbed as a weapon? (*To the witness.*) The baton was not in his hand? No. 2752.

- Mr. T. Coghlan.
1 Nov., 1897.
2752. The baton is a source of protection and a weapon of offence or defence, and it was not in his hands? No.
2753. Did he tell you how long he was behind that door waiting for the supposed burglar to come out? No; he did not tell me anything about that. He said that in investigating he heard footsteps coming up, and he went round waiting for us to come through. He thought the burglars were returning, and waited.
2754. Did he tell you when he heard those footsteps they were yours and Newcombe's? Oh, yes; meaning mine and Newcombe's.
2755. Did he explain this fact—that he waited until you had actually come out, during which time Newcombe had actually opened the front door and had got as far as the gas? Now, that gas is on a parallel line with the door which leads into the passage out of which he sprang? Yes.
2756. Did he explain away why he did not rush out immediately he heard Newcombe at the front door, because on his own showing he was in the front of the building, and only rushed out of the side door when you came to it? No. I was chaffing, and wished he had gone in to catch Newcombe.
2757. If he had been waiting for the burglar, Newcombe was the first burglar who entered those premises? Yes.
2758. When you came to the side door was not Newcombe right inside and almost up to where Quelch was standing? Past him.
2759. That is better for my case still. You chaffed him about it, did you not, Coghlan? I was chaffing Newcombe about his (Quelch's) not going to meet Newcombe.
2760. *Mr. Bull.*] Were you chaffing Newcombe or Quelch? Newcombe.
2761. *Mr. Abigail.*] Before Quelch? Yes.
2762. What did you say to Newcombe before Quelch? I think I said I would have given a fiver if he had gone in to catch Newcombe, for the fun of it.
2763. I suppose you will admit, as a reasonable man, that if Quelch had been in there to catch burglars he must have seen Newcombe come in and go to the gas to light it? You know the building? Yes.
2764. So do I. You know that here is the main store running right down here, and there is a desk right up to here [*indicating*]? Yes.
2765. And then there are a couple of steps, and the loft is up there, up a ladder? Yes.
2766. Now, the door leading into the door out of which Quelch came is here; you go down here and up a couple of steps, and here is the side door? Yes.
2767. Newcombe had got in the front door, had turned the gas on here, had struck a light, and was in the act of lighting up. Now, if Newcombe is telling the truth, and Quelch is telling the truth, and Quelch was over here, on his own admission, watching for the burglar before you came up, could he have failed to detect Newcombe? I should have thought he could hear; but he might possibly not have been able to see the light, which was at the back of him.
2768. He would have heard the noise? Yes.
2769. It is only about as wide as that [*indicating*]? About that.
2770. So that if he had been waiting and was alert, waiting for the burglar to enter, he must have heard the key turn in the lock and the door open, and then have heard the footsteps right up to parallel with him, and heard the match struck; and it was only when the stream of light displayed itself that he rushed out after you? I could not say.
2771. Did you see any light? I could not see any light.
2772. The door that Newcombe opened was very difficult to open, was it not? Yes. It was always difficult.
2773. And you know that it required a considerable shove, and made a grating noise? It either had to be shoved or lifted.
2774. And it made a noise in opening? Yes.
2775. So that it would have made sufficient noise for anyone in the main building to have heard it? Nobody could get in the door without making a noise.
2776. When Quelch came out he never said a word about hearing Newcombe coming in? No.
2777. And it was only when Newcombe came round that anything was said about Newcombe opening the door? I do not think anything was said about that.
2778. At any rate, from first to last that night Quelch had never said anything about Newcombe? Not so far as I can recollect.
2779. *Mr. Bull.*] I understand that these premises were being used as a store in connection with the Charities Organisation? The Government Asylums.
2780. And the character and description of stuff in there are the usual character and description of Government stores for destitute people? Yes.
2781. The boots, for instance, 9's and 10's, what description of boots were they? Blucher, with the ordinary brand on. They were always branded there.
2782. Branded with the Government brand? Yes.
2783. And I suppose there were other marks of identification upon different articles which were in the store there? Well, in some instances there were.
2784. Of course, I do not mean to say that a reel of cotton would be branded, but I suppose the things were generally those articles that could be easily identified as Government property? All kinds of stuff had the Government brand? All bulk stuff could.
2785. How long were you there in charge of this place, or in connection with it? I was there from 1892.
2786. Do you know that in the immediate vicinity of this place several burglaries had been committed? About that time?
2787. No; in that vicinity. Do you know Mr. Brush's house? Yes.
2788. How far is that from this place? About 30 yards.
2789. Do you know Mr. Alderman Poole's house? Yes.
2790. How far would that be. It is really on James-street, is it not, just at the back of this place? His house is up at the corner of Cleveland-street.
2791. *Mr. Abigail.*] About a quarter of a mile away? Yes.
2792. *Mr. Bull.*] I am speaking of the place at the corner of James-street? That is one of Mr. Poole's terraces.

2793. Do you know that just shortly before that a burglary had been committed in that house? No.
2794. Do you know Mr. Stedman's residence on the other side of Pitt-street? Yes.
2795. Do you know that Stedman's house had been burgled at least twice just immediately before this? I think I recollect it.
2796. Not only had his place been twice burgled, but do you not remember that Mr. Stedman himself had been knocked down in the street and a bag stolen out of his hand within a stone's throw from this place? I remember that.
2797. A sum of £160 or £180 was taken from him? Yes, about 6 o'clock.
2798. In broad daylight in summer time? Yes.
2799. Right opposite St. Paul's Church? Yes.
2800. Do you know some premises occupied by Kimber? Yes, they were empty then.
2801. Immediately next door? Yes.
2802. Do you know that these premises of Kimber's were the resort of questionable characters? When Kimber was there.
2803. And afterwards? Yes, they were a very low class of people all about there.
2804. You are speaking, of course, of Kimber's time? Yes.
2805. And all the time? Yes.
2806. Kimber's premises are immediately at the side of it? Yes.
2807. Now, I take it you have heard or read something of burglaries every day. Quelch's account to you was that he saw a very suspicious character standing opposite these premises? Outside.
2808. On the opposite side? No, on the same side of the street.
2809. In the very front of the place? Yes, in the front. The constable told me, of course, that he was under the impression he was watching the people inside.
2810. And, I suppose, from your experience, at any rate what you read of burglaries, is that there is usually somebody on the watch outside while somebody else is looting the place? Yes.
2811. You believed Quelch when he told you of the man he saw there, and whom he had followed? I thought I saw a man myself.
2812. Quelch described to you, did he not, the course which he himself said that man took? Yes.
2813. That the man had gone into the park? No.
2814. That Quelch had gone into the park? Yes.
2815. And that he had followed the man who had gone into Castlereagh-street? Yes.
2816. Which would enable him to get into James-street, a street running from one street to the other? Which would enable him to get round to the back of these premises.
2817. Then there is a gate leading from the back of these premises of yours into James-street? Yes.
2818. Communication could very easily be made from anybody in James-street to anybody in the back portion of these premises? Oh, certainly, yes.
2819. Quelch was in his uniform, helmet, and all? Yes.
2820. Did you see any receptacle for property, if his disposition was to steal? Did you see anything with him at all? With the constable?
2821. Yes? No.
2822. Was he carrying anything at all when you say him come through this doorway, the hinges from one door of which had been removed? No.
2823. Carrying nothing? No.
2824. Immediately, just before you came to the door, out of which he came, you had been into the water-closet, had you not? Yes.
2825. And I suppose anybody could hear you walking on the asphalt? Yes.
2826. Anybody from the inside? In the daytime I could always hear people coming in.
2827. Well, I suppose when the place would be particularly quiet, as at night time, you could hear very easily? Yes.
2828. What distance had you walked from the w.c. before Quelch sprang out? From the water-closet?
2829. You had just left the water-closet and you were going towards the door? About 2 yards.
2830. And I take it that the portion of the premises where Quelch was would be quite dark? Oh, yes.
2831. In fact before there was any attempt to light gas in the place it would be in utter darkness? Yes.
2832. Do you remember who it was gave instructions to telephone to the police. Who was it said, "Get on to the telephone and call somebody from the Police Station"? At the time of the burglary?
2833. After you entered the premises, who was it asked to telephone to the police? I could not say, because I rushed and got a knife and lit a candle and rushed up-stairs.
2834. You got some weapon with which to arm yourself and went up-stairs? Yes, and the constable with me.
2835. *Mr. Abigail.* Did you go first? Yes.
2836. *Mr. Bull.* Another insinuation against the Police Force.
2837. Did Quelch ask you to go in front of him? No, he did not.
2838. I suppose you knew the way better than Quelch? Certainly.
2839. Immediately the telephone was used, immediately afterwards, did not Senior-serjeant Bell and some other officer come down? Yes.
2840. Was there any insinuation made by you or by Newcombe on the place that Quelch was acting in any other capacity than that of a police officer there? No.
2841. *Mr. Abigail.* It was not his duty.
2842. *Mr. Bull.* I suppose Senior-serjeant Bell and the other officer had a look through the place too? Yes.
2843. Do you remember whether any screw-drivers were found there? Yes, there were two screw-drivers.
2844. Did they belong to the premises? No.
2845. I see one of them is branded "F.L.P." It looks very like that. Those do not belong to the premises in any way [*Two screw-drivers produced*]? No.
2846. And where were these found? Found on the table.
2847. Just inside? Just inside the door.
2848. I suppose you know something of carpenters' tools? Yes.
2849. This is, to all intents and purposes, the formidable screw-driver the carpenters' use. It is a carpenter's screw-driver.

Mr. T.
Coghlan.
Nov., 1897.

- Mr. T. Coghlan.
1 Nov., 1897.
2850. *Mr. Abigail.*] Another very strange element in this case. It is not a burglar's jemmy.
2851. *Mr. Bull.*] It would make a very good jemmy. It would open any door here I am sure. (*To the witness*): These you say were found on a table just inside? Just inside.
2852. You would not suggest that the policeman had had these up his sleeve, would you? I made no suggestion.
2853. Do you know that the policeman had, while he was there, his revolver, baton, and handcuffs? I do not know. I did not see them.
2854. Have you made any inquiry to ascertain what time Quelch left the Police Station that evening on duty? No.
2155. Would you be surprised to know that he left the Police Station on duty that evening at Redfern at 6 o'clock? He was on duty at the time.
2856. I am asking you now would you be surprised to know that he left the Police Station and went on duty at 6 o'clock? That is the usual time.
2857. Do you know what his rounds were; do you know what beats he worked before he reached that place that night? No.
2858. How far is this place from the Baptist Estate? More than half a mile.
2859. Would you be surprised to know that when he left the station he worked those beats? Do you know the number of this beat in which this store is situated? No.
2860. Would you let me tell you that that store is situated in beats Nos. 1 and 2. At any rate, the Baptist Estate is quite half a mile away? Fully that.
2861. If I understand your evidence it means this: that whoever packed up those things for the purpose of taking them out did not do it in a hurry? No, they did not.
2862. That is, it was not somebody simply getting in quickly and putting something quickly in a bag, but it was plainly assorted as you say? Yes.
2863. How long would you say it would take, knowing the locality of the different goods, and knowing the assortment, to get those things together? It would take me half an hour.
2864. And you knew where to put your hands on them, and how to select them as to quality. It would take any other man a little longer? Yes.
2865. *Mr. Abigail.*] There would be time enough between 6 and 7.30, would there not? Yes I think that.
2866. *Mr. Bull.*] I am going to account for Quelch's whereabouts for every minute until he saw the place. Do you remember giving Quelch a list of the articles in the presence of both Bell and Harrison? There was a list partly made out.
2867. Did not you supply the very paper from your own establishment? I supplied some paper.
2868. And did not you give a list or inventory of the property ready for removal at "Myall House," Cleveland-street, 26/6/96, 7.30 p.m.? There was a list made out.
2869. Who made the list out? I think it was the police.
2870. Was it not Quelch, in the presence of both Bell and Harrison? Yes.
2871. Was not the list made out by Quelch, written down on paper supplied by yourself, at your dictation, and in the presence of both Bell and Harrison? I will not swear that Constable Quelch made it out. It was made out by one of the three.
2872. You say it was made out by the police? You do not know which one? It was made by one of the three? Yes.
2873. Did not the list which you gave Quelch purport to be a list of the property packed for removal? No, I believe it was not the whole lot of it.
2874. *Mr. Abigail.*] Have you seen this list before? I must have. [*Exhibit No. 20*].
2875. *Mr. Bull.*] Do you remember the first item which you wrote out as a portion of the property packed up to be taken away, "46 yards of bleached holland"? There was some half-bleached holland.
2876. When you gave the list of women's boots here, it is a significant thing you did not give the names of any men's boots? There were men's boots there.
2877. There is not a single man's boot in the list you gave? As I said before, the list was not complete, but there were boots there.
2878. Do you mean you found other boots packed up to take away after the police left which you did not show to the police? No.
2879. Will you swear that you reported to the police the packing up of any other goods for the purpose of removal than what are entered in this list that I will read to you? Let me hear the list first.
2880. *Mr. Abigail.*] Show it to him.
2881. *Mr. Bull.*] There is something on it I do not wish him to see.
2882. *Mr. Abigail.*] There is something on this list, I see now. I ask my friend to put this list in when he has done with it.
2883. *Mr. Bull.*] It is only a memorandum of the whole circumstances, of everything that took place at the time, in Quelch's own handwriting. (*To the witness*): Will you swear that you gave or nominated a pair of men's boots at all, whilst the police were there? To the best of my belief there were Blucher boots there.
2884. "Russia crash," what's that? Kitchen towelling.
2885. I will read this list: "5 pairs of women's leather boots, B.A." What does B.A. mean? The brand on the bottom.
2886. "Three pairs of women's vamps, size 7." What is that? They are women's boots.
2887. They are a description of women's boots? A kind of sateen.
2888. They are a kind of boot which is supplied to the older women in these societies, for people who have soft feet? Yes.
2889. "Two pairs basil slippers, size 6; 2 pairs cloth slippers, size 7; 1 dozen braces, D.E." What is the meaning of that? Double-ended.
2890. "One dozen women's single B.C.H." What is B.C.H.? Brown cotton hose.
2891. "One dozen women's single B.C.H.; 1 gross of pairs of laces; 4 pairs of leggings, men's; 3 dozen table spoons; 3 dozen tea spoons; 3 dozen dessert spoons. Branded." Branded what? N.S.W.G.
2892. "Seven dozen Brook's cotton; 7 dozen Coate's cotton; 1 lb. of black thread; 1 lb. of white thread; 2 waterproof sheets; 12 dozen of tape, white, 1 and 9; 1 dozen fine tooth-combs; 2 gross of white brace-buttons; 1 set of draughtsmen; 2 gross of brace-buttons, black; 9 pairs of specs." Are they merely coloured glass or not? For the old men and old women.
- 2893.

2893. "Two corkscrews." What do you keep them for in a charitable institution? For the hospitals.
2894. "One shoemaker's emery board; one pair of eyelet-pliers." Then, written on it, "Inventory of property packed ready for removal at "Myall House," Cleveland-street, 26/6/96; 7:30 p.m." Now, there is nothing there about men's boots? But there were more goods than that.
2895. There is nothing else on that, excepting a memorandum which I do not suppose you saw, something written by Quelch.
2896. *Mr. Abigail.*] You were never asked to sign the inventory, were you? No.
2897. So that you cannot certify to the correctness of this? No.
2898. Have you ever seen this list before? Yes, I have seen that.
2899. Did you ever check it? No.
2900. And you did not dictate it, did you? Yes; I called out. I think Newcombe and I called out and picked them up.
2901. Notwithstanding the fact that men's boots are carefully left out, you say that there were men's boots there—9's and 10's? Yes.
2902. And men's slippers? Yes.
2903. And in each case there were 9's and 10's boots, and 9's and 10's slippers? Yes.
2904. And will you tell his Worship were the 9's and 10's kept up the loft in the same place, or different places? No, in different places; the sizes were all together.
2905. Were the slippers kept in separate places? Every size was kept separate according to its size.
2906. *His Worship.*] All branded with the Government brand? The slippers were not.
2907. The boots were? Yes.
2908. *Mr. Abigail.*] This brand could easily be taken off? I could not say.
2909. It only wanted a rasp to rasp them off. The brand was just there (*indicating*); was it not? Yes; it was there.
2910. *His Worship.*] I do not think this matter of the sizes of the boots is at all pertinent to the matter.
2911. *Mr. Abigail.*] I am trying to show that these boots were his (Quelch's) size. (*To the witness*): You say that all these things were put in separate places, according to their size? Yes.
2912. I am advancing that to show that they were carefully picked out by the burglar.
2913. *Mr. Bull.*] Plainly, according to this gentleman, the person who was in there removing these boots must have been there three-quarters of an hour.
2914. *Mr. Abigail.*] This gate opening into the lane at the rear is a large door with a bolt on it? Yes.
2915. Were there any signs that an entry had been made through that large door? I never looked.
2916. Was not the place locked? There was a wicket gate; that was not locked.
2917. With a bolt on it? Yes.
2918. Did Quelch take you up there to show you that they had entered there? No, because we knew they had entered from the front.
2919. Was there any question about their having entered from the front? No.
2920. It would have been easier to have entered from the back? No.
2921. *His Worship.*] Was there anything to show where the men had entered? The doors were open.
2922. *Mr. Abigail.*] Would it have been easier to have got into Kimber's, unoccupied yard next door, and then have got over? I should say the easiest way was to walk up the passage.
2923. The easiest way to escape detection would have been through Kimber's yard, over the fence? Yes.
2924. And at 7:30 at night that would have been the most burglarious way of getting in, from the point of view of an expert burglar. It would have been an easier way, would it not, in order to escape detection, to come over that fence from Kimber's yard? It would have a pretty good jump.
2925. Still, it was easy to climb up, using the cases? But the fence is 7 feet high.
2926. You will admit that, in order to invite detection, the best way for a burglar to proceed would have been from the front? Yes.

[The Commission adjourned at 4:30 p.m., until Wednesday, 3rd of November, at 10 a.m.]

WEDNESDAY, 3 NOVEMBER, 1897.

[The Commission resumed its sittings at 10 a.m. in the Licensing Court, at the Central Police Station.]

Present:—

MR. WHITTINGDALE JOHNSON, S.M. (SOLE COMMISSIONER).

Mr. J. R. Dacey, M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, Solicitor, appeared to support the charge; Mr. Charles Bull, M.L.A., Solicitor, appeared to defend Senior-constable Quelch.

Charge No. 6 (continued):—

Constable John McIntosh was called and sworn:—

2927. *His Worship.*] What is your name? John McIntosh.
2928. Where are you stationed? At Ashfield.
2929. As a constable? Yes.
2930. *Mr. Abigail.*] Were you on the Redfern beat in June, 1896? I was.
2931. Were you then under the command of Senior-constable Quelch? Sometimes under the command of Quelch and sometimes under the command of other senior constables.
2932. Do you remember an alleged attempt at robbery at "Myall House"? I do.
2933. On the 26th of June, 1896? Yes.
2934. Were you on duty that night in the vicinity of "Myall House"? I was.
2935. And was "Myall House" included in your beat? It was.
2936. What time did you go duty? Seven o'clock in the evening.
2937. Did you pass "Myall House"? No.

Constable
J. McIntosh.
3 Nov., 1897.

2938.

- Constable J. McIntosh.
3, Nov., 1897.
2938. Why? I was working the beat. In working the beat you take a street and miss the next one, so that I did not pass there.
2939. This was a street you missed? Yes, I turned into Pitt-street.
2940. Did Quelch know that you were on duty on that beat that night? Yes.
2941. Did he know that you would miss passing "Myall House"? Yes.
2942. Then would it be a fact that on that night there would be no policeman patrolling the beat near "Myall House" from about half-past 5 until a quarter to 8? Until about a quarter to 9.
2943. About a quarter to 9? Yes, that would be so.
2944. Had Quelch, previous to this 26th of June, given you any instructions about "Myall House"? No.
2945. Had you been working that beat all that week? All that month.
2946. During the whole of the month? Yes.
2947. And during that week in which the 26th of June came did he tell you anything about "Myall House"? No.
2948. Did he give you any particular instructions to watch it? No.
2949. If Quelch had been particularly requested to keep an eye on that place, and had been informed that it was a likely place, and an easy place to be looted, would it not have been his duty as a police officer to have acquainted you with the nature of that information which he got? Yes, I should say it would.
2950. In the ordinary course of things, the man on the beat should certainly be told by the superior constable? Yes, had he known that such a place was likely to be robbed.
2951. Well, then, did you know as a matter of fact whether there was any store at the back of "Myall House"? I did not.
2952. You did not know that there was such a thing as a store there, did you? I did not.
2953. Were you sent to Newtown Road that night? No.
2954. Is there a lane at the rear of the store. Yes.
2955. Is that James-street? That is James-street.
2956. Would it be part of your duty, patrolling that beat, to include James-street? It would not, and it would, to a certain extent; we could go through the lane, but we did not go through it.
2957. As a matter of fact, you did not go through the lane that night, did you? I did not.
2958. And you received no instructions from your senior, Quelch, to go through the lane? No.
2959. Neither that night, nor on any previous night? No, I cannot say that I did.
2960. What time should Quelch have been on duty and off duty that night? 6 p.m. to 10 p.m.
2961. Then he was on duty from 6 p. m. till 10 p.m.? He was.
2962. Would anybody, with the exception, of course, of a police officer, know that there would be no policeman patrolling the street in front of "Myall House." Could anybody outside the Force know? Of course, I cannot say. It is possible for anybody to know the time that the constable would pass.
2963. The instructions for the beat are issued at the station? They are.
2964. And they are not always the same? They are always the same.
2965. They are continually being changed? They are always the same.
2966. How long have you been in the Force? I joined two years last February.
2967. During that two years, with the experience you have got as a police officer of two years' standing, would you say that 7 o'clock in the evening is an unreasonable hour for a burglary?
2968. *Mr. Bull.*] I object.
2969. *Mr. Abigail.*] Is it the usual thing?
2970. *Mr. Bull.*] I object to it.
2971. *Mr. Abigail.*] I put it now that I am entitled to ask this question as a matter of police experience; because I want to show that one of the greatest elements of suspicion in the constable's conduct is that he says a burglary was committed at 7. I want to show how extremely improbable it is that a burglary would be committed at 7 in the evening, and from that I want you to draw the deduction that the constable is not to be believed, and then to ask him what he means by saying that a burglary had been committed.
2972. *His Worship.*] It would not be a legal burglary. This would be breaking and entering a house. The question is not admissible at all. House breaking occurs at any hour of the afternoon.
2973. *Mr. Abigail.*] After the alleged burglary, did you go into "Myall House"? Were you called in? Yes.
2974. Who called you in? Senior-constable Quelch.
2975. From what locality were you called? At the corner of Pitt and Cleveland Streets.
2976. And at what time? Between twenty minutes and ten minutes to 9.
2977. Did you go back with him to the store? I went straight along the street to the store, yes.
2978. And whom did you find there when you went in? I found Senior-serjeant Bell, Mr. Coghlan, another gentleman I do not know, and two ladies.
2979. The gentleman you did not know, you now know as Mr. Newcombe? Yes.
2980. Did you see the stuff that was about to be removed? I did see the stuff.
2981. Did you see how it was packed up? I could not actually say as to how it was packed up. I looked at some of it; but I did not take particular notice of it.
2982. Did you notice the screws from the hinges of the outer door? I saw that the door was there, and the screws were taken out of the hinges, and it was open against the lock.
2983. Did you see that the screws had evidently been put down with the intention of being used again? They were put down, yes.
2984. Did you see any packing needles and twine among the stuff? Yes; there were packing needles. I cannot say I saw twine. I saw hank thread.
2985. Did you see a sailor's palm? Yes.
2986. *Mr. Bull.*] These beats that you speak of are every night, I understand, in the same condition? They were every night in the same condition while I was there.
2987. About this time? Yes.
2988. The night of the 26th June was no exception? No.
2989. Perhaps I might enumerate other beats; do you know beat No. 1? Yes.
2990. No. 2? Yes.
2991. No. 4? Yes.
2992. No. 9? Yes.
2993. No. 11 and No. 12? No. 11, not 12.

2994. Do you know that these beats between 6 and 7 are without police protection? I do.
2995. I suppose the circumstance of this place, "Myall House," not being under police surveillance or protection between 6 and 7, would be known to the night-watchmen, and people like that? Oh, yes; it would be known to them.
2996. Mr. Brewin, for instance, would know that—you know him, don't you? Yes, I know him.
2997. He would know whether or not this place was continuously under police protection? He would.
2998. Do you know that Brewin has been a night-watchman in that district for a very long time? Yes.
2999. Do you know Jamieson? I do.
3000. Is he another night-watchman? Yes.
3001. He would know? He would know.
3002. "Myall House" is situated in Cleveland-street? Yes.
3003. Have you had opportunities of seeing what the traffic is there between 6 and 7 o'clock? Is not a portion of Cleveland-street very much trafficked and frequented between 6 and 7 o'clock? It generally is on race days.
3004. Is it not the principal route of persons coming across from Moore Park and Surry Hills into Redfern and the Glebe, and other places? It is.
3005. Is not Cleveland-street the main thoroughfare from the eastern suburbs across to the western suburbs? It is.
3006. Let me ask you this: In your experience as a police officer, burglaries or attempted burglaries have been reported at all hours of the day, have they not? They have.
3007. You were never told not to watch this place by Quelch? I was not.
3008. And you were never told not to go down this lane by Quelch? I was not.
3009. And you were never told not to satisfy yourself, or acquaint yourself, with the fact that there was a store in connection with some charitable institution there? I was not.
3010. Is it not a fact that Quelch gives very material and very great instruction to the men under him with regard to their conduct on their beats? So far as I am personally concerned he always has to me.
3011. But you would not, nor would any other man, be on this beat between 6 and 7 o'clock? No.
3012. And, therefore, any instruction from Quelch, or, indeed, from anybody else, would not be applicable to that particular beat between those hours? No.
3013. You would be somewhere else? Yes.
3014. You were, as a fact, placed in charge of the place that night until you were relieved? I was.
3015. And you were placed there by Quelch? I was brought to the place by Quelch, and asked to stop there by Senior-serjeant Bell.
3016. You were brought to the place by Quelch, and there were Senior-serjeant Bell and some other officers there? Yes.
3017. Who allots these beats? They are all put down on the board, and every man takes his number.
3018. They are all put on the board by the inspector, or by some subordinate officer, possibly the senior-serjeant? I should say by the inspector.
3019. It would not be done by Quelch? No.
3020. In the book kept at the station for reports of either robberies or attempted robberies have you seen several entries with regard to attempted burglaries at different places in the vicinity of "Myall House"? I have not seen the entries in the books. They have been read out to us always.
3021. You have had certain entries read out to you? I had.
3022. Do you remember, for instance, an attempted burglary at Mr. Stedman's, "Melrose," Cleveland-street, Redfern? I do.
3023. Can you say, from your recollection, how many reports of either attempted or actual burglary were read out to you with regard to Mr. Stedman's place? Only one.
3024. You know James-street? I do.
3025. That is the street at the rear of these premises running from Pitt across to Young-street? Yes.
3026. Now, do you know as a fact that very questionable characters assembled in James-street from time to time? I do.
3027. Do you know Kimber's premises, the premises next to "Myall House"? Yes.
3028. Some premises which were occupied for a long time by a Walter Kimber? Yes.
3029. Do you know that complaints were made to the police by the Council and by the other persons there of the destruction of the electric arcs and globes? I cannot recollect that.
3030. Do you know this as a matter of police information, that Mr. Stedman actually has a man, his own private watchman, watching his place night after night? I do.
3031. How far distant would you suggest to the Commissioner is that from "Myall House"? It is not very distant. I could not exactly say.
3032. Would it be more than 100 yards? Yes.
3033. How much further? It might be from 200 to 300 hundred yards.
3034. Speaking of premises in Pitt-street and also premises in Pitt-street near the corner of James-street, do you know, as a matter of police information, that the gas fittings from several houses there have been reported stolen? I do not know that.
3035. You do not that? No.
3036. You are not aware then that in these books there are reports of the stealing of gas fittings from a house at the corner of Pitt-street and a lane running through? Probably I might have heard, I do not recollect it.
3037. Have you seen this entry. [*Exhibit No. 21*]: "Stolen during the night of 14/3/94 from an unoccupied house, No. 103 Pitt-street, Redfern, the property of Thomas Glover, 101, same street, three gas chandeliers, value 30s., identifiable. Effected by getting through a fanlight. No person suspected"? I cannot say I recollect that.
3038. Do you know that Mr. Glover's premises were again raided during the night of the 4th of April, 1894, and a report sent in? "Stolen during the night of the 4th instant (April, 1894), from an unoccupied house, 109 Pitt-street, Redfern, the property of Thomas Glover, No. 5, Pitt-street, Redfern, a quantity of chandeliers and gas-fittings, value £4. Damage done to the extent of £10. Effected by cutting a piece of glass out of the back window with a diamond. No person suspected." [*Exhibit No. 22.*]
3039. [*His Worship.*] Is that place in your ordinary beat? It is in the ordinary No. 2 beat.

Constable
J. McIntosh.
3 Nov., 1897.

- Constable J. McIntosh.
3 Nov., 1897.
3040. And you pass it every night? About once in three hours.
3041. And knowing this as a place where burglaries have been committed, you are on the *qui vive* when you pass it? We work the beat as it is laid down.
3042. *Mr. Bull.*] Do you try the doors of the different places to ascertain whether they are fastened or not? We do.
3043. *His Worship.*] Did you try that house? We do not try any dwelling-houses, only shops.
3044. *Mr. Bull.*] Now this place being a favourite locality for burglaries, Senior-constable Quelch having been specially asked by an officer of "Myall House" to keep a look-out for suspicious characters and to have a proper watch set for the purpose of protecting the place, was it not his duty to acquaint you, who were on the beat, with the information he had received, and to particularly direct your attention to "Myall House"? Yes, if he were informed to that effect.
3045. Now, as a matter of fact, did Quelch threaten to report you on that particular night? No, not on that night.
3046. What night was it? One time he did; it was after that some time.
3047. Tell me when it was, and what it was about? For going to what are known as 12 and 13 beats, *via* Redfern-street to Young-street.
3048. Were they your proper beats? Yes.
3049. Had he seen you previously on those beats? Yes.
3050. Had he passed you? Yes.
3051. Had he spoken to you at all? No.
3052. What did you tell him? I said that if he was informed that I was to go along Cleveland-street it was all right, and I should do so. He said, "I have no wish to report you, but if Mr. Lawless sees you I will have to." And then I said, "Very well, if you report me I will report you for neglect of duty."
3053. *His Worship.*] Then you were off your beat? No, I was not.
3054. How could he report you? It was an order given by Mr. Lawless to go round that way.
3055. *Mr. Bull.*] Then you said that if he reported you you would have to report him for neglect of duty? Yes.
3056. What did you mean by that? For neglecting to tell me to go that other way.
3057. Then there had been a change in the working of the beats, and he had neglected to inform you? The senior-constables had been informed to tell the men.
3058. And had he told you of this change? No.
3059. As a matter of fact, did he report you? No.
3060. *His Worship.*] And would that change take you past this place? It was going to the beat.
3061. It would have taken you past that house? Yes. It was after Mr. Stedman had been robbed. It was after this had occurred there.
3062. *Mr. Abigail.*] Without special instructions, you would not have taken James-street in your beat? No.
3063. The store is a long way from Cleveland-street? It is a good way back.
3064. Right up from the front gate, right up to the street, it is on an incline? Yes.
3065. And it is all asphalted? Yes.
3066. And anybody walking up that asphalt path would make a considerable noise—it is a hard asphalt? Yes.
3067. *Mr. Bull.*] You have had frequent conversation lately with Mr. Coghlan? No.
3068. Have you had conversation with him within the last twelve months? Oh, yes.
3069. What would those conversations have relation to—matters of police duty? No; merely idle talk.
3070. You mean that as a police officer you stood talking to him in the street? Yes.
3071. Near this place? Yes; sometimes in front of the place.
3072. Would that be at night? Sometimes at night, and sometimes during the day.
3073. Did Coghlan in any of those conversations say that he had ever mentioned to Quelch the necessity of having special watch kept upon this place? No.
3074. How many times do you think you have been in personal conversation with Coghlan near these very premises? I could not say for a certainty; but several times.
3075. I suppose you would be in police uniform upon almost all, if not all, occasions? I think I have upon all occasions.
3076. This alteration of the beat that you speak about would be at the instance of the inspector? Yes.
3077. And would not the sole object of this alteration be simply to prevent gossip by the men meeting upon different beats? It could not be, because scarcely two men ever meet at the same corner.
3078. Would not that be the effect of the alteration, to prevent men on the 11 and 12 beats going over on the 3 and 5 beats with the 3 and 5 men? No, that would not be the effect of it. The 11 beat is at Newtown road and the 12 is at Bourke-street.
3079. Perhaps I am making a mistake with regard to the beats? 12 and 13.
3080. *Mr. Abigail.*] As a matter of fact you have not spoken to Coghlan since the removal of the office from "Myall House" to the Domain? No. I do not think I did.
3081. Of course Coghlan lives at Redfern? Yes; he lives in Pitt-street.
3082. And you have not particularly spoken to him about "Myall House," about this robbery, in this idle talk? I cannot say that we did. Probably we may have mentioned the robbery. I could not say for certain.
3083. But you had no conversation with Coghlan prior to the alleged robbery there? No.
3084. In fact you did not know him then? I did not know him before.

Mr. Walter Alfred Newcombe, clerk, Charities Department, was called and sworn:—

- Mr. W. A. Newcombe.
3 Nov., 1897.
3085. *His Worship.*: What is your name? Walter Alfred Newcombe.
3086. You are a clerk in the Department of Charitable Institutions? Yes.
3087. *Mr. Abigail.*] Do you remember 26th of June, 1896? Yes.
3088. You were assisting Mr. Coghlan at "Myall House"? Yes.
3089. That is a branch of the head office? Yes.
3090. There is a store, a galvanised iron building, with an addition, a sort of lean-to? Attached to the side, yes. 3091.

Mr. W. A.
Newcombe.

3 Nov., 1897.

3091. And that was a store and an office? Yes, for bulk stores.
3092. At the time that we speak about? Yes.
3093. There was a telephone attached to it? Yes.
3094. In a conspicuous place? Yes.
3095. Nobody going into main building could fail to detect the presence of the telephone? No.
3096. And the front door was rather difficult to open? Yes.
3097. It was a large heavy door? Yes.
3098. What were the locks on it? There were two locks. One was a Yale lock, and the other was an ordinary lock with a large key. Just an ordinary lock you know that you turn the key of.
3099. Did it make a noise when you were opening it? Yes. It made enough noise to —
3100. Waken the dead? Yes.
3101. Certainly enough noise to alarm a burglar who might have been inside, or a policeman who might have been on the inside watching a burglar? Yes. He would have gone away very quickly.
3102. Now, in opening the door would it also make a noise? Yes.
3103. Why? When I open the door I have got to lift it, and then it makes a grating noise.
3104. It was stiff? Yes; it was always stiff.
3105. And then it required manual force to push it open? Yes.
3106. And it would make a grating noise when it was pushed open? Yes.
3107. Now, on this 26th of June you were with Coghlan, and prior to going in you passed the front of the place? Yes; we did.
3108. As a matter of fact, you went up to have a nip—refreshment? Yes.
3109. And after the refreshment you came back to resume duty? Yes.
3110. Now, was it about 7 when you walked up the asphalt path from Cleveland-street to get into the store? Yes, between 7 and a quarter past; something like that.
3111. Were you in conversation? Yes.
3112. When you were walking up the asphalt path? Yes.
3113. And you talk much louder than Coghlan? I think so.
3114. And it was a still, calm night? Yes; the moon was just getting up.
3115. Coming up that asphalt path, when you approached the store, do you think that, if anybody were watching inside the store and were on the alert, they would have heard your conversation and detected your presence by the sound that you made on the asphalt? Oh, yes.
3116. Now, I want you to relate all the circumstances in their order and sequence from the time that you both got up to the door of the store? Well, when we were walking up the yard on the asphalt walk we stood outside of the door about a yard and a half away.
3117. *Mr. Bull.*] What door are you speaking about? The front door of the store. And we were talking there for about five or ten minutes.
3118. *Mr. Abigail.*] By-the-by, there are steps leading up to that door? Yes.
3119. Two or three steps? Yes.
3120. Wooden steps? Yes. And he gave me the keys.
3121. Coghlan? Yes. While he went round to the side to ease himself, and of course I took the keys to open the door, and they made a noise.
3122. What did he say to you? He said "Oh, take these and open up, and get the books ready."
3123. "Open up and get the books ready"? Which I did.
3124. Before that you had to open the door. When he went to the W.C. that was about 12 feet away? Yes.
3125. When he walked away what did you do; did you mount the steps and open the door? Went straight to the steps and opened the door.
3126. Then you tell us that it made a great noise? The door, yes, made a grating noise.
3127. And being a galvanised iron building, I suppose it would make all the more noise, more noise than a brick? Yes.
3128. When you opened the door what did you do with the keys? As soon as I opened the door I took the big key out, because I had to do that, and with the Yale key on it too I dropped it in a baking-tin.
3129. And that was lying on a centre table? Just at the side of the door when you go in. I dropped them down and walked in.
3130. That made a noise, did it not? I rather think it did.
3131. Then, what did you do? I walked up to the side of the desk; there was a partition in the centre.
3132. There was a desk running along the side of this store? Yes.
3133. You walked along through to the gas and turned it on? Yes.
3134. Of course, you knew the place in the dark, and could go straight to it? Yes.
3135. When you turned the gas on, what did you do? I struck a match before I turned the gas on, and held it in my hand while I turned the little tap at the side, and with that I saw the door open.
3136. But you saw the door open by the light of the match? Yes; that was what attracted my attention.
3137. That was the door from the main building into this lean-to or side addition? Yes.
3138. And did the ray of light from the lighted match go right through the doorway? Yes; it threw a reflection through.
3139. And you saw this door open, and you uttered some exclamation; what was it? I called out, "What a fool you were to leave the door open."
3140. At that time Coghlan was in the W.C.? Yes.
3141. And you called out pretty loudly? Yes.
3142. Now, up to that time, had you heard anything to lead you to suppose that somebody was in that store? Yes, I dropped in a minute.
3143. Up to that time did you hear anything to lead you to the conclusion that somebody was in that store? No.
3144. Then immediately you saw the doors open you did drop to something? Yes.
3145. Immediately afterwards you heard a noise? Yes.
3146. What was it? Mr. Coghlan calling out, "Hullo, what's your game."
3147. And then you ran out? Then I ran out the same way as I came in, to his assistance.
3148. You ran out, then, from the front? Yes.

- Mr. W. A. Newcombe. 3149. What did you find? I found the constable there in front of him.
 3150. You found Constable Quelch in front of Coghlan? Yes; he had just started to relate the facts of the case.
 3 Nov., 1897. 3151. How was the constable attired? He had his uniform on.
 3152. Had he his helmet on? No.
 3153. Had he any pistol? No.
 3154. Did he have any revolver? No.
 3155. *His Worship.*] Had he his helmet on? No.
 3156. Where was it? In his hand, just putting on.
 3157. *Mr. Abigail.*] You said he had no revolver in his hand—had he no baton drawn? No.
 3158. He had no weapon in his hand for offence or defence? Nothing at all.
 3159. Except his helmet that he was just putting on his head? Yes.
 3160. Tell me, if you had been in that little addition to the store on the alert for a supposed burglar to return, and you had on your person a baton and a revolver, and there were things about the store which you could have used as weapons of defence or offence, and you heard the supposed burglar outside returning and rushed out to catch him, would you have prepared yourself to attack him by drawing your revolver or your baton?
 3161. *Mr. Bull.*] I object to that.
 3162. *His Worship.*] I will not allow the question; it is not evidence.
 3163. *Mr. Abigail.*] I am going, your Worship, to draw the inference of guilt from the fact that the constable did not do what a common-sense person would have done.
 3164. *His Worship.*] That is not evidence.
 3165. *Mr. Abigail.*] Did the constable when you saw him appear to be preparing for an attack? No.
 3166. Or preparing to resist one? None whatever.
 3167. Did he seem to be rather alarmed than prepared? No.
 3168. Did he seem to be more prepared than alarmed or more alarmed than prepared?
 3169. *Mr. Bull.*] I object.
 3170. *Mr. Abigail.*] Did the constable seem to be prepared or alarmed? He did not seem to be prepared at all.
 3171. Now, if the constable says that he was there in that store prior to you opening the door, had not he ample opportunity of coming into the main building to surprise you before he rushed out and collided with Coghlan? Yes, he could have done that very easily.
 3172. Of course, if he had anticipated Coghlan's return by the front, the way that you had entered the building, and if he wished to elude capture, if he wished to get away from the alleged burglar, he would have done exactly what he did do, and have got out exactly in the manner in which he did through that door? Yes.
 3173. But if, on the other hand, his object was to detect the burglar, he would have gone into the main building and captured you?
 3174. *Mr. Bull.*] I object to that. What this gentleman would have done, and what anybody else would do, are different matters. Let us have what took place.
 3175. *His Worship.*] That is not evidence.
 3176. *Mr. Abigail.*] After you got out, and saw the two of them—Coghlan and Quelch—did you have any conversation with Quelch? Yes.
 3177. Tell us what it was? I said to him: "How is it you did not get inside, and ring up the police on the telephone, to come round and give you assistance?" He said he did not know the door was open—the side door.
 3178. That is, the side door, giving entrance from the main building into where he was, and through which the ray of your lighted match had shone? Yes.
 3179. How many feet is that door away from the door out of which he ran? Three or four feet.
 3180. *His Worship.*] Was that the door with the screws taken off? Yes; there were two doors with the screws taken off.
 3181. *Mr. Abigail.*] If he had been there, just behind that door with the screws taken off, say, five minutes before you came in, and he had been feeling round for some weapon of defence, or to understand the locality in which he found himself, could he have failed to detect the opening there? No; certainly not.
 3182. Because it was within arm's reach? Yes.
 3183. If he were there to surprise a burglar that would be his first measure of self-preservation, being afraid of an unseen foe in the dark. He said he did not know the door was open. Then what did you say to him? After he answered me?
 3184. Yes? We both then went in and did not say any more. I said: "You had better come in now and see if there is anybody here"—and we proceeded and went in.
 3185. So that it was you that suggested that he should go back with you and see if there was anything? Yes.
 3186. And did he do it? Yes, we trooped in then and lit the gas.
 3187. And then you also did? Yes.
 3188. Coghlan went in first and you followed, and Quelch after? Yes.
 3189. And when you lighted the gas what did you find? Found a lot of things strewed all over the place, but the first thing I picked up was two screw-drivers.
 3190. Are these they? I could swear to that big one.
 3191. You cannot to the little one? No.
 3192. It would have made a good weapon of defence? That is what I remarked at the time.
 3193. You took up this big one, did you not? Yes.
 3194. And what did you say to him? I said: "If the burglars were here, and we were here too at the time, they would have had these in their possession waiting for us, so it is no use going looking for them, they are gone now."
 3195. And these were in the main store on the table which ran up in the centre? Yes, on the table.
 3196. Laid down both together? Yes.
 3197. In a careful kind of way? Both together.
 3198. Nice and orderly? Yes,

Mr. W. A.
Newcombe.

3 Nov., 1897.

3199. Did you find some things in a bag? Yes.
3200. Where was the bag? Outside the store.
3201. Outside the door? Yes.
3202. Just out of the main building, in the lean-to, the addition? Yes.
3203. And it must have been within some inches of where Quelch was hiding? Yes.
3204. If he had been hiding there waiting for burglars, just inside that door which was screwed off its hinges, could he have failed to have touched this bag, was it not very near him? The bag was near him, close by him.
3205. And until you detected the bag did he say one word about the bag? No; he did not say anything about the bag.
3206. Was it not dark until you lit the place up? It was dark.
3207. Was the bag a bag belonging to the store? That I could not say.
3208. You could not say whether it was part of the material in the store or brought there? I could not say.
3209. Have you bags in the store? There were one or two to my knowledge. That was about twelve months ago.
3210. You do not know whether the bag in which these articles were found belonged to the store or was brought there? No.
3211. *Mr. Abigail.*] What sort of a bag was it? Chaff-bag.
3212. An ordinary chaff-bag? Yes.
3213. What did you find packed up in it? A considerable lot of things, a mixture, boots.
3214. Shoes? Shoes.
3215. Ladies' and gentlemen's? Yes.
3216. What were the sizes? Eights and 9's, I think.
3217. Did the shoes correspond in size to the boots? Yes, the shoes did.
3218. And in the store everything is put in the racks according to sizes? Yes.
3219. The boots are kept in one place and the shoes in another? Yes.
3220. So that whoever put these things in that bag must have deliberately and elaborately assorted them? Yes.
3221. They could not have been picked up in an indiscriminate way? No.
3222. *His Worship.*] And either in daylight or with a light? Oh, they had a light, because I picked up a piece of candle by the side of the screw-driver, and the same size.
3223. *Mr. Abigail.*] It had evidently been stuck up on the table? Yes.
3224. Did you go upstairs in the loft? No; I did not.
3225. Coghlan and Quelch did? Yes.
3226. Did you see a lot of things downstairs all ready to be packed up? Yes; on the table.
3227. Were they nicely packed up? Yes; the cotton was by itself, tapes by themselves; and then there were other things on the top, such as leggings.
3228. *His Worship.*] Then it must have taken some considerable time to select and pack these things? Oh, no; it could have been done in a very short time.
3229. *Mr. Abigail.*] In what time? About twenty minutes.
3230. Especially if the party sorting these things had had a previous knowledge of the place? They must have.
3231. It would then have been easier for him to pack them up in the time? Yes.
3232. Particularly if he had been shown over it a few days before? Yes.
3233. And he had had the locality pointed out of these separate articles? Yes.
3234. *His Worship.*] Had Mr. Quelch been shown over, and had the locality of those articles been pointed out to him? I believe so; I heard so.
3235. *Mr. Abigail.*] Who rang up the telephone for the police? I did.
3236. Quelch did not seem to be very well, did he? No.
3237. He did not busy himself about as an industrious constable would? No; it might have been his place to ring up the telephone.
3238. At any rate he did not suggest it, and when you suggested it to him he did not go to the telephone, and you did it? And I did it.
3239. And some five or ten minutes afterwards the police came down? Yes.
3240. Do you remember a sailmaker's palm being left there by some employee? I could not swear to it, it might have been.
3241. The palm is what these men use for sewing with a large needle? Yes.
3242. Had not you men in sewing frequently? Oh yes, often. Of course that was twelve months' before.
3243. And for that work these palms would be used? Yes.
3244. There were also hooks? Yes.
3245. For pulling bales about? Yes.
3246. *Mr. Bull.*] Mr. Abigail just finished by asking you about a palm? Yes.
3247. The thing that you described there was in use about twelve months before this? I mistook him.
3248. I am only repeating what you said. When did you see what you call a palm? It was about twelve or fourteen months prior to that. It was in 1894.
3249. Twelve months prior to this alleged burglary there you had seen this palm that you speak of? I did not see the palm that night. Exactly.
3250. You did not see anything of the sort which he describes there that night? No; I could not swear to seeing it.
3251. But somebody had been sewing bags or something of that sort some twelve months before, when something similar had been used by that person? Yes.
3252. Now this place, I understand, called a store, is some 30 or 32 feet long by about 12 or 14 feet wide? Something to that effect.
3253. And I suppose the goods which are kept there are kept sorted up in different places where those who are acquainted with the place can find them? Yes.

- Mr. W. A. Newcombe.
3 Nov., 1897.
3254. Which of you, you or Coghlan, is more in the habit of sorting goods out for persons who may require them to be sent away to the different establishments? Sometimes he did them and sometimes I.
3255. Are you more expert than he? No, I could not say that.
3256. Coghlan says somebody who knew where the goods were must have taken them from their places making a careful assortment of the things, and that it would have taken him at least half an hour himself to have picked these things out and packed them as he found them packed. He says it would take anybody who did not know the run of the place certainly longer than that. I suppose you will agree that the person who ever put the goods there must have been there twenty minutes or half an hour before you came there? Yes.
3257. Or he must have been there half an hour before you got there? He might have been there earlier.
3258. What you mean is that he might have been there shortly after 6, or shortly after you left the place. What time did you leave that afternoon? I was not there.
3269. Do you know whether Coghlan was there that day? Yes, he rang me up on the telephone.
3260. What time was that? In the afternoon, about 4 o'clock.
3261. What time did Coghlan leave the place that afternoon? I do not know.
3262. Are there regular hours, or usual hours, for your occupation there? The usual hour is half-past 4.
3263. At any rate, Coghlan would have left between half-past 4 and 5 o'clock? I could not say what time he leaves. He sometimes leaves at 6, and sometimes at 5.
3264. I suppose you would not be surprised to know that it was a little before 5 o'clock that he left that afternoon? I would not be at all surprised.
3265. Coghlan leaving, would anybody be in charge of the premises? Nobody.
3266. Possibly somebody got into that place between 5 and 6 o'clock. Possibly so.
3267. Certainly they must have been in for some time between 5 and 7? I could not say.
3268. Did not you tell us that it was shortly after 7 that you came on the scene? Yes, a quarter past 7.
3269. Did not you say "about ten minutes, certainly not later than a quarter past 7"? About a quarter past 7.
3270. So that I say if Coghlan left the place a little before 5, then, whoever had been in that place—unless they had been in in the daytime before Coghlan left—and that is not likely, is it? No.
3271. Must have got into that place, say, between 5 and the time you came there—ten to a quarter past 7? They must have.
3272. And it must have been during that time that these things were sorted and chosen? Yes; during that time.
3273. And, besides sorting these goods and occupying the time that would be necessary for that, I would suggest it would take some time to take these doors off their hinges? Not very long.
3274. Have you tried it? No.
3275. Tell me how many doors were taken off their hinges? One door was off, and another was hanging off?
3276. But two different doorways? Yes.
3277. We have not heard this before. How far distant would these doors be from one another where the hinges had been tampered with? About a yard or a yard and a half.
3278. Different openings? Yes.
3279. Where did the smaller door open out into—into a shed or outhouse? Yes. And that shed was locked, and the door of that was off its hinges.
3280. Is it a double door further on? That is the one I am talking about now.
3281. Then a large single door as well? Yes.
3282. Does not that open out into the yard where a lot of empty cases are packed? Yes.
3283. So that there are two doors opening into two distinct and separate places? Yes.
3284. Are they partitioned off; is the shed partitioned from the yard where the empty cases were? No.
3285. But there is the side of the shed, which would form a partition? Yes.
3286. Going out through the smaller door, you could not get beyond the shed through the shed? No.
3287. Going through the other doorway of which the hinges were off would lead you out into the yard, the premises outside, the enclosure where the empty cases were? Yes.
3288. All that I suppose would take a little time? It would not take very long.
3289. How long do you think now, as an expert at taking doors off hinges, it would take you?
3290. *Mr. Abigail.*] Are you an expert at taking doors off hinges? My friend objected to my putting a question like that to Quelch.
3291. *His Worship.*] I must disallow that, as I have disallowed the other.
3292. *Mr. Bull.*] This gentleman is there, and he observes the doors are taken off the hinges, and now I ask him how long does he think it would take to take the doors off? I am not an expert. I really could not tell you.
3293. I suppose this is an old building? To my knowledge, it is about five or six years old.
3294. Now, did you not use this expression to Mr. Abigail when he asked you Quelch's manner as he sprang out, "He was not alarmed"? Yes.
3295. Would you suppose, Mr. Newcombe, if Quelch was there, having noticed goods packed, and some interference with the place, if he was waiting there to surprise somebody who might return for this property, do you think he would light the place up? No.
3296. *Mr. Abigail.*] I object to that.
3297. *Mr. Bull.*] Would you? No; not if I were a policeman.
3298. There is no doubt about it, he was there fully dressed as a policeman in uniform? Yes.
3299. *Mr. Bull.*] I would suggest it would be a rather ludicrous position for a policeman to find himself in, burgling that place in full uniform, and carrying a chaff bag along the street?
3300. *Mr. Abigail.*] Oh, that would be easy, for he did not live very far away. And if he had been detected he could have said, "Oh, well, I am just taking it up to the station to report a robbery."
3301. *Mr. Bull.*] Do you know where Mr. Quelch lives? No.
3302. Do you know that he would have to pass the Police Station on his way home, and that his place is 1,000 yards away at least from Myall House? I do not know where he lives.
3303. Do you know George-street, Redfern? Yes.
3304. Do you know the Police Station in George-street, Redfern? Yes, I do.

3305. If Quelch lives about 80 yards from that station, how far would he have to go from "Myall House" carrying this bag? Oh, I am not a judge.
3306. A fair half-mile? Something near it.
3307. Did you hear it said that Quelch had seen a man watching that place that evening? Yes; Quelch made a remark like that.
3308. Did Quelch relate to you what he had done with regard to that man? Yes; he had followed him across the park, and there he missed him.
3309. Did Quelch tell you where he lost sight of the man? It was somewhere in the park, going out of the park.
3310. Did not Quelch tell you that he himself had gone into the park to watch a man, and that he himself had walked along the park, and the man disappeared round in the direction of James street? All that I remember is this: that he said he followed the man through the park and lost sight of him.
3311. You never lit up the place until you returned with Quelch and Coghlan? No; when I went in first I struck a light.
3312. You struck a match simply? Yes.
3313. How long were you engaged there as a clerk at "Myall House"? How long was this place kept as a branch store of the Charities Department? I do not know exactly.
3314. I do not want to bind you down to a month? I might be twelve months out. I was there four or five years; but prior to this burglary I had left there.
3315. *Mr. Abigail.*] You had gone to the head office? Yes.
3316. *Mr. Bull.*] Were you not there at all the week before the 26th? No.
3317. You were not engaged on the place at all at this time? No; Mr. Coghlan rang me up that afternoon.
3318. And you had not been actually engaged on that place for how long? For about fourteen months.
3319. So that really in no capacity had you been there for fourteen months? I had been there occasionally.
3320. But you had not been officiating there as a clerk? No.
3321. Do you know some premises which were occupied for some time by Kimber? Yes.
3322. They are immediately adjoining? Yes.
3323. Do you know that very great and grave complaints had been made to the Police at Redfern with regard to the character of persons who were in the habit of infesting these premises of Kimber's? No.
3324. Nor James-street? No.
3325. Do you know as a fact that about that time and since frequent burglaries have been reported to the Police in that very vicinity? No.
3326. Do you remember this that after you and Quelch and Coghlan went in, and the Police were telephoned for, it does not matter whom by, Senior-serjeant Bell and another Police officer came, who was the other? I could not tell you.
3327. Were there two who came? Yes.
3328. Do you remember then that a list of the articles which were then found packed up was written by one of the Police officers at the dictation of yourself or Coghlan? There was a list taken. I could not swear who it was who took it. Yes, I can; one of the constables.
3329. At whose dictation? I could not swear whether it was at Mr. Coghlan's dictation.
3330. It was not yours? No.
3331. As a fact as the things were taken out of the parcel or bag, were they not enumerated to the Police, and was not a list taken of the things as they were enumerated? No. They were taken down as they were handed out of the bag.
3332. That is what I want to get. Did you see that list? I saw the list in the hands of the constable. I did not read it.
3333. Do you know that the officer who made out that list was Quelch? I could not swear it.
3334. The class of good which were kept there was the class of goods used both for male and female, they were the class of goods usually supplied by Government Stores to the infirm and destitute asylums? Yes, anybody could use them.
3335. *Mr. Abigail.*] Male, female, and children? Yes, they were just cotton tapes and needles.
3336. *Mr. Bull.*] It has been insinuated here that some Blucher boots were missing.
3337. *Mr. Abigail.*] I object to the form of the question.
3338. *Mr. Bull.*] It has been stated that some Blucher boots were missing.
3339. *His Worship.*] Were there men's boots among the articles? Yes.
3340. *Mr. Bull.*] The class of boots was, I understand, what are ordinarily known as Cossack boots, Bluchers? Yes.
3341. Do you remember whether any of these were taken out of the parcels as you were there, were any of these enumerated on the list? Yes.
3342. Would you kindly look at this list. Do you see any men's boots of any description enumerated in that? [*Exhibit 20.*] Yes, there are women's leather elastic boots.
3343. You see there are sizes given there for some of the boots or slippers. Are not they women's? Yes, those are women's boots.
3344. Now, look at the whole of that list from one end to the other and see if you can find anything approaching Nos. 9 or 10 men's boots? No, I cannot see the boots.
3345. Was that list taken down in the presence of the Senior-serjeant and the other officer as well as Quelch? Yes.
3346. You were all there? Yes, we were all there. We were bustling about. I was ringing up Mr. Maxted.
3347. *Mr. Abigail.*] Now, you cannot swear that this is *the* list that was taken, can you? No.
3348. You only saw a list? Yes.
3349. You cannot swear that that is *the* list? No.
3350. And when the list was being taken you were all talking I suppose? Yes, I was using the telephone.
3351. For all you know Quelch might have taken this list himself? He might have.
3352. And whether the Blucher boots are on the list or not for all you know this list might have been taken by Quelch himself without assistance from anybody? Yes.
3353. And whether the Blucher boots, men's, and men's slippers are on that list or not, you have no doubt, Newcombe, that they were certainly taken out of their accustomed places for the purposes of removal this night? Yes.

Mr. W. A. Newcombe.

3 Nov., 1897.

- Mr. W. A. Newcombe.
3 Nov., 1897.
3354. And if they were not on the list, and the list was properly taken, they ought to be? Yes.
3355. You are satisfied about that? Yes.
3356. *His Worship.*] I will admit that the Blucher boots were in the bag and were omitted from the list.
3357. *Mr. Abigail.*] And the omission is peculiar, another element in this suspicion. At the time of this alleged burglary the Kimbers had left that place next door? Yes.
3358. They were there for some time? Yes.
3359. For the whole of the time they were there was there ever a burglary or a robbery committed at that store? No.
3360. This was the first time after they had left? The first time.
3361. You were originally attached to Myall House? Yes.
3362. And there was a large staff of clerks there up till within twelve or fourteen months prior to the date of this alleged burglary? Yes.
3363. Most of you had been drafted down to the head office, leaving a small staff there and Coghlan in charge of the store? Yes.
3364. And occasionally you used to be called up by telephone to come down and assist? Yes, that would be at night.
3365. Now you are not a policeman. If you had been there to defend that store, to protect it, and you had seen a burglar leave the place, or you assumed that he had left the place, and you had gone in there and crouched down behind the door which you found detached from its hinges and canting over on its lock, would you have gone through to wait for the burglar? I should have had a look round first.
3366. *Mr. Bull.*] Did you notice the second item which was enumerated upon this list, a material called Russia Crash? Yes.
3367. Do you think that a police officer would himself know the trade name of such an article as that? Well, he might know something about it.
3368. Will you swear that Coghlan did not actually describe the article to him as he wrote it down? I do not understand you.
3369. You have heard Mr. Abigail's further questioning of you with regard to this list, and he added to your answer that Quelch might have written this out by himself. Now I am asking you as to the second item on the list, "Russia Crash," will you swear that he did not get the nomination of that article, and the number of yards from Coghlan in your presence? I could not swear it.
3370. Will you swear that he did not? No.
3371. What is "half-bleached holland, 46 yards"—what does that mean, half a roll? I do not know.
3372. Will you swear that that very information was not given by Coghlan, so that he might write it down? No.
3373. Then, "Russia Crash, 14½ yards," do you mean to tell the Commissioner that you did not hear that information given by Coghlan? No, I could not swear to it.

Mr. James Abbott Farnell, clerk, Charities Department, was called and sworn :—

- Mr. J. A. Farnell.
3 Nov., 1897.
3374. *His Worship.*] What is your name? James Abbott Farnell.
3375. What are you? Clerk in the Charities Department.
3376. *Mr. Abigail.*] You were employed at the "Myall House" Branch? Yes.
3377. And you were there on the 26th June, 1896? Yes.
3378. And you were there on the previous Monday? Yes.
3379. Do you remember Senior-constable Quelch coming down? Yes.
3380. And having a conversation with Mr. Coghlan in your presence on the Monday or Tuesday? Yes.
3381. Do you know what he came down about? It was about some information about an inmate at Newington Asylum.
3382. While he was there, I believe a storm came on? Yes.
3383. And that detained him? Yes.
3384. And did you hear any conversation between the constable and Mr. Coghlan? I heard a little; just that the place would be easy to enter.
3385. Burglariously entered, do you mean? Yes, and then the only thing I know was that Mr. Coghlan showed the constable over the place.
3386. Right over? Yes.
3387. How long was he there altogether? Oh, well, I could not say exactly, but I should think about an hour and a half.
3388. But you know that Coghlan went up the ladder into the loft accompanied by the constable, and they remained there some time? Yes.
3389. And while there was the telephone used? Yes; I used the telephone.
3390. During that hour and a half? Yes.
3391. In fact, you had to use this telephone about this Newington inmate while the constable was there? Yes.
3392. So that he could not have failed to have noticed that the telephone was there? No.
3393. He was standing near you at the telephone while it was used? Yes.
3394. Did you see Coghlan also show him the door on the outside? Yes.
3395. And say anything about the hinges? I would not be sure about the hinges, but I supposed that.
3396. But you know he took him outside? Yes.
3397. Did you hear any conversation while they were outside? No.
3398. You were not working back the night of the robbery? No.
3399. But you know that that front door was difficult to open? Yes.
3400. And made a noise? Yes.
3401. A slight noise or a great noise? Well—. [*Interrupted.*]
3402. Had it to be pushed with any force to open it? Yes, it would make a little row; not much to speak of, if you were careful about it.
3403. You know that there were two locks on this door? Yes.
3404. And they were noisy locks; you had to pull a bolt back, and then there was a Yale lock? Yes.
3405. And it is a galvanised-iron building? Yes. 3406.

3406. A portion board and a portion galvanised-iron; the front of it is galvanised-iron—the front of the store and the lean-to? I do not think the front is.
3407. The left-hand side is all galvanised-iron? Yes; of course there is a wooden partition inside. Then, on the right-hand side it is wood, as far as I know.

Mr. J. A. Farnell.

3 Nov., 1897.

Senior-constable William Edward Quelch was recalled:—

3408. *Mr. Bull.*] You have been some years in the Police Force? Yes.
3409. Do you remember the Monday antecedent to the circumstances of the 26th of June, 1896? I do.
3410. What brought you down to "Myall House"? I was sent from the station with a message written on paper for the Government Asylums people to enquire round the whole of their asylums whether a certain man had been admitted into any of the asylums since a certain date. I gave that to Mr. Coghlan, with the man's name on. Mr. Coghlan got on to the Head Office, and asked for the information. Word came back that I would have to wait there as they would have to turn up all the books for the information.
3411. And you did as a fact wait there? I had to wait there. Mr. Coghlan remained at the telephone.
3412. How long were you actually on the premises in connection with that duty? Several minutes elapsed before the information came back, as soon as the information came back I left.
3413. You have heard the last witness's statement, Mr. Farnell's, what portion of the premises were shown to you? What was done with regard to showing you over the premises as they described? There is no need for showing over the premises at all.
3414. *Mr. Abigail.*] Were you shown over? I was not.
3415. *Mr. Bull.*] Why is there no need to be shown over the premises?
3416. *Mr. Abigail.*] I object to that.
3417. *His Worship.*] Were you shown over the premises? No.
3418. Did you go over the premises? No; there is no need. The building has been measured by myself since.
3419. Were you in the store? I was in the main store on this occasion, and the building is 12 feet wide and 32 feet long, extreme measurement. All round are racks, wire racks built right up from the floor up where this property is stacked. That is round the side. In the main entry there is a centre rack leaving just a pathway right round it. Up at the end is a big table over which the gas is, your Worship. The telephone is over in the further corner, right the other side of this table. You would have to walk right round this table. That is where the telephone is. You can sit or stand at this table and just look round—just like that—and see everything. The up-stairs is only half the length of the store. You see it runs up and then comes down in that way. The rear portion of the building is like an addition put on with weatherboard, with an iron roof. This back portion is a brick building. The little outhouse is a bit of a slope of galvanised iron.
3420. *Mr. Bull.*] What is called a skillion? Yes. Inside is total darkness; shutters are on the windows of the main building, and there are two little windows right up high that abut on to the lane.
3421. In what portion of the premises were you on that day? On this night, your Worship, as I generally do, I left the station with my relief at 6 o'clock.
3422. With regard to your visit there during the day before your going down in the afternoon or evening, how long do you say you were there altogether? I should say, to the best of my belief, it would be about half an hour.
3423. Were you there an hour and a half? Not at all.
3424. *His Worship.*] Were you told to keep an eye upon the place? I cannot remember the remark at all.
3425. *Mr. Bull.*] Was there any occasion, was there any incident or circumstance, which would necessitate Coghlan's saying to you, "This will be a very easy place to break into"? If a remark such as that had been made use of by him, or if ever such a request had been made by him for this place to be watched, it would have been entered in the Complaint Book.
3426. *His Worship.*] That is to say, you have to enter it in the Complaint Book? I would have to enter it and sign, and all the non-commissioned officers would have to put their signatures to it.
3427. *Mr. Bull.*] You never recollect hearing such a remark? No.
3428. And, if you had heard it, your duty was to have made an entry in the book of that? I would most decidedly have done it.
3429. As you have done in hundreds of instances? Any instance that came under my notice I always put in the Rough Book.
3430. Then you left the premises. What time did you go on duty that day? I think I would be going on at 6 o'clock that night.
3431. Have you any doubt that it was 6 o'clock? I may have a doubt. I can tell from the Occurrence Book.
3432. *His Worship.*] Is that the night you were found in the store? On the night of the 26th I went on duty at 6 o'clock.
3433. *Mr. Bull.*] Where had you been before you went on duty? I was at home.
3434. At your own place? I never do go out anywhere.
3435. Where is that situated? Just below the station.
3436. In George-street? In George-street.
3437. And you came from your own house, where you had been all the time you were off duty, into the Police Station at 6 o'clock? Into the Police Station, yes.
3438. Now, I want you to describe what you did from 6 o'clock? At 6 o'clock the relief marched out, and it is customary for the senior-constables to see the constables away on their beats. It used to be the routine of the men going away over on 3 and 5 and the men going over on to 12 beat to go over together, walking along and gossiping together. Inspector Lawless gave instructions that as 1 and 2 beats were vacant during this hour, and it was quite as easy for the men to go down George-street and along Cleveland-street over to 12 beat, that the man going over on to 12 beat was to go down and round Cleveland-street so as to avoid gossiping with the men on Nos. 1 and 2. Of course, the senior-constables would tell the constables to go that way. After they break off from their beats the senior-constable, whichever side he is on, then patrols his beat.
3439. Where did you go that evening? I went, as I generally did, over first into 3 and 5 beats. 3440.

Senior-constable W. E. Quelch.

3 Nov., 1897.

Senior-
constable
W. E. Quelch.
3 Nov., 1897.

3440. What direction would that be? Forsyth's Rope Works—more in the direction of Cornwall's Brewery.
3441. Towards the Baptist Estate? Yes. I passed through that ground, and I visited the constable, and then I passed on to the 12 beat, and would pick up the man who had gone round Cleveland-street coming on to 12 beat. I saw that man on 12 beat that night; to the best of my belief now I think it was Constable Brennan. I would not be positive; but I think so. I met him at the corner of Cleveland and Baptist Streets.
3442. Which is Baptist-street? Right opposite Crown-street.
3443. As it were, a continuation of Crown street? Yes.
3444. How far would that be from "Myall House"? You can just do it comfortably at the ordinary pace of a policeman in between ten and fifteen minutes.
3445. It is quite half a mile? Yes. I stood at the corner of Baptist and Cleveland Streets after the constable had gone away. A gentleman came up and said something to me.
3446. Who was that? I do not know who he was. He was asking me for some information. Whilst I was so speaking there to the gentleman—I was not on the footpath, I was more off the footpath into the roadway—Superintendent Read came up from the direction of Dowling-street, going towards the city.
3447. What time would that be? As near as I can tell it would be just gone 7 o'clock. The Superintendent passed some remark to me about gossiping. Of course, I suppose the Superintendent thought I had been there some time. He then continued along Cleveland-street, and I followed in the same direction. That would be going then towards "Myall House." I met the man coming out at 7 o'clock. I continued on until I got to the corner of Castlereagh-street. I stood at the corner of Castlereagh-street for a few minutes, as we have received complaints from the business people there of the larrikins, and then I walked along towards Pitt-street. "Myall House" then would be between the two—between Castlereagh and Pitt Streets. That would be the front entrance. About 20 or 30 yards this side—that would be my side—of "Myall House" the electric light was alight. I then noticed a man standing under the big pepper-tree that hangs from "Myall House" front. He crossed over directly opposite to the other side of Cleveland-street. I noticed it, and I continued on to the corner of Pitt-street. That would be just about the same distance the other side of "Myall House."
3448. You had passed where he had been standing? Yes.
3449. To the corner of the next street? Pitt-street. I turned the corner of Pitt-street, making out that I had gone round.
3450. As if you were going in the opposite direction? Yes. I stayed and watched. As soon as he saw that I was round the corner, this individual who had passed directly over recrossed back again into his former position. When I saw that I crossed Cleveland-street, and went in the main gates of the Prince Alfred Park.
3451. They open out opposite Pitt-street? Right dead opposite.
3452. How far would that gate opening be from this pepper tree in the front of "Myall House"? I suppose about 70 yards. I went along inside the railings in the dark, thinking that I had got there unobserved, and when I got almost parallel with the man he walked away towards Castlereagh-street. I continued along inside the railings to the middle gate, near the public school, which would bring me out into Cleveland-street again.
3453. There is no other means of getting from the park until you reach the small gate near the school? Not unless you get over the railings. I came out then and went towards Castlereagh-street myself. This individual went round Castlereagh-street to the right, which would bring him up to James-street.
3454. At the rear of "Myall House"? Yes; when I got to Castlereagh-street I could not see anything of him. Then something came into my mind about a store. I thought of all the gas fittings of Mr. Poole's house, and Mr. Johnson's house, and Mr. Glover's house, and I went back to "Myall House." I went up the flight of steps going into the front door, and tried the front door and the two front windows, and came down again and went round the side to the back to see whether the back door was open. At the best of times, when I am on duty I have generally got clod-hoppers on; they are generally clad with boot-protectors—my duty boots. I went round to the back and found that all secure, too. From the back I went then up to the main entry door of the store of the main building. That was all secure with a brass padlock on it. From there I turned in a little opening to the left, a 2-foot opening running parallel with the building, with the galvanised iron fence covering the urinals. I went into that opening. Twelve feet from the entrance to that opening there was another door belonging to an out-house. I noticed that door was off its hinges. I went inside of that. When I got inside of that I could see then through the dark the wicket-gate in the back gate was open. It only had a bolt to it—no lock at all. The wicket-gate was open. I passed right through, and went out into James-street round to Burnett-street, where the larrikins generally congregate, just right at the back of Kimber's gate.
3455. So you had left the Myall premises altogether, going to the wicket out into the lane behind? I went out into the public thoroughfare. After looking round James and Burnett Streets, I retraced my steps back again in through the wicket, and bolted it. At the top of the main gates above the wicket-gate there is also a space any one could also get over, or in or out. It is there to this day. When I got to the door I first entered—that would be the door off its hinges—I heard footsteps. The first thing I then saw was a figure coming out of the corner 12 feet from the door.
3456. You have made a plan of the whole of this place? Yes, and measured it myself.
3457. *Mr. Abigail.*] I object to it.
3458. *His Worship.*] There is no objection to that.
3459. *Mr. Bull.*] You have measured every distance? Yes.
3460. You swear this plan is made by you, and it is an accurate sketch or plan of the premises? Yes, every measurement was made by myself, and in the presence of one of the ladies who live there now. [*Exhibit No. 23.*]
3461. *Mr. Abigail.*] I wish your Worship would go and visit the place?
3062. *His Worship.*] If it is necessary I will go and see it.
3063. *Mr. Bull.*] This is James-street, at the rear of the premises? Yes, and that is Burnett-street.
3064. This is Cleveland-street in the front of the house? Yes.
3065. And this describes the whole of the "Myall House" premises? Yes.
3066. Which is the gate which you speak of? That is here. The top of the gate has a big opening in it. You can get over, in or out. 3067.

Senior-
constable
W. E. Quelch.
3 Nov., 1897.

3067. Is that the gate in which there is a wicket? Yes.
3068. Then you had gone right through these premises? Yes.
3069. Which door was it that you saw open? This one here. You cannot see that because as soon as you enter here you are in utter darkness.
3070. You have marked this door "unhinged"? Yes.
3071. Having gone out you came in and bolted that? The wicket-gate, yes, and as soon as I bolted the wicket-gate I heard footsteps coming, and when I got to this door the first thing I saw was a figure coming round a corner of this galvanised fence. It is 12 feet away from that door to that corner.
3472. I see you have marked here "W.C."? Yes.
3473. Is that the position of the w.c.? That is the position of the w.c.
3474. And a urinal here, too? Yes, and then there is another shed here, a w.c.
3475. Hearing the footsteps what did you do? I listened for a second and saw a figure at this corner. And then there is a little opening of 2 feet parallel with this building, and these doors run that way parallel with this building.
3476. *Mr. Abigail.*] I dispute this; this little store here is not all this distance away. It is only about 2 feet away from the main door? It is 12 feet from that door to that corner there, and it is 20 feet from that door round there to that door where Mr. Dacey says is only 12 feet.
3477. *Mr. Bull.*] I am not attempting to put this plan in as an accurate plan, but to describe the doors. It is a matter of convenience for the evidence. This doorway leads, as I understand it does, into this outhouse or shed? Yes.
3478. Now, you have described that you came along, and hearing footsteps you saw a figure coming round this fence? Yes.
3479. Does that describe the fence? Yes, that is a galvanised-iron fence.
3480. Is this a galvanised fence? Oh, no; that is a line of sight.
3481. From there to the corner of this fence is 12 feet? Yes.
3482. You say you saw a form coming round there? Yes.
3483. What did you do? I sprang out and grabbed him, and he made himself known who he was?
3484. Who was that? Mr. Coghlan.
3485. Where did you come from? I had come right through from the street then. As soon as I came through the gate I heard the footsteps, and when I got to the door I sprang out and grabbed him. It was lucky he made himself known, too.
3486. What did he say? I said to him, "It is lucky you made yourself known, Mr. Coghlan."
3487. Now, you heard Coghlan's description? Yes.
3488. And Newcombe's? Yes.
3489. Where was Newcombe at this time that you say you sprang out to Coghlan? I did not see him at all.
3490. When, so far as you remember, did Newcombe come on the scene? After I had got Mr. Coghlan I heard a noise. He came out of the store.
3491. What direction would Newcombe come from? This way. From here and round there.
3492. Round that galvanised-iron fence and round to where you and Coghlan were? Yes.
3493. You have heard them describe that you rushed out of this place in the act of falling almost through this doorway which was unhinged? Oh, no.
3494. Had you been in there at all? Of course I passed through here, but not this place.
3495. Is this the main store here? Yes. And then this is merely a bit of an outshed with a double door. It is parallel, let in with the same gable.
3496. How many doors were there off the hinges? This door and these doors. This padlock was intact so that it was impossible to remove the door.
3497. You mean the double door was still fastened with its padlock? This outside door was still fastened with its padlock. There was no padlock on these doors because they were fastened from the inside and since both these doors have been barred up.
3498. Is this a double door? No, it is a single door.
3499. What do you mean by "the padlock was intact"? The hasp was on and the padlock was locked so that it was impossible for anyone to shift the door away.
3500. It was not undone? No.
3501. This is as a fact where you were at the time that you heard the footsteps? Yes.
3502. And you really were in the vicinity of that door when you first saw Coghlan? Yes; or the man who afterwards turned out to be Coghlan.
3503. Was it light here; was there any light of any description? It was not very light because I do not think the moon had got up then very much.
3504. We were told that it was about rising. What I mean is was there any artificial light? No; the only light is at the corner of Burnett-street.
3505. But that would not assist you at all? No, because there is a high fence here and the side of the shed too.
3506. You sprang out, surprising Coghlan, and said, "It is a good job you disclosed who you were"? Yes.
3507. Tell us then what took place? As soon as Mr. Newcombe joined us we then all went into the store. The gas was then, I think, lit by Mr. Newcombe over the table. As soon as ever the gas was lit that was the first sign we saw that anything had happened.
3508. The lighting of the gas disclosed? Disclosed the place all ransacked, heaps of things all packed up ready for removal, and then we noticed one of these large corn sacks just inside of the double door there in the outshed almost full of things. I suggested to ring up the station.
3509. You did? I suggested that, and Mr. Newcombe I think it was who went and rang up the station and shortly afterwards Senior-serjeant Bell came.
3510. Now what had you upon you? What do you mean?
3511. What weapons, if any, did you carry? I had my helmet, jumper, my handcuffs, baton, and loaded revolver.
3512. At the time that you first saw this form coming round this galvanised-iron fence had you your helmet on? Yes.
3513. Was it off under any circumstances? Not at all.
3514. You say you had your loaded revolver and your baton. Where were you carrying these things? My baton in my pocket here and my revolver at my side on a strap served out to us. 3515.

Senior-
constable
W. E. Quelch.
3 Nov., 1897.

3515. I suppose, as a matter of absolute duty, that would be upon you when you left? I would be reported if it was not.
3516. And loaded? Yes. We never know the moment we may be trapped. The inspector sometimes asks us to show them to examine them.
3517. You would be liable to inspection, and if caught napping would be reported? Yes. In fact at one time Mr. Lawless reported some of the men for not having them on, and since then we have always been careful to have them on. As soon as the light was lit up it was then seen that all these articles were there. A telephone message was sent and Senior-serjeant Bell came down.
3518. Who were they? Senior-serjeant Bell and Senior-constable Harrison. Mr. Newcombe and Mr. Coghlan were there also.
3519. Were these things found in the bag; were they left in the condition that you first found them? In the same condition.
3520. Until Bell and Harrison came? Yes.
3521. You heard Mr. Abigail's question to Newcombe whether you were armed with anything or had anything in your hand; you heard the suggestion that you were ill? Yes.
3522. I suppose Bell and Harrison had ample opportunity to see your condition? Yes.
3523. Were you ill or unwell under any circumstances? Not at all.
3524. On the contrary, the accusation against you, as a rule, is that you are rather too brave, rather too plucky and cheeky? That is generally the case.
3525. If anything you are too cheeky, and too zealous, and too courageous? That is it.
3526. I say that is generally the complaint against you, particularly by people you are prosecuting; "strong" is the usual expression, that you are rather too "strong." Was there anything in your manner, or anything in your conduct then to warrant any such assumption? Not at all.
3527. Were you there to burgle this place? Not in the least. If I wanted to do such a thing as that I do not think I should select that locality, and that time, and the garb that I was dressed in.
3528. *His Worship.*] You heard it suggested that you had your hat in your hand; is there any truth in that? No.
3529. You had it on your head? Yes.
3530. There was no light? No.
3531. It was quite dark? Utter darkness. The clerks have not said anything about the shutters, which were all shut to.
3532. *Mr. Bull.*] Then, the gas being lit inside, that for the first time illumined the place? Lighted up the place.
3533. About these screw-drivers, where were they seen, how were they found? As far as I can recollect now the little one was on a recess and the big one was on the floor.
3534. Near where? Nearer to the table.
3535. Need I suggest or ask is either of these your property; were they ever seen by you under any circumstances before they were found on these premises? Never. I do not know them. I thought it was the property of the store.
3536. There are certain initials upon one, the big one? Yes.
3537. F. L. P.? Yes.
3538. That is the brand, mark, or initial? Yes.
3539. Do you remember Mr. Abigail in the early stage of this investigation mentioning the surname of Philpott? Yes.
3540. Your *Worship* will see at once my friend's insinuation. [*To the witness.*] You married a widow lady? I married a widow lady named Philpotts.
3541. Were any of the Philpott family, so far as you know, carpenters? No.
3542. How many of them are living? Two sons.
3543. And what business are they? Shoemakers. The other brother, the husband of the lady now my wife, was in business as a shoemaker and kept the Alexandria Boot Palace.
3544. Well, then, the police station was rung up? Yes.
3545. And Senior-serjeant Bell and Senior-constable Harrison came down? Yes.
3546. I want you to describe what took place when they came? When they came down I would not be sure, but I think it was myself suggested to the senior-sergeant, but I would not be positive on the point, whether it would be necessary to take a list of the articles; at any rate, it was decided that a list would be taken; Mr. Coghlan supplied all the paper that you see with the brass paper-binder.
3547. Who took that down? I wrote it down.
3548. At whose dictation? Mr. Coghlan's.
3549. Is that the actual list of the property, as described by Coghlan to you? This is the very list, with the addition of these pieces of paper on the end of the table there. [*Exhibit No. 20.*]
3550. Blank sheets? Yes.
3551. Did you see the articles taken from these parcels, packages, or bags? As Mr. Coghlan took them out he gave the names of the articles.
3552. He described them? Yes, he gave the names of the articles, and whatever it was, and the quantity of material and the initials; I do not understand them now.
3553. As he dictated it to you, so you wrote it down? Yes, so I wrote it down.
3554. Now, you have heard it said that there is an omission in that list? Yes.
3555. Is that so? Not an omission.
3556. You have heard it said that there were 9's and 10's Blucher boots? There was not a Blucher boot there, not packed; of course, there are plenty in the store, but there was not a Blucher boot there packed.
3557. *His Worship.*] Or put together to take away? Not one; every article that was there packed is here as described by Mr. Coghlan himself.
3558. And I notice there the nomination of an article called "Russia crash"? I do not know what it is now.
3559. That is the description of an article nominated to you by Coghlan? Yes.
3560. What was done with that list? It was taken to the station with a note of the occurrence that I put on the back.
3561. Did you there and then in anybody's presence write a note of the occurrence? I did. 3562.

3562. Who were present at that time? Senior-serjeant Bell, Mr. Coghlan, and Mr. Newcombe. I think Senior-constable Harrison had left.
3563. And was that attached to the list and taken by you to the Police Station? Yes.
3564. Read what you wrote. Has this pencil-writing that you are going to read been attached to these two lists? It was the back portion.
3565. Put that back again just in the shape in which it has been in the Police possession ever since it was made by you? [*Witness did as requested.*]
3566. Now, fold it as it has been? [*Witness did as requested.*]
3567. That is the position in which this thing has been all along in the possession of whom? Myself.
3568. That pencilled writing you wrote at the time in the store before you left, in the Senior-serjeant's presence? Yes.
3569. Now, read it please? [*Witness read, with the aid of a magnifying glass.*] "Between 7-15 and 7-30 p.m., 26th instant, about 5 ft. 8 in., dressed in dark clothes; went into park; saw me watching; cleared round Castlereagh-street, could not see him. [*Exhibit No. 20.*] Returned, found door open, a man then came; pounced out on him; turned out to be the clerk. As soon as light was struck it was found they had also taken the hinges off all doors inside, and all sorts of goods heaped ready for removal. Branded with Government Asylums' brand. Two screw-drivers found in store. Clerks suspects the push next door, who, he says, were a bad lot. The next yard is Kimber's yard."
3570. This slip of paper [*showing another slip of paper to witness*] was torn by Mr. Abigail off the second page of that list when I was handing it in the other day to some witness? Yes.
3571. *Mr. Abigail.*] Upon Mr. Bull agreeing that it had nothing to do with it.
3572. *Mr. Bull.*] Upon an admission by both of us that it had nothing to do with the list which was then taken? I think it has a lot to do with it.
3573. It has nothing to do with the list? No.
3574. When was it written by you? At the station.
3575. That is when you returned to the station? When I returned to the station. The watch-house keepers, that is the sergeant and the constable, have generally got a piece of blue or red pencil on the desk. I just simply picked up the piece of pencil and wrote that short memo. there.
3576. And that memo. was written by you and remained attached to that until it was torn off? The last court day.
3577. It really had no relation to the list? No; not at all.
3578. But it does refer to a circumstance which happened before you reached Myall House? Yes.
3579. In fact it is a memorandum of the circumstance of your having seen the Superintendent? [*Exhibit No. 20.*] A memorandum of my having met the Superintendent.
3580. A personal memorandum you made at that time? Yes.
3581. You took this list to the station. Did you make a report? I gave the list and the report entered there, and the report was entered by the constable in the book.
3582. Now read it? [*Exhibit No. 24.*] "Between 7 and 7-30 p.m., 26th instant (June, 1896), S. C. Quelch, on passing the Government Asylums' store, at the rear of Myall House, Cleveland-street, Redfern, found that the back door had been forced open by unscrewing the hinges of the door. The place was ransacked, and a quantity of the stores were packed up in a sack ready for removal. Two screw-drivers were also found in the store. Nothing at present missing."
3583. And the time it was made? It was made at that time and "routed" round the metropolitan districts on 26/6/96.
3584. *His Worship.*] What do you mean by "routed"? Sent round the whole of the metropolitan district.
3585. *Mr. Bull.*] The information then entered in the book is sent to other metropolitan police stations? Yes.
3586. What are you looking at? I am looking at the "route" of a similar occurrence. "Sent from Redfern at 1-2 in the morning. Routed by the serjeant at the station."
3587. Now these things were found at this place, it is described, in what is called a chaff-bag? Yes.
3588. Did you carry any such thing to those premises that night? Not at all. I paraded at the station at 6 o'clock in uniform.
3589. You passed your parade at the station when you left it and before leaving it? Yes.
3590. In the presence of the inspector. Yes.
3591. I suppose a 3-bushel bag would not be easily carried inside or under your tunic? I do not think so.
3592. And, supposing that these things were to be carried away by you, give his Worship some idea of the traffic in this particular spot about that time in the evening, 7 o'clock? Cleveland-street, in particular, is always pretty well thickly populated.
3593. And you heard Mr. Newcombe say that the moon was rising? Yes.
3594. How far would it be, as a matter of distance, from "Myall House," by any route that you could go, to your own house? I should say half a mile.
3595. And you really would have to pass through the principal streets and past the Police Station? Yes, and the principal people in the district, too; in fact, I would have to pass Mr. Coghlan's house, too. I do not think the quantity of goods that was there packed ready for removal, and those that were not packed, but were all ready for removal—I do not think a man could carry them. I think he would want to get a cart.
3596. Now, listen to this. Is this true, speaking of one of the two clerks—"The place where they stood yarning is not more than about 12 feet away from the door behind which Quelch was hidden"? Their evidence is that they stood at the front door; that is 20 feet away, and then it is at right angles.
3597. But, as a fact, did you hear these two people in conversation? Not at all.
3598. Was there any person, so far as you knew or heard, in conversation? Not one.
3599. Were you hidden behind one of the doors? No.
3600. Speaking of his having kicked some case or something of the sort on his way to the door; the charge says: "The place where they stood yarning is not more than 12 feet away from the door behind which Quelch was hidden. One of the clerks finally went into the main building and lit the gas and called out, 'What did you leave the middle door open for?'" The door had also been taken off its hinges. The other clerk had been to one of the outhouses, and when he came out of the outhouse he put his knee against an

Senior-
constable
W. E. Quelch.
3 Nov., 1897.

empty case opposite an outhouse door broken off its hinges, and placed it in a line with some other cases." Is it true that he called out, "What did you leave the middle door open for"? I never heard it. I heard no such remark.

3601. Did you hear any such voice from anybody inside the building? No; I did not know the second man was there.

3602. In fact you had interfered with the man whom you saw approach before the arrival of the other men at all? Yes.

3603. "The door had also been broken off its hinges"? Yes.

3604. "When he came out of the outhouse he put his knee against an empty case and placed it in line with some other cases"? It is impossible to do it. How could they do it, when the door was intact in the lock?

3605. You have read that to mean that the door was placed in line with the others? Most decidedly.

3606. "This so disturbed the burglar inside the door that he pushed the door open and rushed out." Is there an atom of truth in that? Not at all.

3607. *Mr. Abigail.*] We say that a case was placed against other cases—not a door.

3608. *Mr. Bull.*] "The man who rushed out of the building was, strange to say, Senior-constable Quelch. Coghlan said, 'What's this,' whereupon Quelch said, 'Some one has been in, and has got away over the fence.'" Was that said? What did you say to Coghlan with regard to the place? I did not say anything to him. Mr. Coghlan was in the act of buttoning up his trousers, and I think I almost frightened the life out of him. He could hardly speak at the time.

3609. And that is when you used the expression "It is a good job you disclosed who you were"? Yes.

3610. Did Coghlan say to you, "What's this"? I never heard such an expression.

3611. And did you in reply say, "Somebody has been in, and has got away over the fence"? No; I did not say any such thing at all. It clearly indicates that he did not get over the fence by the wicket gate being open.

3612. *His Worship.*] Did you expect to find anybody in the store, or did you think they had gone? I thought they had gone, seeing the door open.

3613. And you did not expect to find them inside? No.

3614. *Mr. Bull.*] The place inside would be absolutely dark? Utter darkness—all shutters.

3615. You have heard of a candle which it is said somebody had used inside? Yes.

3616. Did you take up a whole candle—a piece of candle the size of this small screw-driver? No such thing.

3617. Had you any such thing at all? None at all.

[At 1 p.m. the Commission was adjourned until 2 p.m.]

On resuming after lunch,—

Senior-constable W. E. Quelch's examination was continued:—

3618. *Mr. Bull.*] The last question I asked you had relation to the piece of candle which was picked up. Now, tell me this, besides making these reports which you did make, the production of the books shows what is your knowledge with regard to this very locality? It is a very bad knowledge; it is infested with complaints from the residents.

3619. Of what character or nature? Of larrikins—they term them hoodlums—insulting ladies and females, and smashing electric light globes, putting the place in utter darkness; robberies in the houses.

3620. Speaking of some of the houses in Pitt-street, near its junction with James-street, were robberies reported and inquired into with regard to the gas fittings being stolen from a number of houses there? Alderman Poole's—Mr. Brush's house, all the gas fittings were taken down; the big robbery at Mr. Renwick's—the father of Sir Arthur Renwick. Over £100 worth were stolen from Mr. Stedman's, and then another big robbery; and then at Glover's place.

3621. Speaking of these premises immediately adjoining Myall House, they were for some time tenanted by Kimber? For many, many years; before ever I went to the district.

3622. Was there a complaint with regard to the class of people who were about the premises? That place was where we looked for horse-stealers, and anything like that.

3623. You say Senior-serjeant Bell was there during the time—the whole of the time—from the time that the Police arrived. Who left first? Senior-constable Harrison went first. I think I and the senior-serjeant went away together.

3624. What did you do with regard to the premises after leaving there? I went to the station and gave in the form, and I received instructions then to find Constable McIntosh, and place him there in charge of the store. I went, and I retraced the beat so as to meet him, and I found him and placed him in charge of the store until he was relieved by another constable at 10 o'clock. He was relieved by another constable at 10 o'clock, and that constable remained there the whole night.

3625. Until this matter was mooted in the House by Mr. Dacey, and until you read some newspaper report with regard to some insinuation or suggestion that you were the burglar, had the matter in any sense been brought or mooted against you? I never heard of such a thing.

3626. How long were you married? Have you been twice married? Yes.

3627. How long have you been married to your present wife? In 1890.

3628. What family have you? I was left with two children by my first wife; and when I married the wife that is now, she had two children; and I have had two since.

3629. That is six in the family? Six in the family.

3630. You have heard a question asked McIntosh with regard to some want of instruction or insinuation about neglect of duty in the matter of these beats? Yes.

3631. Kindly explain to the Commissioner what that is? At 6 o'clock, or at any other time during the day, the constable passing over on the 12 beat used to join in the company of the 3 and 5, and they used to walk gossiping together right from the Redfern Post-office over to Young-street. This gossiping of the constables came under the notice of Inspector Lawless personally and he gave instructions that the constable going over on to 12 beat was not to join in company with the man on 3 and 5 and walk all the way along Redfern-street gossiping, and that in future he would have to go down George-street and pass along Cleveland-street to his beat.

3632. How was that information communicated to the policemen? By the senior-constables.
3633. You heard McIntosh say that he understood there had been some alteration, but it had not been reported by you to him, and there was some difference between you with regard to it? I noticed him taking the usual course one day, joining in with this man on 3 and 5, and I drew his notice to it, about the new order of the inspector. The constable said, "Well, I have not been acquainted with it." I said, "You had better be careful in future as it is Inspector Lawless' order, and no doubt if he catches you gossiping with this other constable it will necessitate us having to report you." I said, "I do not want to do that because I have always found you a very good constable and very willing."
3634. *Mr. Abigail.*] Now, you having heard the evidence given by Coghlan and by Farnell as to what occurred on the Monday or Tuesday previous to the 26th June your evidence now is a complete denial of what they say took place on that day? Not to all of it.
3635. Yes, because they say that you were there an hour and a half? It is impossible for me to be there that long. I said I was there about half an hour.
3636. First you said you were only waiting there a few minutes, and immediately you got the reply, which took a few minutes to get, you left, and then afterwards you told us that you were there from first to last half an hour? I say altogether about half an hour.
3637. Would it be about an hour? No.
3638. About half an hour? Yes.
3639. You also deny that you were shown over the place, although Coghlan swears positively that you were not only shown over the whole building, but taken up the ladder into the loft, and shown where each article was put. Do you deny that? I do.
3640. You deny that Coghlan is correct when he says that you took up some of the articles shown to you in the stock, and that you spoke of the value of them? I did not hear Mr. Coghlan say such a thing.
3641. If Mr. Coghlan said that it is incorrect? It is.
3642. Your denial is tantamount to saying that he is merely drawing on his imagination? Yes, perhaps something else.
3643. That means, "Perhaps something worse"? No.
3644. You say, "Perhaps something else"; you mean that perhaps he is influenced by somebody? I do.
3645. Or his own motive is to injure you? I believe so. I have never seen the man from that day to this; but Mr. Dacey has seen him.
3646. You believe that Mr. Dacey has influenced him to injure you? I do.
3647. You think that Mr. Coghlan is a man who would be influenced by Mr. Dacey, or anybody else, to injure you? I do.
3648. Against whom he has got no enmity at all on your own admissions? I do.
3649. Why should Coghlan want to injure you? I am sure I could not say. I have had no conversation with him, and never interviewed him at all.
3650. Do you think it is because he does not believe your first statement to him that there was a burglar, and that he believes it is moonshine? I do not know.
3651. Do you think that if anybody got over the fence it was your shadow? I did not get over the fence.
3652. Is he correct or incorrect when he says that he went to the fence and wanted to get over to see if there were footprints, and you said "Oh, no, don't do that," because he could not see it? I heard him swear it here.
3653. Is it true or untrue? It is untrue. I never heard such a foolish remark.
3654. Is it true that, as he alleges, and he is borne out by the other witness, Newcombe, that you got out of this door which was hanging on the lock, the hinges of which had been taken off, and that you got out of the skillion room underneath the door which was canting on the lock? No, not at all.
3655. You say that before you had collided with Coghlan you had never been inside that skillion room? Most decidedly.
3656. I want to put to you categorically the things which these other witnesses swear, and which in every instance you have denied, and to avoid any misapprehension I want you to contradict, if you can and if you dare, everyone of those three. Of course, as a constable, you see at once the wisdom of denying everything?
3657. *Mr. Bull.*] I object to this.
3658. *Mr. Abigail.*] Perhaps my friend thinks he is the only person to be heard here. Do you not know, do you not see the wisdom as a constable of denying all that these other three people said occurred in order to show your innocence? I would not deny it if it had been the truth.
3659. Would you admit your guilt? I would. If I was guilty of such an offence as that I would say, "Do away with me at once."
3660. That is what we are going to try to do. Do you see this: if their evidence is not denied by you you can see at once there is no possible escape for you. If their evidence is believed there is such a case against you that it is impossible for you to escape the charge of being a burglar?
3661. *Mr. Bull.*] I object to the question.
3662. *His Worship.*] He can deny the statements, and that is all you can ask.
3663. *Mr. Abigail.*] I can test his motives for denial.
3664. *His Worship.*] Granted that all their statements are absolutely correct, it does not make him a burglar.
3665. *Mr. Abigail.*] It involves him in such a cloud of suspicion that if you take it in connection with the other cases which are coming on, you must find him guilty.
3666. *His Worship.*] Clouds of suspicion are not facts. (*To the witness*): Do you not admit that you were in the store? I was in the outshed.
3667. *Mr. Abigail.*] Were you in the main building or the skillion? Never.
3668. Were you in any part of the store where the stock is? Never.
3669. Do you deny that Coghlan, when you went there on the Monday or Tuesday prior to the 26th of June—do you deny absolutely that Coghlan told you to go and look round the premises, that it was a very easy place to burglariously enter, and that there were suspicious characters about? He never made such a remark to me. If such a request had been made that is the book it would be in. [*Pointing to the Information Book.*]
3670. You mean that it would have been your duty to enter it? It would.
3671. But it is quite possible, if the request were made and you had forgotten it, that you would have forgotten to enter it in that book? But I did not forget it.

Senior-
constable
W. E. Quelch.
3 Nov., 1897.

Senior-
constable
W. E. Quelch.
3 Nov., 1897.

3672. You only go this far. In answer to Mr. Bull you say this, that you have no recollection of Coghlan saying it? I say that he did not say it.
3673. Now, in answer to me, you go further—you go to the very extreme that you could possibly go to and say absolutely that he is incorrect? I think I swore before dinner that he did not give me that advice.
3674. Now, after dinner, you emphatically say that Coghlan is untruthful? He did not give me that advice.
3675. And if he swore it he is swearing what is false? He is.
3676. That he is a perjurer, and you are not? I did not pass any comments on Coghlan at all.
3677. Although you think he is a man who could be easily influenced to injure you? I do.
3678. So that he is a man who if he could be easily influenced in that way, from the same motive he could be induced to commit perjury; that is your opinion of him? I do not say he is such. I say myself that he has not got the facts of the occurrence in his mind.
3679. He has sworn to them? He has sworn to them.
3680. And remember that there were only three of you there who knew anything about the earlier facts prior to the police coming in answer to the telephonic communication, so that you see you have denied all that the only people who could have sworn as to the occurrence have sworn? Yes.
3681. And it is your oath against the other two? Yes.
3682. So that, if it is a question of credibility, you will admit at once that the weight of evidence is against you? I will not; no.
3683. Will you not admit that, there being the evidence of two respectable people against you, the weight of evidence is against you? So you put it; you mean in numbers.
3684. Now, you will admit that they are truthful in one or two particulars. Let us state them. You will admit that they are truthful when they say that they could not give you the information that you wanted about this inmate in the asylum, and that they had to telephone, and that you waited while they telephoned? It was not information they could give. They had to go to the Head Office for it, at my request.
3685. You will admit that they are correct in saying that you had to wait? Most decidedly I do. It saved me the trouble of going down town.
3686. And that you knew that the telephone was there? I should think I did. How often did the Redfern police go there?
3687. But, you see, you admit the telephone is there? Yes.
3688. And you know that the only escape from the inquiry, "if you were inside waiting for the return of the burglar, and there was a telephone there, why did not you go for it," is to say that you were not in there at all? I could have gone away for miles, and no one have known anything different.
3689. And there would not have been this charge? You would not have known anything about it.
3690. You see, also, they are correct when they say that they saw a man outside in the street, but who afterwards turned out to be Jamieson? I do not know.
3691. You know you spoke to Jamieson that night outside? No, I do not.
3692. Did you speak to him after? No.
3693. Have you spoken to him since? I have since.
3694. Did not you see him speaking to somebody in one of the houses nearer Castlereagh-street than "Myall House" that night? No.
3695. Did you see him in a barber's shop that night? No.
3696. Did you speak to him at all that night? No.
3697. Have not you reported at the Police Station that you did? Nothing of the sort.
3698. You said, "I cannot remember being told to keep an eye upon it; I have no recollection of it whatever." Now you go further, and say that it is a falsehood by Coghlan? He told me nothing of the sort.
3699. So that during the luncheon adjournment your memory has become stronger? I have not had much during lunch.
3700. You say that as Superintendent Read was passing along the street he said something to you about gossiping? Yes.
3701. Something about your duty, I presume? I believe so.
3702. Will you swear it was? The gentleman was asking me for information, and I suppose the Superintendent thought I was gossiping.
3703. Was there any reason why you should make a note of that occurrence? I did make a note of it.
3704. Is there any necessity to make a note of such an occurrence? There is.
3705. Will you tell me why you did not do it until after you got to the Police Station that night, at nearly 10 o'clock? I was at the Police Station before 10 o'clock.
3706. What time were you there? I was at the Police Station at 8 o'clock.
3707. Now, remember that you put McIntosh in charge, and that was after 9? Oh, no. I put McIntosh there before 9.
3708. Well, a quarter to 9. And in the interval you had Senior-serjeant Bell there, and had taken the list and had walked out and met McIntosh and brought him in? No; I had been to the station and given in my particulars, and then I was instructed to go and find McIntosh and place him there.
3709. You will admit that you did not make a note of the Superintendent having spoken to you until you got to the Police Station? Yes.
3710. I want to know why you did not make a note before? I did not make a note until I got to the station. It did not drop across my memory.
3711. Did you think that the suspicious character of the alleged burglary suggested the wisdom of making a note? Not at all.
3712. And that the note should be made on the list of the alleged stolen goods? Not at all.
3713. You will admit that when you were making out that list there were about a dozen sheets of paper of the same size? Yes.
3714. Separate sheets of paper? Yes.
3715. Blank? Yes.
3716. You had got this paper at "Myall House," had you not? I had, from Mr. Coghlan.
3717. Here it is. Your Worship sees this. I want your Worship's attention to this if you will be kind enough. (*To the witness*): You see you have got this note attached to the second sheet of this list. [Exhibit

- [*Exhibit No. 20.*] “*Re Superintendent at 7 p.m., at corner of Cleveland and Baptist Streets.*” What I want you to explain is this: why was it you waited until you got to the Police Station before you appended this note? As soon as ever I had got that I had to go to the station and give in the particulars, and after I had finished with the particulars there I just casually picked up the pencil and wrote that down.
3718. You see you made this list, and if there had been any evidence given this list would have gone in as evidence? No.
3719. What was the object of making a list out? For the station.
3720. Why did not you hand this out and leave it at the station? Was not the proper custody of it at the station? No.
3721. Should not a copy of it have been taken in the Occurrence Book? What they take in the station and what I do are two different things.
3722. Why did not you leave this list in the station, instead of carrying it about with you all this while? It has been with all my other papers.
3723. Why have you kept it in this wonderful and marvellous state of preservation? Because I keep a copy of all my correspondence.
3724. But this is not your correspondence? Anything that comes under my observation I keep a copy of.
3725. You see the enormous importance of this little slip “*re Superintendent at 7 p.m., at corner of Cleveland and Baptist Streets.*” “Now, if I can show that I met the Superintendent at 7, how easy it is to show that I met the Superintendent at 7, and it took longer than that to get all these things together.” I cannot discover what is on your conscience unless your tongue will assist me. Did not you make that note because you knew the importance of having some written memoranda to fix the time that you met the Superintendent? Nothing of the sort.
3726. You know the advantage of an *alibi* and the importance of it? I do.
3727. And you see the peculiar connection between this memorandum and this list of goods? Yes.
3728. *His Worship.*] What was your object in writing that memorandum? I have been spoken to when I have thought that I have not been there, so, especially when I would meet one of my officers, I always made a note of it. If I had seen the Superintendent in our district anywhere, and I was anywhere near the station, I would always say, “I met Superintendent so-and-so.”
3729. *Mr. Abigail.*] Do you make a note of it? I mention it at the station.
3730. Do you make a written note of it? If I am away from the station.
3731. Have you made a written note like this before? Not of the Superintendent.
3732. Of anybody else? Any amount of them.
3733. Produce one memorandum that you have made? I can produce any amount, but I have not got them here.
3734. You have admitted how important it is to marry this memorandum with the list, and you see you have yet got to explain away the fact that you had one, two, three, four, five, six, seven, eight, nine sheets of blank paper upon which you could have made that note, a note which, you will admit, has everything to do with this occurrence? I do not see what it has got to do with it.
3735. It proves an *alibi* for you? I do not say any such thing at all.
3736. *His Worship.*] Who was the Superintendent? Superintendent Read.
3737. Can he recollect that he met you at that time? I have brought it under his notice, and he told me that he generally goes along Cleveland-street one night in the week, but he could not remember it. I am only on that section every other night. I am out with the senior-constable. Two nights of the four I would be off. I was off on the Wednesday, at Darlington on the Thursday, on this section on the Friday night.
3738. *Mr. Abigail.*] That would not show the Superintendent was on that section at that time. Have you called Superintendent Read? No.
3739. And you admit that the Superintendent could not remember. Every word of that note is plain? Yes.
3740. It is not, you see, for it is indistinct except the word “at” at the corner. Will you swear that has been written there all the time? Most decidedly.
3741. Has not that been written in a hurry, and smeared over, and was not the little word “at” omitted? No.
3742. Now, you see, on the ninth sheet of these blank leaves, you have made a note which, practically, bears out the entry in the Occurrence Book? Yes.
3743. You have had to read that with the aid of a magnifying glass? And it was published in the paper the day after.
3744. Will you explain this: How is it that that is so indistinct, and this, on the same sheet, being protected by the first sheet covering it, is so distinct? Which?
3745. Do you see a difference in the distinctness of this. There is not a smudge on it. It is as plain and distinct as if written yesterday? One is written with black and the other with blue.
3746. The little word “at” is just as distinct as if written just now. All the rest of this, written in black, is just as distinct; but just this little note, which he says he made at the time, only, of all the writing on that one page, is indistinct, although all the other writing is distinctive. The sheet is protected by the sheet in front of it? I cannot see that it is indistinct.
3747. *Mr. Bull.*] Blue is not so indelible as the other.
3748. *Mr. Abigail.*] You will admit that writing with a black pencil is very much easier to obscure or smear, or render indistinct, than blue? I do not think so.
3749. Look at the paper yourself; can you not see where the perspiration of the hand has been over it? I cannot say what has been over it.
3750. Does it not appear to be so? My opinion and yours may differ.
3751. I will take yours? I cannot say what it is, perspiration or anything else.
3752. *Mr. Bull.*] Will my friend let me say this: after that was torn off I had it on my thumb for a few minutes. I had forgotten there was anything on it until I asked my client for the memorandum.
3753. *Mr. Abigail.*] Do you distinctly swear that that was written on the 26th June, 1896? The same night in the station.
3754. What do you call the outhouse. You say when you went up to the gate you saw the outhouse door was open. Do you mean the skillion addition? Yes.
3755. The door which you say is the door of the outhouse is the door which Coghlan says you came out of? Yes.

Senior-constable
W. E. Quelch.
3 Nov., 1897.

- Senior-constable
W. E. Quelch.
3 Nov., 1897.
3756. Which he says you tumbled out of? There was no tumbling out at all.
3757. With your head down? I deny that too. I did not do anything of the sort. If Coghlan had not made himself known in another instant he might have been down.
3758. Did you tell Mr. Bull that you said to Coghlan, "It is lucky you made yourself known"? I made such a remark myself.
3759. You know Mr. Bull did not ask Coghlan such a question, don't you? I was not taking particular notice what questions Mr. Bull asked.
3760. You say there is a very high fence at the back; but you will admit that there is an electric light in James-street? At the corner of James and Burnett Streets.
3761. You know it is pretty high up? It is about 3 feet higher than the ordinary gas-lamp.
3762. And that would be about 5 feet higher than the ordinary fence? Yes.
3763. Would not that light be reflected into that yard? It may not be alight.
3764. Will you swear it was not that night? I could not swear anything; but I tell you that on moonlight nights the Redfern Council light the lights when they like. They never light their lights some nights until 10 o'clock, and some nights 11.
3765. You heard footsteps, and saw evidence of the place being broken open, why did you not arm yourself, why did you not take out your baton to be prepared? I have been eleven years in the police, and I have never hit a man with my baton. If I want to use anything I use these (*his fists*).
3766. You usually hit them with your fists? Yes.
3767. You heard this witness, Newcombe, say that when he came out you were just putting your helmet on; is that correct too? Yes; I had it on, the same as Mr. Coghlan swears.
3768. You heard Mr. Newcombe say that he said to you, "Why did not you telephone for the police?" and that you said, "I did not know there was a telephone there"? Oh, I said nothing of the sort.
3769. Is that deliberately untrue? Of course it is. I was there at the telephone only on the Monday, and many a time before.
3770. Then he is incorrect too? Most decidedly.
3771. You heard him say that it was at his suggestion that you went inside the store to see if any burglars were there, and that Coghlan went in first, and you last? I cannot tell you who went in first. It is a toss-up who went in first.
3772. I want to show that you had no particular anxiety to do your duty there that night? Hadn't I?
3773. And that, if you did not go in first, there would be some justification for a charge of that kind? I do not know who went in first. I know we went in all together; but who was 6 inches in front I could not tell.
3774. You could not tell who led the attack? No.
3775. Now, Mr. Bull asks you would it not be a ludicrous thing for you—a constable—to be seen carrying a chaff-bag full of things at 7 or 8 o'clock at night? Yes.
3776. I suppose you would admit that it is equally ludicrous for you to be seen carrying a big bag at 2 o'clock in the morning? I was never seen carrying a big bag at 2 o'clock in the morning.
3777. At 4 o'clock in the morning? No.
3778. In the early hours of the morning? Yes, I often do. I went and got some sand the other day at Margaret-street, Redfern.
3779. It was not from the Locomotive Sheds? Not at all. The Locomotive Sheds are a mile away from there.
3780. So you do not think it ludicrous for you to be seen carrying sand in the early hours of the morning? No.
3781. But you will admit, will you not, that these things could have been left there, and carried away at 1, 2, 3, 4, or 5 o'clock in the morning? Yes, with a horse and cart.
3782. Or in a bag? No man could carry that quantity of things.
3783. In a chaff bag? No.
3784. Not a strong man? No.
3785. Not a man of your build? No.
3786. You are pretty strong? Yes.
3787. Pretty muscular? Yes.
3788. Don't you think you would have carried that bag? No.
3789. Did you try? No.
3790. How do you know? I take it by the large quantity of things.
3791. Boots and shoes do not weigh much you know? A lot of them put together do.
3792. *Mr. Bull.*] Were you in your uniform and helmet when you were carrying the sand? No.
3793. *Mr. Abigail.*] But you should have been, because you were on duty? No.
3794. Did you hear a case moved, a grating noise as if something was being pushed? There was no such thing ever happened.
3795. You deny from first to last all that Coghlan and Farnell have said about your first visit, you deny all that Coghlan and Newcombe say about getting out of that store? In the way they describe.
3796. And I suppose you will say this: that you never were in the store from first to last until after you saw Coghlan and Newcombe? I was not in the store at the main building.
3797. And you were not in the skillion? I swore I was in the skillion and passed through it.
3798. Then you will admit that before Coghlan came out from the water-closet, and you sprang upon him, that you had been through that skillion? I had been right through to the public street.
3799. Did you strike a light? No, I had not a match on me.
3800. So that it was light enough for you to walk through the skillion and get out at the back? The wicket door was wide open, and most naturally you could see right through.
3801. You said just now that there was no light. You admitted to me that the electric light did not reflect any light at all in the yard. You have admitted it was a pretty dark night, and you have admitted that the moon had not risen, and now you say that it was light enough to walk right through that skillion? If you were inside this place in utter darkness, and there was a wicket in that wall there, wide open, and it was a public street outside there.
3802. Now, there is the main building and the store according to your plan? Yes.
3803. You will admit that that is the door the hinges of which were screwed off? Yes. 3804.

3804. The outer door of the skillion? Yes.
3805. And you will admit that you walked right through this out to the back gate? Out through it.
3806. And you say it was light enough to see that? Of course it was.
3807. Now, will you admit that after you went in with Coghlan and Newcombe, you found a bag of stuff just at the side of the door? It was just at the side of the inside door.
3808. Will you tell me how you could have walked through there without tumbling over the bag of stuff? Of course you could.
3809. Could you see it? No, the bag was close to that door and the wicket-gate down to the left. It was about halfway down.
3810. You see you have got it almost up to the wicket-gate. Did you see that bag of stuff when you walked through? No.
3811. You will admit that you walked right through it? Yes.
3812. Well, then, is not Coghlan right when he says that you sprang out of that door? Did not I say so myself.
3813. Did you say you sprang out from the outhouse there? That is the out-shed there.
3814. This is the outhouse here? No, that is empty cases.
3815. Well, then, they are right when they say that you came out of this door? I said so myself.
3816. You will admit they are right? Most decidedly.
3817. It was difficult to get out, was it not, because the hinges were screwed off and the door was resting on the lock only? The hinges were off and the hasp and the lock were intact.
3818. Did not the door go over? No.
3819. Did not you go through like this [*bending down*]? No.
3820. As you walked through there, and before you got outside to collide with Coghlan, you have heard Newcombe say that he was in the store and lighting the gas. How could you have gone through there and caught Coghlan and missed Newcombe, who was lighting a match which was reflecting itself right across there? It was not done at all; the gas was not lit until after we got into the store.
3821. Did you hear him call out? No. I never saw or heard Newcombe until after he came out of the store again here, and came round here, when I had Mr. Coghlan there, 12 feet from that door.
3822. Is not this a fact: that the only possible way by which you could have failed to detect the presence of Newcombe in that store—because he got into that store before Coghlan went over to the w.c.—that the only way possible for you to fail to detect Newcombe's presence in the main store would be that you were hiding down by that door because you wished to elude them? Not at all; if I wished to elude them at all I could have got out of that door again and over the top of the gate without going out of that door also [*indicating on plan*].
3823. You have admitted this: that when you came back through that wicket gate you bolted it, and you could not have got out of that gate? Why not?
3824. Because you had drawn the bolt back and you could not get out of that door? Not at all.
3825. Then you walked right through the skillion and sprang out upon Coghlan? When I heard steps I went to see who it was, and sprang out on them.
3826. So that you see it was not impossible to fail to detect Newcombe's presence there, and, as a matter of fact, you did not know he was there until you sprang out, as Coghlan said you did, from that door? I never saw Newcombe, and never saw a light or anything else.

Senior-
constable
W. E. Quelch.
3 Nov., 1897.

Charge No. 14.

Charge 14 was then read by Inspector Cotter as follows:—"Appropriation of Government money in connection with one O'Donnell."

Mr. George O'Donnell, Gentleman, 156 Pitt-street, Redfern, was called and sworn:—

3827. *His Worship.*] What is your name? George O'Donnell.
3828. What are you? Gentleman.
3829. Where do you live? 156 Pitt-street, Redfern.
3830. *Mr. Abigail.*] You are a gentleman of retired means? Yes. [*To his Worship.*] With your approval and the consent of these gentlemen, would it not be better for me to tell you the whole of the circumstances and answer the questions afterwards?
3831. *His Worship.*] You must answer questions.
3832. *Mr. Abigail.*] On the 5th of November, 1892? I cannot say about the dates, you know.
3833. You know what you are here for? Yes.
3834. Do you remember a dog biting Quelch's trousers? My little girl told me.
3835. You had a dog?—Yes.
3836. What sort of a dog? Fox-terrier.
3837. Have you got it still? No.
3838. Did it die or did you kill it? It did not die nor did I kill it. It is *non est* somewhere. I have not got it now.
3839. When did you cease to have it? As near as I can remember, about twelve months ago.
3840. Did Quelch come and make a complaint to you that this dog had bitten his trousers? Certainly not.
3841. Did he never make a complaint to you about it? Certainly not.
3842. Did he threaten to summons you for it? Certainly not.
3843. Did not you pay him something? I did.
3844. What did you pay him for? I paid him as a reimbursement for the trousers that my dog had torn.
3845. Did he speak to you about it? No.
3846. How did you come to pay him? I called upon him.
3847. Your daughter told you something? My daughter told me that a man's trousers had been torn. I did not know whether it was Mr. Quelch or a private individual, and I called upon Mr. Quelch, and the words, so far as I can remember, that I spoke to him were these, "I understand my dog has torn your trousers,"

Mr. George
O'Donnell.
3 Nov., 1897

- Mr. George O'Donnell.
3 Nov., 1897.
- trousers," he said, "Yes, the dog has torn my trousers." I said, "Look, what is about the cost of the trousers?" He said, "About 14s. or 15s.," and I said, "Here, there is 14s., 15s."—or whatever it was—"and get a new pair of trousers."
3848. *His Worship.*] Were you summoned? No.
3849. *Mr. Abigail.*] You never saw the trousers? No.
3850. You do not know whether they were uniform trousers or private trousers! I do not know whether he had on uniform trousers or private trousers, or any trousers at all, as a matter of fact.
3851. There was no summons issued against you? No.
3852. Have you since learned that a summons was applied for? No.
3853. And was actually in the Redfern Police Station? I am quite unaware of it; when I gave this money, it was without any threat or intimidation on the part of Mr. Quelch.
3854. *His Worship.*] You simply wished to compensate him for the damage done to the trousers? Certainly.
3855. Then I see nothing in it. The magistrate could not have awarded damages. This is not Government money.
3856. *Mr. Abigail.*] It was asked about in Parliament, and it was answered in the categorical way in which it was asked. (*To the witness.*) That is all you had to do with this matter? Yes.
3857. Except that there was a complaint made, and Senior-serjeant Bell waited on you about this matter? Yes.
3858. Between the time that you had paid the money to Quelch and the time that Senior-serjeant Bell waited on you, you had seen Quelch, or Quelch had seen you? Oh, no, no, no. I had seen Quelch before Senior-serjeant Bell came to me at all.
3859. Did not he tell you that there was a complaint about it? Not a word.
3860. What did you see him for? Because he did not know whether Senior-serjeant Bell had called upon me or not.
3861. What did he come to see you about? I will enlighten you so far by telling you that twelve months after some question was asked in the Legislative Assembly, and then, when Quelch was asked for a report, these officers came to me to ask me something about the matter. Being, as the Commissioner says, a paltry matter, I had forgotten all about it, and I said, "It is so-and-so. I paid the man for the trousers, and the question is done with."
3862. *His Worship.*] Do you know, as a matter of fact, whether they were private or public trousers? No.
3863. Did Quelch say anything to you about that when you paid him? No.
3864. *Mr. Abigail.*] What did you go to Quelch for before? To reimburse the man.
3865. But after that, and after the questions appeared in the paper? You have confused this altogether. The day after the trousers were torn I called upon Quelch and I gave him this 14s. or 15s, whatever it was, to reimburse him for the destruction of his trousers by my dog.
3866. And you never saw him again until Senior-serjeant Bell had called upon you? A question was asked in the Legislative Assembly some twelve months afterwards, and they came to me to make inquiries.
3867. During the period intervening between the tearing of the clothes and the question in the House had you seen Quelch? No; I did not know him before. Of course, being a public officer, I might have seen him in the street before.
3868. You have discussed the case since? I may have had something to say about it.
3869. And have you found out now whether they were uniform or private clothes? I am surprised at you. How possibly could I find out whether they were uniform or private clothes?
3870. Did not the wisdom of asking for them to be produced suggest itself to you? Do you mean to say, as a business man, that you went and paid 14s. or 15s. for the trousers and did not ask Quelch to show them to you? No. I paid him on the remark of my little girl, and on the supposition, as my little child told me, that the trousers were torn. I made inquiries, and found out who it was. I did not know Quelch before this.
3871. How did you know it was Policeman Quelch? From inquiries.
3872. Then he must have been in uniform? No.
3873. Did your daughter tell you it was a policeman? No. There is a cottage just opposite where this dog ran out, and it was occupied by a man named Burton; and this man Burton happened to see the dog tear the trousers, and he confirmed what my little child told me, and I said to this man, "Who is the man whose trousers are torn?" He said, "Well, it is a policeman—Constable Quelch"; and I said, "Where does he live?" and from other inquiries I made I found that he was living, not where he is living now, but somewhere over towards Mount Lachlan, and the next afternoon I called upon him and I said, "What is the damage my dog has done?" and then I gave him the 14s. or 15s.
3874. Did this man tell you what time it was that the dog had rushed out and bitten the man? Four or five years ago.
3875. What time of the day? As far as my memory serves me, it was between 4 and 5 o'clock.
3876. Was it not between 5 and 6? I cannot say. I am desirous of giving every information, but I cannot recall to my mind four or five years ago. I cannot tell you the very day.
3877. *Mr. Bull.*] There never was any intimation given you that you were to be summoned for anything. None at all.
3878. Nor intimidation in any sense or way? Not in the slightest form.
3879. You have been living at Redfern for many years? For about twenty-five or twenty-six years.
3880. And you have had some opportunity, certainly during the last two or three years, of noticing the senior-constable? I have had many opportunities.
3881. Well, as a resident out there and a Justice of the Peace, how would you speak of him as a police officer from any observation that you have made? Without any flattery or nonsense in the case at all, he is a thorough officer, and a man desirous at all times of doing his duty, and I think the general surroundings of Redfern will support me in saying that the man at all times has been found there when he is wanted.
3882. You have had no conversation with me? No.

Charge No. 6 (continued.):—

Senior-serjeant R. Bell was recalled:—

Senior-
serjeant
R. Bell.

3 Nov., 1897.

3883. *Mr. Bull.*] How long have you been in the Force? Thirty years in January.
3884. And stationed in Redfern how long? About seven years.
3885. You know Senior-constable Quelch? Yes.
3886. Has he been stationed at Redfern during all the time you have been in that division? Yes.
3887. He is your subordinate officer? Yes.
3888. Do you remember the 26th of June, 1896? Yes.
3889. Do you remember some circumstance of a telephonic message from "Myall House"? No. I do not know that.
3890. Did you visit that house that evening? Yes.
3891. What time did you arrive there? I think it would be about 8 o'clock.
3892. Have you a recollection of when you arrived, and of what took place after you did arrive? I went there from Redfern Police Station in company with Senior-constable Harrison.
3893. Did you find Quelch, Coghlan, and Newcombe there at the premises when you got there? Yes, and the place lit up with gas.
2894. I suppose you have heard some conversation between and amongst the people who were there with regard to what was alleged. Did you see some property there? Yes.
3895. You might describe, as far as you remember, what property it was, of course I mean property which apparently had been prepared to be moved by some one? I saw a sack there half filled or more with boots and slippers, and also a waterproof sheet folded up.
3896. With some articles or goods in it? No, I think the waterproof sheet was folded up by itself, and on a table I noticed a large number of reels of cotton.
3897. Do you remember a list being made of the things which it was alleged had been apparently prepared to be removed? Yes.
3898. Who wrote out that list? I think it was Senior-Constable Quelch.
3899. Do you remember how, and under what circumstances it was written—how was the list obtained? I cannot remember; I only remained there a few minutes; as Quelch was there before me, I mentioned that he might get the particulars.
3900. You did mention that? Yes.
3901. As a fact no particulars had apparently been got before you arrived there? Oh, no; there was no list taken at that time.
3902. As his superior officer, you suggested that a list or particulars of the goods should be taken? Yes.
3903. Did you hear either of the two clerks, either Coghlan or Newcombe nominating the goods as they were listed by Quelch? I cannot say that I did.
3904. But did you see the list? I did not see the list at all; I think I mentioned to Quelch that he might get the particulars.
3905. How long, do you think, were you on the premises? About ten minutes.
3906. Then you left Quelch there? Yes.
3907. And Harrison, where was he? He went away with me.
3908. Do you know whether it is a fact or not that reports have been received at the Police Station with regard to burglaries in that vicinity, in the vicinity of "Myall House"? I think there was a robbery at "Myall House" some time previously to that.
3909. Whether there was a robbery at "Myall House" or not, do you remember the stealing of a quantity of gas-fittings from different houses—Mr. Poole's residence, for instance, and some premises of a Mr. Glover? About that time?
3910. Yes? No; I could not say.
3911. Before and since? I could not say for a fact.
3912. Did you hear of the circumstance, or the allegation of the fact, that these robberies had been committed, and that the gas-fittings from several places had been removed? I cannot say for a fact.
3913. You were asked before when you were called with regard to one of these charges: you are not so active as you were when you were lower down in the grade—in other words, you do not do early morning duty? If you are on night duty you invariably leave at 3? Yes.
3914. And do you do much duty upon any beat? I patrol the district when I am out.
3915. You have no beat? No.
3916. You are not like constables, who are simply told off under senior-constables to work certain beats? No.
3917. As a superior officer you patrol? Yes.
3918. Now, during all these years that you have been there, and Quelch has been under you, you have had plenty of opportunities of observing Quelch as a zealous officer? Yes.
3919. Have you ever heard or have you known any insinuation against his honesty, I mean with regard to any propensity to peculate or steal? I never heard anything about his dishonesty until I saw what appeared in *Truth*.
3920. In other words, until these charges, which have since culminated in this inquiry, were put in the papers? I never heard of it until I saw it in *Truth*.
3921. Do you think it likely from your opportunities of observing him, from his manner and his conduct, do you think there could be any truth in any allegation against him of committing this burglary at "Myall House"?
3922. *Mr. Abigail.*] I object to this. It is a matter of opinion.
3923. *His Worship.*] It was decided that we were not to ask the opinion of one officer about another.
3924. *Mr. Bull.*] You never heard any insinuation against his honesty until you saw something in the *Truth* newspaper? No.
3925. You know "Myall House"? I do.
3926. What beat would that be in? That would be in No. 1 beat.
3927. Now, can you tell me this, from any knowledge that you have as an officer of the police there, what hours of the day, as a fact, is that particular beat without a constable? There is always supposed to be a constable upon that beat. Sometimes a constable would be told off to work two beats together and sometimes he may have four beats; very seldom though.

- Senior-serjeant R. Bell.
3 Nov., 1897.
3928. Can you tell me whether between the hours of 6 and 7 in the evening this beat in which "Myall House" is situated would be without a constable? I could not say that.
3929. *His Worship.*] Has Senior-constable Quelch a beat in that direction? It is just according to what side he may be on.
3930. Sometimes it is his beat? Sometimes he would be on that side, and sometimes he would be on the Darlington side.
3931. On that night would that be within the sphere of his patrol? I suppose he would be on that side. Yes, I feel sure.
3932. *Mr. Bull.*] Do you know, as a fact, where he went to when he went on at 6 o'clock that evening? I do not. I did not go on myself until 7 that evening.
3933. Now, tell me, are beats Nos. 3 and 5 in the vicinity of "Myall House"? No; they are on the other side.
3934. They are away out towards Bourke-street? On the other side of Redfern.
3935. Where is No. 12? That is away out on the Baptist Estate.
3936. You know the corner of Crown and Cleveland Streets? Yes.
3937. Baptist-street? Yes.
3938. This place I have named would be in No. 12 beat? Yes.
3939. *Mr. Abigail.*] You are an officer of thirty years' service? Close on.
3940. Were you at Redfern before Mr. Lawless took charge? Yes.
3941. Is it not a fact that in the station there Quelch is known as Mr. Lawless' pet? I do not know for a fact; I have heard so.
3942. There are two men there, are there not—Dukes and Quelch, who are spoken of under that soubriquet? I have heard it spoken of.
3943. Do not answer this question if you have any personal reason why you should not; but I am instructed to put it. As a matter of fact, you have personally complained to the Superintendent that it was a grievance to you that these two men should be told off to do duty which was strictly yours? No, I never complained.
3944. You have not? No.
3945. But you have felt aggrieved, have you not? I never complained to Mr. Lawless.
3946. But you have felt aggrieved, have you not? Well, I would rather not answer that question.
3947. *His Worship.*] Did you feel aggrieved that they should have been told off to do duty that you considered was yours?
3948. *Mr. Abigail.*] You need not answer this unless you like; but is it not a fact that you have felt aggrieved at Mr. Lawless, the inspector, taking Dukes and Quelch into his counsel instead of you, as senior-serjeant, and the next officer in rank to the inspector? Well, I would rather not answer those questions.
3949. As a matter of fact, you know that Quelch is not liked by his brother officers? I have heard so.
3950. Rightly or wrongly, he is not a favourite with his brother officers? I have heard so.
3951. It is a matter of repute there? Yes, he is not liked.
3952. Is it not a fact that some of the other serjeants complain that Quelch has more influence over the inspector than the serjeants have? I have just heard so, that is all.
3953. Is not the complaint pretty general throughout the entire Force there in that division that Mr. Lawless makes too much of Quelch? Yes, as I have said, I have heard all that conversation talked over amongst the men.
3954. In fact, did not this occur: that Mr. Lawless was talking at one time to Quelch and you went in to speak to Mr. Lawless at the station, you bent down to speak to him, and he roared out to you, "Senior-serjeant Bell, don't you attempt to come near me and smell my breath"? I would rather not answer that.
3955. Is it not a matter of common repute at Redfern that Quelch has poisoned Inspector Lawless' mind against you? Has not that been talked about? I do not know. I have only heard so.
3956. And that is the state of things which prevails amongst the police at Redfern, that subordinate officers can complain about their superiors in the manner described in these questions? I have heard so.
3957. *Mr. Bull.*] What special duty would devolve upon Dukes or Quelch which you could perform, or which you complain you could perform and would not be allowed? I would not be sure.
3958. Can you name any one duty which Lawless asked Quelch and Dukes to do and that you felt aggrieved that you were not allowed to do yourself? I do not know of any.
3959. You have, as a fact, had Quelch with you doing special duty with regard to public-houses; in other words, with regard to either systematic Sunday trading or selling during prohibited hours? I think he has been with me on one or two occasions.
3960. You, as a fact, were one of the officers giving evidence in the case against Friend? Yes, he was with me on that occasion.
3961. And you gave evidence in that case corroborating Quelch's statement, in fact you swore exactly the same as Quelch swore, both of you observing what you described? Yes, we were both together on that occasion.
3962. You were not only both together, but you each saw what the other saw? Yes.
3963. You gave evidence on oath at the Police Court of what you saw? Yes, on that occasion.
3964. Do you know as a matter of fact, that it is charged and alleged against Quelch that he did not tell the truth then? Yes.
3965. Did he tell the truth in the case against Friend? He did; on that morning we were both together.
3966. It was selling between 5 and 6 in the morning? Yes.
3967. On that very occasion Quelch had gone to your house that morning? Yes, he came to my house for me.
3968. And he and you were on duty after you came out of your house? We were both in uniform.
3969. *His Worship.*] There was a conviction in that case? Yes.
3970. *Mr. Bull.*] Have you sent any complaint to the Superintendent with regard to this treatment that is insinuated by Mr. Lawless, to you or of you? No.
3971. I suppose you look forward very shortly, do you not, to retire from the Police Force? I could not say that.
3972. You have been there very nearly thirty years? Yes.
3973. I do not mean to say that you are not an active officer. You have not made any of these complaints?
No.
- 3974.

Senior-serjeant
R. Bell.

Nov., 1897.

3974. Have you been chatting with Mr. Dacey? No.
3975. Have you written a long list of your grievances to Mr. Dacey? No.
3976. Can you suggest to the Commissioner from what source Mr. Dacey could have got the information founding these questions which have been asked you with regard to these troubles and grievances? I have no idea.
3977. Except that it is the tittle-tattle of some officer who is not pleased in the Redfern Division, possibly? Yes.
3978. Would you say that there was anything savouring of want of discipline in that Division of the Police Force? I would not like to say so.
3979. I prefer to ask you straight out. Now, we have it that you have never made a personal complaint to your superior officer either verbally or in writing? No.
3980. You have never found fault to Superintendent Read or the Inspector-General with regard to Mr. Lawless' treatment of you? No.
3981. And you are certainly not in the habit of talking to your inferior officers with regard to grievances if you have them? There is one thing I would like to say with regard to Mr. Lawless. I hardly think he has treated me as he has a right to treat me.
3982. Having said so much, do you think that Mr. Lawless has some personal dislike for you? I do think that he has a very personal dislike to me.
3983. But notwithstanding there may be personal dislike between you, he has never in any sense or way interfered with, or prevented you from doing your duty? No. I have always done my duty the same; and no later than last night he insulted me and Serjeant Houlahan most grossly.
3984. *His Worship.*] Then do you think that there is any undue favouritism shown in the station? I do not know so much about that.
3985. *Mr. Abigail.*] What do you mean by that?
3986. *His Worship.*] Do you think that any members of the Force are unduly favoured over others in that section? Do you mean Quelch?
3987. Any? Well, I do not know, sir; but I know that he has not shown me very much.
3988. *Mr. Bull.*] Perhaps you will explain what you mean? Last night I received a telephone message from Mr. Dacey to say that Constable Begg would be required at this court. I was in charge of the station from 2 o'clock to 6, whilst Serjeant Houlahan was at his dinner. Mr. Lawless came in at 6 o'clock, and I showed him the list that I had taken down on paper about Constable Begg to attend at this court, stating that I had received it from Mr. Dacey. Mr. Lawless said, "It appears to me that Mr. Dacey knows as much about these books and this station as we do ourselves."
3989. A very natural thing to say? "And there is no doubt that the serjeants in the station must give Mr. Dacey this information." Serjeant Houlahan said he was the station serjeant, and that he never gave Mr. Dacey any information. I also said to Mr. Lawless that I never gave Mr. Dacey any information, and that I would make him prove it in this court to-day about accusing me of giving him information.
3990. Whose duty would it be if application was made at that station to give information? It would be Mr. Lawless' duty. He is in charge.
3991. It certainly would not be the duty of a senior-serjeant, or even of a senior-constable? Certainly not without Mr. Lawless' permission.
3992. It must filter through the inspector? Yes.
3993. Did not you understand Mr. Lawless to mean that he was making this complaint that information must have been afforded Mr. Dacey through somebody, because he himself had not afforded it to Mr. Dacey? I do not know, I am sure.
3994. And it was, therefore, in the nature of a complaint being made then by Mr. Lawless that somebody without his authority had afforded Mr. Dacey information from these books; is that not what you gather from that? Yes.
3995. What is the gross insult then that Mr. Lawless offered you last night? I consider that a gross insult, to accuse a man of giving information he never gave. He said the station serjeants, and there was no one there then but Serjeant Houlahan and myself.
3996. Is there no other station serjeant but you and Houlahan? Yes, Shaw.
3997. Are not there two other persons who are frequently in charge? I only do that duty while Serjeant Houlahan is at his dinner.
3998. Do not you know, as senior-serjeant there, that both Moore and Kidd, who are only ordinary constables, have charge of the station from time to time? Kidd might. I do not think Moore has.
3999. Don't you know that Moore and Kidd have alternate duty each morning from 3 to 7? Oh, yes, I know that they take the station from 3 in the morning while the serjeant goes and has a sleep.
4000. You know they are there? Yes.
4001. They would have alternate charge of the station each morning? From 3 in the morning until about 7.
4002. Then the information which was afforded Mr. Dacey, if afforded at all, might just as easily or readily have come through these two police officers? I cannot say.
4003. He might just as well have accused the other two police officers. -
4004. *Mr. Abigail.*] They are not station serjeants.
4005. *Mr. Bull.*] Something must have been in Mr. Lawless' mind, that information was afforded without his authority, and no information should be afforded without first filtering through the inspector? Certainly.
4006. You felt annoyed because you thought an accusation was being made against you of doing something you were not guilty of? Just so.
4007. *Mr. Abigail.*] Such an accusation being made in the presence of a serjeant of less rank than yourself? Yes.
4008. *Mr. Bull.*] You and Houlahan are good friends? Yes.
4009. You are sufficiently comrades-in-arms not to have anything like ill-feeling with one another? No.
4010. Are you of a fault-finding disposition or nature? You know, there are some people in the world who are never satisfied unless they are—well, inspectors themselves. Are you of that disposition? No, I am not.
4011. You really were anxious to have an opportunity to say what you have already said? I told Mr. Lawless last night.
4012. And you could only have that opportunity when you were asked? Yes.

- Senior-serjeant R. Bell.
3 Nov., 1897.
4013. *Mr. Abigail.*] You have never spoken to me, have you? No.
4014. Tell me this: From your experience as the senior-serjeant at that station—I want you to directly answer me this question—is there any justification for this epithet being applied to Quelch, “Lawless’ Pet”? Well, as I have said before, I have heard it spoken of.
4015. Does not Mr. Lawless think a good deal more of him, and treat him and Dukes much more liberally than any other constable in the Force there? I do not know, really, for a fact, about that. I know he gives them work to do—inquiries, and all that sort of thing.
4016. And the other men complain that it is work that should be given to seniors in rank? I have heard that.
4017. In fact, work that you should have been given to do, as the next officer in rank to Inspector Lawless, has been handed to Quelch and Dukes? I have never complained of it.
4018. But you have been aggrieved? Well, I have sometimes felt it.
4019. You will admit this, as the next officer in rank at Redfern, that, with these rumours and epithets flying about, it must tend to lessen the discipline at Redfern?
4020. *Mr. Bull.*] I object to that.
4021. *Mr. Abigail.*] As a matter of experience, has it not tended to lessen the discipline there?
4022. *Mr. Bull.*] That I object to.
4023. *Witness.*] I would rather not answer.
4024. *His Worship.*] Do you consider Quelch an active, energetic officer? Yes; I have always found him so.

Inspector Edmund Lawless was recalled:—

- Inspector Edmund Lawless.
3 Nov., 1897.
4025. *Mr. Bull.*] Might I ask you, without being at all inquisitive or offensive, how long you have been in the Police Force? I joined the Police Force in New South Wales in June, 1866; I have been over thirty-one years in the service.
4026. How long have you been in the position of inspector at Redfern? Since 1893.
4027. You were for many years a sub-inspector? Since 1882.
4028. You have gone gradually up, I think, like all good officers who are in your present position? Yes.
4029. You have heard some questions asked by my friend of Mr. Bell with regard to Quelch and Dukes? Yes.
4030. Is it a fact that you have asked both Quelch and Dukes on many occasions to do special duty? Yes.
4031. You might nominate of what character? Oh, different inquiries, and to investigate complaints.
4032. And as plain-clothes constables? Sometimes.
4033. I suppose they have only been asked to do just that character of duty which constables are asked by their officers to do? That is all.
4034. They are much younger men than Mr. Bell? Both of them.
4035. Twenty years younger possibly? Yes.
4036. More capable, either or both of them, of physical endurance? Yes, I should think so.
4037. And certainly more physically active? Certainly.
4038. What aged man would Bell be? I could not tell you; I suppose he must be getting on towards 60.
4039. Neither Quelch nor Dukes would be probably very much over 33 or 35 at the outside? I do not know their age; they might be a little over.
4040. Have any complaints been made to you by Bell at any time with regard to your favouring Quelch or Dukes? Never to my knowledge.
4041. Are you aware of the existence in the Redfern Division, of this disaffection or dissatisfaction? Not until Mr. Dacey had mentioned it, ventilated it. He says so.
4042. Are either of these two men, Quelch or Dukes, shown any special favours by you? Certainly not and never have; that I can prove by the Superintendent, for I have had to report both of them, and in one instance, I may say so, I am bound to say so, Dukes was so vexed at what I had said about him that he asked the Superintendent to remove him to some other station.
4043. You say Dukes was so much annoyed with your treatment of him that he asked the Superintendent to remove him? Yes. There is not a man in the division who could get up and conscientiously say that I have favoured him more than another man. I have always given any man a chance to show what he can do. I have recommended them to the Superintendent when I have had an opportunity. I do not often get an opportunity.
4044. Is there any personal dislike from you to Senior-serjeant Bell? No, no personal dislike whatever.
4045. *Mr. Abigail.*] We say that all these men are “pulling your leg” and you do not know it, you are too simple to see it? No.
4046. *Mr. Bull.*] Has your superior officer at any time charged you with simplicity? Not that I am aware of.
4047. It is a fact, is it not, from your own personal observation and knowledge, that information has been afforded by some of the men in the Redfern Division without your authority? Certainly. It must have been done.
4048. Application has not been made to you as the fountain head? Never until this commenced.
4049. And that is the matter which you complained of last night. That is what it had relation to? It had.
4050. When Bell speaks of having received a gross insult from you, were you doing any more than as his superior officer—rebuking those who were there for doing what they had no right to do, as a matter of duty? That is all. I did it in a very quiet way.
4051. I have never heard you speak in any other way but quietly. You did it in your usual way? Yes. I did not wish to disguise it, and I told them they could mention it here if they wished.
4052. *Mr. Abigail.*] You know, do you not, that it is common talk amongst the men in your division that Quelch and Dukes are favoured? No, I never knew it mentioned until I heard it in this court.
4053. And have you made inquiries since to ascertain? No, I do not make any inquiry about such gossip as that.
4054. Although it has been mentioned in this court, you never made inquiries? No.
4055. And you assign as the reason for the absence of investigation that you do not take notice of such gossip, although the statement is made by Mr. Dacey, a member of Parliament? It is made by my officers. I am not going to retail what is said in the court.
- 4056.

4056 Is not this enquiry, embracing seven years of Quelch's police career, sufficiently serious for you, as inspector, to make inquiry as to whether the charges are true or not? I deny it *in toto*—everything.

4057. Have you made inquiries amongst your subordinates to see whether they do commonly talk in the way that is alleged? I am not going to lower myself to go and communicate with the men about that.

4058. Would not you tell off one of your serjeants to make inquiries? No. I would not trust any one of them.

4059. When you are giving orders for work requiring physical qualifications superior to those of an officer of Serjeant Bell's age, is it not one of the canons of the Service, which should be always observed, for you to issue your order through the senior-serjeant so that he can issue it to the senior-constable? Yes, if it is his day; but he is not there.

4060. But when he is there, do you not pass him over and issue your orders direct to Quelch and Dukes? Certainly I should, and every other officer would.

4061. Is not that a breach of departmental canons? No. If I had to send a report in, I would send it through my superior officer.

4062. Do you not send work to Quelch and Dukes not requiring any superior qualifications to the qualifications of Senior-serjeant Bell, but requiring a mental qualification and discretion where the age of the officer would be material, and pass over the senior officers? I would rather you put it in more simple language. You put it in such a roundabout way it is impossible for me to understand it. If you will ask me a simple question, I will answer you in a simple way.

4063. You have admitted that you are frequently called upon to give Quelch and Dukes work which you would give to Bell only that these two men have superior physical qualifications to Bell? I never said anything of the kind.

4064. That is what it means. Now, have not you passed over Bell and other senior officers and preferred Quelch to do duty where the discretion of an older officer was required? No.

4065. Where the mental qualification was in Bell and not in Dukes or Quelch? I do not know. I am not prepared to state what his mental qualification is.

4066. Will you swear you have not? Certainly. I have not given them anything to inquire into when I thought he had a better capacity than they had.

4067. You know that these men are spoken of as Mr. Lawless' pets? You have said so.

4068. You know it is a matter of common talk in the station? No; I do not. You have mentioned it in Court; that is all I know about it. If the men have said so they are responsible for it, I am not.

4069. You will admit that right through this inquiry, and before the Court sat Quelch was allowed to have free access to all the books and papers in the station, although he was relieved from duty, and that permission was given to him by you without any authority from his Worship? He had access to the books.

4070. And you will admit that when Mr. Dacey went up to see the books that Quelch had had access to he was denied, and given as a reason that you had left express orders that he was not to be shown anything unless he brought with him an order from the Commissioner? Certainly.

4071. Why did you exercise discretion? I had orders to refuse Mr. Dacey from my superior officer.

4072. Which superior officer? Superintendent Read. You do not suppose I should do such a thing of myself without authority.

4073. *Mr. Bull.*] You refused until you got some authority from the Commissioner? Yes.

4074. *Mr. Abigail.*] I want to fasten the responsibility on the person who ought to carry it? I obeyed instructions.

4075. Did you last night charge Bell or Houlahan; did you mean to convey to them that they had given any information to Mr. Dacey when you said "the station serjeants"? I said that it was quite evident some particulars had been given to them by some of the serjeants or someone in the station.

4076. And did not you mean to convey that they were partly to blame? Certainly, because they had charge of the documents, and they ought not to have allowed anyone to have access to them.

4077. So that you were not surprised at Bell and Houlahan feeling aggrieved? I am not surprised at anything; they do not attend to their duty much.

[At 4:30 p.m. the Commission adjourned.]

THURSDAY, 4 NOVEMBER, 1897.

[The Commission resumed its sittings at 10 a.m. in the Licensing Court, at the Central Police Station.]

Present:—

MR. WHITTINGDALE JOHNSON, S.M. (SOLE COMMISSIONER).

Senior-constable W. E. Quelch and Mr. J. R. Dacey, M.L.A.

Mr. J. W. Abigail, Solicitor, appeared to support the charges; Mr. Charles Bull, M.P., Solicitor, appeared to defend Senior-constable Quelch.

Charge No. 10.

Charge No. 10 was read as under:—

"*Mr. Levien*: I am not a believer in Quelch. I do not think that he is a man that will altogether speak the truth. There is no doubt he told a lie. I believe he is a liar beyond all doubt."

Robert Henry Levien, Esquire, M.L.A., Solicitor, was called and sworn:—

4078. *His Worship.*] What is your name? Robert Henry Levien.

4079. You are a practising solicitor? Yes.

4080. And you are the member for Quirindi? Yes.

4081. *Mr. Abigail.*] Do you remember a statement in the Assembly by Mr. Dacey dealing with certain charges against Senior-constable Quelch? Yes; I do not recollect the date.

Inspector
Edmund
Lawless.

3 Nov., 1897.

Robert Henry
Levien, Esq.,
M.L.A.

4 Nov., 1897.

Robert Henry 4082. And you took part in that debate? Yes.

Levien, Esq., 4083. And you made a speech, in the *Hansard* report of which the following paragraph appears —

M. L. A.

4084. *Mr. Bull.*] I object to my friend reading from *Hansard*.

4085. *Mr. Abigail.*] Then I will read from the tabulated report of the charge. [*Read the charge.*] Did you make those remarks? Yes; those are my observations.

4 Nov., 1897,

4086. Now, do you wish to say anything with regard to those observations? That is a peculiar way of putting a question. I want to know what you want to ask me.

4087. Is it from your experience as a practising solicitor in courts in which you have seen Quelch give evidence that you have come to the conclusion that "he is a liar beyond all doubt"? Of course, believing the statements of my clients.

4088. *Mr. Bull.*] That is quite right, Mr. Levien; we do sometimes believe them? Believing the statements of my clients. Some of them, I know, are reliable men, whose words I would just as soon take as their oaths, and that is the conclusion I came to. Perhaps I may say this, it may have been a bit strong to use that language without some absolute proof; but believing my clients as against him is how I come to that conclusion.

4089. *Mr. Abigail.*] What case were you referring to when you made use of the words "there is no doubt he told a lie"? That was referring to that case with reference to the keyhole. I took the statements of Mr. Smithers, who tried the case.

4090. You were in Court at the time? No, I was not.

4091. From hearing what? From just hearing the statements of what was said by the people round, and hearing the comments that had been made by Mr. Smithers. I understood that Mr. Smithers had visited the place, and had come to the conclusion that he could not see, and that is how I arrived at that conclusion.

4092. You will admit that these are very strong words to use, even for a member of Parliament under cover of privilege? Yes. In that case, believing Mr. Smithers' statement that he could not see, and as his evidence was so much at variance with Mr. Smithers' opinion, I came to the conclusion that I would rely on Mr. Smithers.

4093. There can be no doubt that you spoke of Quelch in the general sense from your opinion of him, observing him as a practising solicitor? Yes, taking into consideration that I would sooner believe my clients, having a knowledge of them. Of course you must admit, that on the other hand my clients may not have been telling the truth.

4094. *His Worship.*] When you are conducting a case, it is your place to throw as much doubt on the opposite side as you can? Yes.

4095. Do you consider that when a magistrate gives a defendant the benefit of the doubt he actually brands the prosecutor as a perjurer? No, certainly not. I would be very sorry to think so, because I know many times that your Worship has even leaned with the utmost discretion to try and relieve a man of any stain upon him, and at the same time give the man the benefit of the doubt even when the evidence leaned against him.

4096. You know that people can unconsciously give a different statement of what they conceive to be a fact? Yes. Lawyers themselves are a bit prejudiced to their own side.

4097. *Mr. Abigail.*] You do not believe in hitting a man below the belt? No, I do not.

4098. So that you had satisfied your own mind that you were justified in speaking in that way of Quelch? I felt satisfied in my own mind or I would not have used those observations with reference to him. At the same time you know there are parts of my speech where I referred to this burglary business, and said that, as a matter of fact, it was beyond all comprehension; I could not believe it myself, and if you allow me to express an opinion, I do not believe it. With reference to Mr. Inspector Lawless, I have the utmost confidence that he would not allow any officer to remain under him that he had the slightest doubt about.

4099. *His Worship.*] As a matter of fact, you believe that Quelch presses his cases very hard? Yes, and unduly presses them.

4100. *Mr. Abigail.*] You think he is a man who would not mind straining a point and saying something not absolutely true to win his case? I would not take upon myself to stamp any man as a liar in that way. Of course I believe my clients against him, but you mean committing perjury.

4101. *His Worship.*] In that particular case, do you think it was improbable that he could have seen what he said, taking all the circumstances of the case together? I know nothing about the facts, only what I heard and Mr. Smithers' statements.

4102. Of course, you know a man can see a good deal through a key-hole, sometimes? Yes.

4103. *Mr. Abigail.*] But you certainly said this: "It should have been the duty of the presiding magistrate to recommend the man's dismissal, or to have an inquiry"? Yes, I did say that. That is, believing that statement.

4104. You said also, "I would not have him in the Force ten minutes." And, personally, you would not, would you, from your knowledge of him? Well, now, there is no doubt I said that; and I am man enough to admit that, perhaps, it was a bit too strong. I am not going to follow up any unfortunate observation of mine. I think I may have in my time, and I dare say every member of Parliament has, at one time or another, unfortunately, said too much, and I regret two or three instances in my public life of making comments, that I, without reservation, withdraw, and feel very sorry that I have made them.

4105. *Mr. Bull.*] Is that one of them? Well, with reference to that, perhaps that was a bit too strong. I know of others, I suppose, about every other public man.

4106. *Mr. Abigail.*] Do I understand you to say that you wish to withdraw that? Well, I would like to withdraw that.

4107. *His Worship.*] Don't you think it would have been the duty of the magistrate, if he thought that wilful and corrupt perjury had been committed in this case, to have taken some notice of it? Yes, I think my observations would infer that. Perhaps in the hurried speaking in the House a man may overlook what ought to be conveyed.

4108. I suppose you know as well as I do that there is a good deal of doubtful evidence given in these courts on all occasions? Yes. And as your Worship says, the people may do so unconsciously. I do say with reference to Mr. Quelch that he likes to press his cases, and he goes a little bit further than what some men would do.

4109. And don't you think it quite possible and probable that he could have seen enough to have led him to

to

to the conclusion that he saw what he thought? Of course I do not know. I do not believe in these "keyhole constables" at all myself; it is a most degrading position.

4110. *Mr. Abigail.*] You do not believe in constables assuming disguises? I think it is necessary to assume disguise. You would never get anybody convicted at all if the constables did not.

4111. But to obtain convictions by means of false pretences on the part of a constable pretending to be somebody else than he really is, you do not believe in that, nor in constables playing the part of Paul Pry at keyholes? No, I do not believe in it. I think that observation applies to the former part of my speech.

4112. You know that there is a good deal of dissension amongst the police at Redfern, do you not? Well, as a matter of fact, I never had any conversation with the police officers in Redfern about Quelch at all, but when this matter was spoken of, I thought it would be unfair of me, considering that the Government intended to have a commission, to even speak upon that at all, because I would have no right to do it.

4113. But, prior to this discussion in the House, do you not know from your experience, practising in the Redfern Court so frequently, that there is a good deal of dissension in the Redfern Force? Well, I have heard one or two of the Police Officers say that there was.

4114. *His Worship.*] No doubt in every force there is a good deal of dissension.

4115. *Mr. Bull.*] Why, in our profession there is.

4116. *Mr. Abigail.*] But of course you will admit that dissensions of that sort would be subversive of all discipline in the Police Force?

4117. *His Worship.*] That is not one of the charges.

4118. *Mr. Abigail.*] I merely wished to get it out as a matter of experience.

4119. *Mr. Bull.*] As a rule we take for granted that our clients, when instructing us, particularly in cases under the Licensing Act, are telling us the truth? Yes, generally we do.

4120. And we take some trouble sometimes to find out whether they are? Yes, a great deal at times.

4121. Sometimes in your experience you find that they really are not telling the truth? Yes, and I know both of us at times have asked them not to go into the box, and at other times we have had sufficient power over our clients to compel them to plead guilty.

4122. Has not this happened to you: In appearing for some publican who has actually made an admission of the very circumstance which was alleged against him, has he not been prepared unless prevented by you or me to go into the witness-box and swear that the thing never happened? I would rather not be asked that.

4123. As a fact have you not advised in cases under the Licensing Act, after hearing the evidence for the prosecution, that the defendant should plead guilty? Yes.

4124. Notwithstanding the fact that your instructions were opposed to the evidence given by the police? Yes.

4125. *Mr. Abigail.*] Or probably in matters of that kind your defence was purely technical, and you were waiting to see if the case was technically proved.

4126. *Mr. Bull.*] Technical cases cannot assist us in this matter. I am asking Mr. Levien plainly and bluntly with regard to people charged with offences.

4127. *His Worship.*] My experience is that the attorneys will not fight a bad case.

4128. *Mr. Bull.*] In any utterance made by you in the House you were not prompted by any personal matter of yours in which you could accuse Quelch of lying? No. I may as well give myself away at once. It is not generally known but I believe I recommended Quelch to the Police Force.

4129. And spoke personally to Inspector-General Fosbery of the man? I did.

4130. On his entering into this present position? Yes; I think Quelch came to me and I knew him and had met him frequently.

4131. You gave him a letter in the first instance and personally spoke to the Inspector-General of Police? Yes, I wanted to do him a good turn.

4132. And this conclusion that you came to was really what you had heard outside and upon the conclusion which you understood Mr. Smithers himself had come to in contradiction of the statement made by Quelch that he had seen what he said he saw through the keyhole? Yes.

4133. That is the way you come to your conclusion? Oh, certainly, I believed the statement of Mr. Smithers thoroughly and the matter was such public property, as you know. It was spoken of very strongly.

4134. Speaking with regard to Quelch as to unduly pressing his cases, you and other members of the profession have used this expression that he was "rather strong"? Yes.

4135. Which means exactly the same thing only put from our own point of view? Yes.

4136. Is not this what it is intended to convey, that he swears up to the mark, presses his cases possibly more than it might be fair for a policeman ordinarily, and swears up to the mark? You know there is a way of giving evidence. A man gives his evidence, and makes it, to use our own words, "stronger" than what is needed.

4137. *His Worship.*] Presses the case more than is needed? Yes. If he sees the defence gone into and he can fill up a gap with something he has forgotten, policemanlike, he gets into the box and fills up that gap.

4138. *Mr. Bull.*] A la Brennan? I think it is a most reprehensible practice.

4139. I think you will agree that in cases where Quelch is a witness he does not forget much? Oh, no.

4140. *Mr. Abigail.*] The complaint generally is that he remembers things that never existed. Is not that the complaint among the solicitors?

4141. *Mr. Bull.*] I must object to your interposing these questions in this irregular way. (*To the witness*): You were not aware at the time you made the remarks in the House that the very depositions of the witnesses in this case where Mr. Smithers made this inspection were taken outside the court by the solicitor who had charge of the defence and read to the witnesses who had not been called—the evidence which had already been given in the prosecution was read to the witnesses who had not been called for the defence? No; I was not aware of that. There was a man of the name of Swan giving evidence. I knew Swan for years. I had implicit confidence in him, as I have now.

4142. The question was not whether Swan was in this hotel until this hour of the morning, but whether Swan had been seen by Quelch at some hour in the morning drinking liquor? I know nothing about the case.

4143. Do you know there is no such contention that Swan was in the house at that hour of the morning? Now, I know it. The only thing I knew was that it was generally spoken of, the man being seen in the bar, and the possibility of seeing him.

4144.

Robert Henry
Levien, Esq.,
M.L.A.

4 Nov., 1897.

- Robert Henry 4144. The only contention was, apparently, that Swan being admittedly in the place at the time when
Levien, Esq.,
M.L.A. Quelch saw him there, did Swan at the time that Quelch said he saw him through the keyhole drink of
something from a glass which was a liquor? No; I did not know that that was the contention.
- 4 Nov., 1897. 4145. Nor did you know that the very depositions were taken by Mr. Smith out of the court into the yard,
and read to the witnesses who had not been called, and were afterwards called? No, I did not know that.
4146. How would you stigmatise conduct like that. Would you descend to do that? I would not like to
take the responsibility.
4147. *Mr. Abigail.*] In justice to Mr. Smith, whom I know, I think he should be called to give evidence.
4148. *His Worship.*] He is not charged. I do not think it is necessary at all.
4149. *Mr. Bull.*] Do you know that Mr. Smith actually took the depositions out and read them to the
witnesses in the court-yard?
4150. *His Worship.*] When friends are found at a quarter past 1 in a public-house, which is lit up, and in
the vicinity of the bar, don't you think that the probabilities are that they have been drinking? It is too
natural. I think I would. I do not think I would stop there all the time without drinking.
4151. *Mr. Abigail.*] The only test is for your Worship to look through this keyhole and see whether you
can see.
4152. *His Worship.*] I decline to do that.
4153. *Mr. Bull.*] Were you aware, at the time that you made the remarks that you did in the House, that
these depositions had not only been taken out, but that the circumstances had been strongly commented
upon by Mr. Smithers? No. This is the first I have heard about that. I did not know, until you just
mentioned the matter, who the attorney was.
4154. Were you aware, too, that Mr. Smithers, when dismissing the case, said this: "I think it is possible
Quelch was mistaken in saying what he saw. At any rate, I give the defendant the benefit of the doubt
which I have in this matter"? No. I understood that he went further than that.
4155. *Mr. Dacey* went so far at the House as to claim me as one of the audience at the time this was heard,
and I was not within miles of the court on that day. The matter only came to me as a matter of hearing,
the same as it came to Mr. Levien. Your Worship will understand, I think it only right to say as I said
just now, that, believing that statement of Mr. Smithers was stronger than I hear now, of course I came to
that conclusion; and, from the general manner in which Quelch conducts his cases, and believing the
statements of my clients, knowing that some of them are respectable men whose words I would just as soon
take as their oaths in cases I may have against Quelch—I say I may have been mistaken.
4156. *His Worship.*] Were you defending this case? No.
4157. *Mr. Bull.*] Mr. Carter Smith was the solicitor? This is the first time I have heard about these
depositions being taken out. I may say that, in the heat of debate, any man in Parliament may make an
expression of opinion which he may afterwards find out to be a mistake. "Open confession is good for the
soul," they say. I know that I have even expressed an opinion against his Worship who sits here, Mr.
Clark, and I know that I was wrong when I made it, and I ought to have there and then made an apology
the next night.
4158. You heard this charge which was made against Quelch of burglary at "Myall House"? Yes. And
I made my observations then, and I did not believe it.
4159. And you do not know? Of course I am not off my head.
4160. *Mr. Abigail.*] You only heard what was said in Parliament? Knowing the character of Quelch—
he may stretch his imagination—but I do not believe that he is a thief. I do not wish to go back on my
statement that I know that Quelch has, what I consider, been too zealous, and there is a way of stretching
a case. Neither you nor I would do it.
4161. An officer like that is a menace to public liberty? I do not think I should give an opinion on that.
4162. Although you stated, upon Mr. Dacey's allegations concerning Quelch with reference to "Myall
House," that you could not come to the conclusion that Quelch was a thief, still you did not mind coming
to the conclusion, from your general experience of the man and from your observation of him, that he was
a liar? That is what I said.
4163. Is not that still your impression or opinion? After considering the matter over I do not go that far.
Knowing Inspector Lawless as I have done for a number of years, and having the highest opinion of him,
I can hardly think that if he had any knowledge of these things he would have allowed him to stop for one
moment.
4164. Then it is your respect for Mr. Lawless rather than for Quelch that has brought you to this
conclusion? No. I have just given my evidence as fairly as I can. I say I may have made my observations
a bit strong, but it is from the general knowledge of his manner of pressing cases and from my belief in my
own clients. Sir James Martin once told Sir Julian Salomons that he had better hold his tongue than
repeat himself, and I do not think that it is any use my repeating myself.
4165. *His Worship.*] In fact you think Quelch may be over anxious to secure convictions? Yes; that is
the way I put it. I think that would be a very good definition.
4166. *Mr. Abigail.*] You admit that a model policeman should preserve neutrality and show no bias? Yes.
And they tell me that Quelch is religiously inclined. I should advise him to read that "On and Off Duty."
It would save him a bit of trouble.
4167. From your knowledge of Mr. Carter Smith, he is not a man, in your opinion, who is likely to take
out depositions?
4168. *Mr. Bull.*] I object. I made no personal reflection against Mr. Carter Smith.
4169. *His Worship.*] Mr. Smith is not in the matter at all.
4170. *Mr. Abigail.*] He is being stabbed behind his back as it were.
4171. *His Worship.*] There can be no doubt about that, because he was censured by the magistrate at the
time.
4172. *Mr. Bull.*] I would just like to ask Mr. Levien this question, so as to show that I am making no
insinuation against Mr. Smith. Are you aware that on the very next day, in the daily press, the following
paragraph appeared referring to the charge of Sunday selling at Redfern?
4173. *Mr. Abigail.*] I object to my friend asking these questions, because it is only done to get it down in
the notes.
4174. *Mr. Bull.*] This is in defence of Mr. Smith, and not an insinuation against him. Are you aware,
as

as a fact, that the newspaper of the next day mentioned the circumstances, and also gave Mr. Smith's explanation to the magistrate. "Mr. Smith was called into Court, being told he had no right to do such a thing. He explained that he considered he was perfectly in order in doing so, but would not have done it had he not left a full note of the proceedings which he himself had taken at the time in another Court." [Exhibit No. 25.]

Robert Henry
Levien, Esq.,
M.L.A.
4 Nov., 1897.

4175. *Mr. Abigail.*] There is the end of this great plot to suborn people to commit perjury, and I say that is a deliberate charge hurled against Mr. Smith.

4176. *Mr. Bull.*] I suppose Mr. Smith acts for me oftener than he acts for any other practitioner in the city, and he would not act for me if I had that opinion of him.

Charge No. 6.

Mr. Thomas Coghlan, clerk, Charities Department, was called and sworn:—

4177. *Mr. Abigail.*] Is it a fact that there was sufficient light in that skillion addition to the main store for Quelch to have walked through from the front entrance to the skillion, right through to the wicket-gate at the back? No. Not sufficient for him to miss the bag.

Mr. Thomas
Coghlan.

4178. That was the bag of stuff that was just at the side of the door? Yes.

4 Nov., 1897.

4179. *Mr. Bull.*] Might I point out that in these commissions witnesses cannot be called from time to time to contradict each other. My friend is pursuing a course that is never allowed in these commissions. This man has given his account of what took place there, and Quelch has given his account, and if this course of procedure is proceeded with I shall recall two witnesses to contradict this man.

4180. *His Worship.*] This is the same matter.

4181. *Mr. Bull.*] Have you not been told since yesterday that Quelch swore that he did go through without seeing this bag? Yes.

4182. *Mr. Abigail.*] I told him. Your Worship sees that these are my witnesses —

4183. *His Worship.*] I do not think it is necessary. I decline to allow the question to be put.

4184. *Mr. Abigail.*] I submit that this is a Court for the full investigation of these charges, and in order to get, if possible, at the truth.

4185. *His Worship.*] I must go by the laws of evidence.

4186. *Mr. Abigail.*] Not in a royal commission. It is more like a coronial inquiry.

4187. *His Worship.*] Personally, I do not object. Mr. Bull objects. To prevent any trouble I will let the question be put. (*To the witness*): Your opinion is that he could not have passed? The passage was too small.

4188. What room was there to pass? About 3 feet.

4189. Do you think a man could not pass at a distance of 3 feet without touching the bag? Not in the position it was in.

4190. It think it will be necessary for me to go and see that place.

4191. *Mr. Abigail.*] I think that will be better. (*To the witness*): How long, in the first instance that Quelch came to you, on the Monday or Tuesday previous to the 26th, was the constable there from first to last that afternoon?

4192. *Mr. Bull.*] I object to this. He has been asked to swear he was there an hour and a half.

4193. *His Worship.*] That has been asked before, I cannot allow that.

4194. *Mr. Abigail.*] Quelch admits he was coming through the skillion addition, and when he came to the door you and he collided. If that is so, could he have failed to detect the presence of Newcombe in the main building? No.

4195. *Mr. Bull.*] We have had this from this man. It is simply opening up the whole thing after having had a long chat with this man. I will show you how important this is in a minute when I ask you a question. These people are on their trial to some extent. Anybody can see that? I am not on my trial.

4196. I do not say that you are actually, but I will ask you something in a minute.

4197. *Mr. Abigail.*] Have you ever been suspected of this? Certainly not.

4198. Did Quelch walk calmly out of that door in an ordinary way or did he tumble out?

4199. *His Worship.*] We have had all that. I cannot have that again.

4200. *Mr. Abigail.*] This is supplemental.

4201. *His Worship.*] I decline to hear it.

4202. *Mr. Abigail.*] Is it a fact that he grabbed you or ran into you with his head down? He never touched me.

4203. He did not spring out and grab you? No, when he got about a foot from me he stopped.

4204. *Mr. Bull.*] We have had all this.

4205. *Mr. Abigail.*] When you showed him over the store, as you have alleged in your evidence, did Quelch take up any of the articles and discuss their qualities?

4206. *Mr. Bull.*] Quelch has been asked this, and denies it.

4207. *His Worship.*] It may as well be asked.

4208. *Mr. Abigail.*] When you took Quelch over the store in the loft, and showed him these articles, did he pick any of them up and admire them? He put his hand on some of the things, and asked about their quality.

4209. Was that both upstairs and down? Yes.

4210. And is there any doubt that you showed him over the place? Not the slightest.

4211. Is there any doubt that you asked him to keep a lookout on the place?

4212. *Mr. Bull.*] I object to all this. Your Worship sees what my friend is doing. He is doing absolutely what your Worship has decided he cannot do. This witness has sworn in his examination-in-chief that he did that, and now this question is put to him.

4213. *Mr. Abigail.*] Have you any motive to injure Quelch, or is it your object to injure Quelch in any way at all? No, it is not my object.

4214. Have you any illfeeling towards him? No.

4215. Have you been influenced by anybody, Mr. Dacey included, to strain a point to injure Quelch? No man can possibly do that.

4216.

- Mr. Thomas Coghlan.
4 Nov., 1897.
4216. So far as you are concerned, would any man dare to do it? No.
4217. You have been in the service fifteen years? I have had one break.
4218. Your brother is Dr. Coghlan, is he not? Yes.
4219. And you are a brother of the Statistician? Yes.
4220. You said something about getting promotion? I expect it.
4221. When did you first know Mr. Dacey? When I was sent down by the Chief Clerk.
4222. You called at the Charitable Institutions Office and interviewed the Chief Clerk? Yes.
4223. And you were called into the presence of the Chief Clerk and asked questions by Mr. Dacey? Yes.
4224. Was that before or after his speech in Parliament? Before.
4225. *Mr. Bull.*] Do you remember whilst Quelch was at the store on the day that you mention that you imparted—I do not care to be too inquisitive—some little private circumstance, I mean some little trouble which had overcome you, to him? Yes, I did.
4226. Do you know this: that Mr. Maxted himself made complaint to one of the Police Force, one of the private members of the Detective Force?
4227. *Mr. Abigail.*] Who was he, please?
4228. *Mr. Bull.*] You will get that directly. See if he knows anything about it. (*To the witness*): Do you know that Mr. Maxted himself made complaint to one of the Detective Force that he was not altogether satisfied with the integrity of the clerks that he had in that place, asking that officer to watch that place? Yes.
4229. Do you know that at that time a clock had been stolen out of the place? Yes. [*Exhibit No. 26.*]
4230. It was stolen out? Yes.
4231. And by a brother, too, of one of the then employees? That was not proved, though. I do not think so.
4232. Was it not shown where it was taken out? Was it not shown that it was taken out by one of the employees? I believe the place was broken into.
4233. Do you not know this: a portion of the very property stolen out of that place when it was broken into was found in the possession of the brother of one of the then employees? I believe it was.
4234. Now, I do not care to be too inquisitive, to ask too many questions.
4235. *Mr. Abigail.*] Now, this makes it appear as if he is the brother of the man? I am not the brother.
4236. *Mr. Bull.*] Well, I say that I have no such thing in my mind with regard to Mr. Coghlan. You know that this person is no relation of yours? The inquiry at that time was in connection with an anonymous letter written to Mr. Maxted.
4237. But it had relation to the integrity of the clerks who were there? Yes it was subsequently found out who did it.
4238. Did I understand you to say, Mr. Coghlan, or was it the other witness, Mr. Newcombe, that on the day when Quelch was there there were two women in this place? There was nobody there at all.
4239. I have something of that sort in my mind. Did anyone say that there were two women there? Not that I know of. There were not two women there.
4240. You have heard Constable McIntosh's evidence in this case. You have not been told that by anybody? No.
4241. Do you know that he mentioned the circumstance that there were two women there? He could not.
4242. *Mr. Abigail.*] He certainly did not in this inquiry.
4243. *His Worship.*] I do not recollect it.
4244. *Mr. Bull.*] There are lots of things which we are not likely to remember? Do you mean on the night when the robbery occurred?
4245. Exactly? Oh, well, there were Mrs. Maxted and Miss Keele.
4246. *Mr. Abigail.*] There is a nice insinuation. "There were two women there," and one of them was Mrs. Maxted, a lady of the highest repute.
4247. *Mr. Bull.*] There is nobody insinuating anything against Mrs. Maxted, and the Court knows it? Newcombe telephoned to Mr. Maxted, and Mrs. Maxted came down instead.
4248. I prefaced what I asked you by saying, "Did you, as a fact, have a conversation with Quelch on the Monday about some other matter of your own, and did you impart certain confidences to him, just answer 'Yes' or 'No'?" Did you have a conversation with Quelch about a lady"? I did, possibly.
4249. Now, you see at once that nobody in the realm of imagination could dream that I could be referring to any one of the two ladies whom Mr. McIntosh saw there? No.
4250. I had it in my mind that somebody did mention the fact that there were two ladies at some time or other. Where do you say this bag was? In the passage.
4251. And the passage, I think you told us, was 3 or 4 feet wide? About 3 feet wide.
4252. Was there any investigation by the authorities, or were you people asked to make an explanation with regard to any of your conduct on this particular afternoon or evening of the 26th of June by Mr. Maxted? No.
4253. Were not you asked to report where you were and what you were doing? No. I reported the matter.
4254. I simply asked whether you were asked to report? No.
4255. How far was this hotel that it is mentioned both of you went to to have a drink from "Myall House"? Crimp's, down past the railway bridge.
4256. How far is that away? 200 or 300 yards.
4257. How long were you in there? Not five minutes.
4258. Now, fix the time that you were there? I should say it was—well, to the exact minute, I could not possibly.
4259. You have your own time, fix the time? It is rather difficult after sixteen months to fix a thing to a minute.
4260. But you were only there five minutes, and you went straight back to "Myall House"? Possibly less.
4261. I am only taking what you said yourself. You said "about five minutes," and you went straight back from the hotel to "Myall House"? Yes.
4262. Cannot you tell us now what time it was that you were at that hotel? It must have been close on a quarter past 7.

Mr.

Mr. W. A. Newcombe, Clerk, Charities Department, was recalled :—

Mr. W. A.
Newcombe.
4 Nov., 1897.

4263. *Mr. Abigail.*] Have you any motive or object to injure Quelch? None whatever.
 4264. Have you been influenced by anybody to give evidence to injure Quelch? No.
 4265. Have you been influenced by Mr. Dacey in any way as to what evidence you should give? No.
 4266. Now, was this skillion addition to the main store so dark as to render it impossible because of the position in which that bag of stuff was for Quelch to walk through from the entrance to the wicket-gate at the rear without falling over it? He must have knocked his foot against it.
 4267. There were only about 3 feet? Yes, about 3 feet.
 4268. *His Worship.*] Supposing he did knock his foot against it, was it not so dark that he could not see what it was?
 4269. *Mr. Abigail.*] Then would he not stoop down and feel?
 4270. *His Worship.*] I do not think it is material at all if he did knock against it. Now, what interval was there between the bag and the other side of the passage? A couple of feet.
 4271. *Mr. Abigail.*] But the bag was right in the entrance of the door, as it were, just 3 feet in? Right in front of the door.
 4272. And if a man had walked in and just opened the door, especially in the way that door was being held up by the lock, and walked through, could he have escaped the bag in any way? He could not have escaped it.
 4273. He would have tripped over it? Yes.
 4274. *His Worship.*] You say there was not room to pass it without touching it? Oh, yes, there was room to pass it.
 4275. Then must he absolutely fall over it, for that was what you said in the first instance? He might possibly fall over it.
 4276. *Mr. Bull.*] I suppose if a man said he did not you would be rather inclined to believe him, he would know better than you? Certainly.
 4277. *Mr. Abigail.*] Could he have walked straight through that door without falling over it? Well, if he knew the bag was there he could.
 4278. But in entering the back there, and the bag being in that position and in the dark, could he have gone through there without falling over the bag? He must have stumbled against it. I do not suppose he would fall.
 4279. But he would have stumbled? Yes.
 4280. That goes this far, it acquaints Quelch with the presence of the bag, and if he had been in search of the alleged criminals of course he would have immediately stooped down and seen what it was.
 4281. *Mr. Bull.*] It was dark in this place? Oh, yes.
 4282. I suppose it would be so dark that one could not distinguish another person's features 10 or 12 feet away? You could not.
 4283. *Mr. Abigail.*] Now, your Worship, I want to draw your attention to some evidence, and to the statement given in the *Daily Telegraph*.
 4284. *Mr. Bull.*] I object to any remarks my friend wants to make.
 4285. *His Worship.*] I will hear all the evidence you like to bring, but I will not hear inferences from that evidence. It is for me to draw inferences.
 4286. *Mr. Abigail.*] I am told here that this is an inquiry which will not allow the freest investigation.
 4287. *His Worship.*] I did not inform you anything of the kind. I am not going to have comparisons drawn between certain statements. It is for me to draw comparisons, not you.
 4288. *Mr. Abigail.*] I have asked your permission to tell to you on this charge what is substantially my case, and in order to do that I have requested —
 4289. *Mr. Bull.*] I object to this. By a side wind my friend is endeavouring to do what you have said he shall not do.
 4290. *Mr. Abigail.*] For this reason: I will be afterwards accused of neglect of duty. I have a strong case here, and I want to get my facts before your Worship. My friend naturally objects—it is his business to object.
 4291. *His Worship.*] I will not have any comparisons made, nor any conclusions drawn.
 4292. *Mr. Abigail.*] What I want is to put before your Worship what I say is our case, and to draw your attention to a variance between the evidence of Quelch, on oath, and the statement given by him to Somerville on the next day after, the report of which statement appeared in the *Daily Telegraph* of 27th June, 1896.
 4293. *His Worship.*] I decline to hear it.

Charge 1—(continued).

George Henry Smithers, Esquire, Stipendiary Magistrate, Sydney, was called and sworn :—

G. H.
Smithers,
Esq., S.M.
4 Nov., 1897.

4294. *His Worship.*] What is your name? George Henry Smithers.
 4295. You are a Stipendiary Magistrate? Yes, in Sydney.
 4296. *Mr. Abigail.*] You were sitting here in a case in which Quelch was prosecuting—a case at the "Somerset Hotel"? I cannot remember it by name.
 4297. It is commonly known as the "keyhole case"? I only saw the place once.
 4298. I understand, Mr. Smithers, that there was some contest in the case as to whether the senior-constable prosecuting really could see all he was supposed to see? Yes; the question was whether he could see the defendant drinking, at a particular place where he said he was standing, through the keyhole.
 4299. And also whether he could see Constable Swan? I cannot remember now.
 4300. There was some considerable doubt in your mind about it? I wanted to see the place for myself. I wanted to see whether what the constable said he could see could be seen from that particular point.
 4301. And you paid a visit to the hotel? I did.
 4302. And did you test the possibility of vision through this keyhole? Yes, I looked through the keyhole.
 4303. Had you anybody there to place somebody in the position described by Quelch? I do not know who did. Somebody did that.

G. H.
Smithers,
Esq., S.M.
4 Nov., 1897.

4304. *His Worship.*] In the positions described by Quelch? Yes.
4305. *Mr. Abigail.*] Could you see all the constable deposed to having seen? No, I could not, through the keyhole. You could see up to about there [*indicating his top waistcoat button.*]
4306. Could you have seen a man in the act of raising a glass to his lips? You could not actually see up that far. You could not possibly see the face of the person through the keyhole.
4307. Could you see the table in the room? I cannot say now. There was a table there, but I could not say I did see it.
4308. It is so long ago now that you cannot bring to your mind whether you looked at the table? I cannot remember whether I looked at the table.
4309. You went there in the daytime? I adjourned the Court at 1 o'clock and went there during the adjournment. I had a lot of work to do, and did not want to spare the time.
4310. You closed the door, and had the gas lit in the room and the blinds drawn, and the room put in as much darkness as you possibly could to get as true a test as you possibly could? Yes.
4311. Then after your inspection you came back and dismissed the case? Yes.
4312. Do you know what remark, if any, you made at the time? I do not know what remark. I did not think it was a case in which I was called upon to say much.
4313. Is it not a fact that you said that you gave the defendant the benefit of the doubt? I cannot remember it.
4314. If there had been merely a question of giving the benefit of the doubt about the case you would not have gone to the trouble of inspecting the premises? That followed.
4315. After all the true test in that case was whether you could believe the constable when he swore he could see all he deposed to seeing? Exactly, it was my duty to see whether he could.
4316. You went to the trouble? As a matter of fairness to both sides.
4317. It would have been your duty as a magistrate to get at the truth? And was.
4318. And you assumed that the only way to get the truth was to go down to the premises and see for yourself? It was only fair to both sides.
4319. *His Worship.*] Do you not think that if you saw a man raise a glass as far as that you would draw the conclusion that he was drinking? You could draw your own conclusions. You could not see whether he was drinking or not, but draw your own conclusions.
4320. *Mr. Abigail.*] Do you know that Constable Swan is a tall man? I do not know.
4321. He is taller than Quelch? He was not a short man.
4322. Could you have seen the face of the man? No.
4323. Quelch's evidence was that it was Swan who was standing there and Swan who was drinking there.
4324. *Mr. Bull.*] Supposing that there were a number of men at this table—did you see the table? I cannot recollect. I fancy there was a table there.
4325. It was sworn by Quelch, and it was not denied in the evidence before you, that there was a table at which some people were sitting, and to which two rounds of drink had been served. Would it not have been possible, supposing a man had been drinking at that table, and, having drunk from a glass, put it forward on the table so [*indicating, leaning forward*], would it have been possible for Quelch to have seen that? I remember now that there was a table there. Of course it is almost certain there would have been a table in the room.
4326. You do not profess to remember the actual evidence in the case, do you? I have not seen it since.
4327. Do you not know that long before Quelch swore that he had seen Swan drinking, he had also heard Swan's voice in the place? I think so.
4328. Do you remember that Quelch gave this evidence that "he was watching the house from 12:30 until about ten minutes past 1? Only by the depositions. I see in the depositions that that is correct.
4329. You may assume that I am reading from the official copy of the depositions. [*Exhibit I.*] "I remember the 7th instant. I was on duty near the defendant's hotel at half-past 12 a.m. I saw his parlour fully lit up; the hall in Phillip-street was fully lit up, and a glimpse of light showing through the bar-door. I listened; I heard the voice of a female in the bar. I heard the drawing of corks, the rattle of glasses, the beer-engine working. I went to the Pitt-street parlour-door and looked through the key-hole. It is in a parallel line with a door from the bar into the parlour, also the door leading from the hall into the parlour. The bar-door was open. I saw the female hand some drinks into the parlour. I heard four or five different voices in the parlor. I recognised one voice as Constable Swan's, of Redfern Police Station. I waited, watching outside until ten past 1 a.m. I saw two or three rounds of drink supplied. At ten past 1 o'clock Swan addressed a conversation to the licensee by name. I saw the licensee immediately afterwards. Swan said, "Mr. Brull, I had better be getting home." Brull said, "Don't go yet, Mr. Swan, we are not going to bed yet, sit down." Swan then stood up right abreast of the door that was shut. Another round of liquor was supplied by a female. All the glasses except one were handed to men sitting at the table. The glass of beer was handed to Constable Swan, who drank it and put the glass down as if on the table. The bar door was open before the drinks were supplied. Swan remained standing for several minutes longer. At 1:30 a.m. Swan and two other men were let out." Would you say that this could not be seen, "I saw the female hand some drinks into the parlour"? Of course, through the keyhole you could see that.
4330. You could see a person passing at the height of the hand? Oh, yes. Of course, it follows if anybody were passing, so long as it was not above a certain height, it could be seen.
4331. "I saw two or three rounds of drink supplied." You say that could have been seen if they were supplied from the bar to the persons at this table? Yes.
4332. "Swan then stood up right abreast of the door that was shut. Another round of liquor was supplied by a female. All the glasses except one were handed to men sitting at the table." That could be seen? Yes, within a certain range of the keyhole, of course.
4333. "The glass of beer was handed to Constable Swan, who drank it and put the glass down as if on the table." Would you stand there and say, from the observations you made, that that could not have been seen by Quelch? Of course, that could be seen.
4334. And, having drunk from the glass—taking it so, and passing it down to the table, that glass leaving, certainly not the body of the man, but the face or head of the man—that could be seen, of course? Of course, taking it from a certain place.
4335. Do you notice that that is all the evidence that Quelch gives about that, except this: He says, "The bar

G. H.
Smithers,
Esq., S.M.

4 Nov., 1897.

bar door was open before the drinks were supplied. Swan remained standing for several minutes longer. At 1:30 a.m. Swan and two other men were let out of the side gate in Phillip-street." Now, that is Quelch's account of what he saw inside. You could see the man's arm yourself, could you not? Oh, yes, you could see the arm.

4336. Bent as if something was lifted to the head? Yes, exactly. I got whoever stood there to do that.

4337. I am finding no fault with the test that you made. I have no doubt that you made the very best test that you could. But there is no doubt about that, that so much of the body of the man could be seen by you, and the arm could be seen in that position whilst the glass actually being drunk out of might not have been seen? Quite so.

4338. But immediately the vessel, the glass, would leave the topmost portion of the man's anatomy, it would be at once in view of Quelch until it reached the table? Of course, putting it down naturally, it would be so.

4339. *Mr. Abigail.*] That is providing, supposing, that this man who was drinking, Swan, was in the position described by Quelch? Yes; of course.

4340. *Mr. Bull.*] Do you remember saying this? Will you say you did not say it: "I think, under all the circumstances, having seen the place, the policeman might be mistaken; but I give the defendant the benefit of the doubt?" I would not like to say I did not say it; but, so far as I recollect, I said that I had viewed the premises, but I would not like to say that I used the words "benefit of the doubt."

4341. Would you like to say you did not use that expression: "I give the defendant the benefit of the doubt"? I would not like to say it. It is four years since.

4342. *His Worship.*] I suppose in many cases you do give the benefit of the doubt? Yes; but I do not say it. You know we do give the benefit of the doubt; but we do not say it always.

4343. Have not you often said so? Yes.

4344. Where there is one witness on one side and two or three on the other you do not like to brand either side, and so you give the benefit of the doubt? Yes.

4345. *Mr. Bull.*] Was it not admitted that Swan was there? I cannot say that.

4346. Had you any doubt, from first to last, that Swan was in that hotel? If your Worship wishes me to give my reasons I will do so.

4347. *His Worship.*] Did you make any remark about Quelch's evidence. Did you condemn it in any way? No.

4348. *Mr. Bull.*] Did you make any insinuation that his evidence was false? No; there was no necessity for it.

4349. I will read Charge 1 [*read it*]. Now, from first to last, have you ever insinuated, by anything you did or said, that Quelch spoke falsely? No. I had no occasion to do so. I was simply dissatisfied and dismissed the case.

4350. Do you remember a question with regard to the depositions? No I do not.

4351. Do you remember who, as a fact, appeared for Brull, the publican? No.

4352. Do you remember that Mr. Carter Smith appeared? Does the mention of his name now bring back something to your mind with regard to the depositions? No, I do not remember the case.

4353. Do you remember that the police officer drew your attention to the fact that the depositions which had been taken previously on the Tuesday, the 14th, had been taken out of Court by Mr. Smith into the yard, where his witnesses were, on the 16th? I remember something about it.

4354. Do you remember Mr. Lawless, or the officer of police drawing your attention to that and your catechising Mr. Smith for having done so? Now you speak of it I remember there was something.

4355. Do you remember Mr. Smith saying that he had, and justifying himself by saying that he had mislaid the full notes which he had taken of the case on the Tuesday? Something of the kind, but I cannot remember it.

4356. This is a newspaper report of the proceedings, the very next day. Do you remember this? [*Exhibit No. 25.*] "Mr. Carter Smith, solicitor for the defence, enlivened the proceedings somewhat by securing the depositions which were taken on Tuesday and reading them in the yard at the back of the Court to his witnesses, who had not yet been examined. Inspector Lawless said he considered it gross impertinence, and called the attention of the Magistrate to the fact. Mr. Smith was thereupon called into Court and ordered to deliver up the papers, being told he had no right to do such a thing. He explained that he considered he was perfectly in order in doing so, but would not have done it had he not left a full note of the proceedings which he himself had taken at the time in another court." Now, does that bring it back to your recollection? I remember that I had to speak to Mr. Smith about taking depositions out of Court, but I cannot say whether it is in connection with this case. I remember on one occasion I had to speak to him pretty sharply, perhaps in connection with this case.

4357. *Mr. Abigail.*] I would just like to ask you one question in this case. The only evidence given in support of the alleged drinking that you had before you was that evidence given by Quelch when he said he saw certain things through the keyhole? Yes.

4358. As against that, Brull, the licensee and defendant, was called and denied it; Charles Cook, a man who came all the way from Wagga Wagga, and who was the traveller lodging at the hotel at the time, denied everything; Walter Griffiths, who was there, also denied it; William Richard Swan, who was the constable there, also denied it; and Mrs. Brull, the licensee's wife, denied it.

4359. *Mr. Bull.*] Denied what?

4360. *Mr. Abigail.*] What Quelch said with regard to Swan.

4361. *Mr. Bull.*] No.

4362. *Mr. Abigail.*] That evidence having been given, you naturally went to see whether it was possible to see, even if Swan was as placed by Quelch, whether Quelch could see all of this? Yes.

4363. And you satisfied yourself that he could not see it? I felt satisfied on the evidence that a glass had been raised; but I could not say to what person's face.

4364. And that being so, you were not satisfied that it was Swan who raised the glass? I do not know whether I am called upon to give my impressions. I do not know what my impressions were at the time. It is four years ago.

4365. It was after you had this view—after you were satisfied that Quelch did not see all that he swore he saw—that you dismissed the case? Of course. I think I have convicted when Quelch's evidence was the only evidence against six or seven, and the same thing applies to other people. It all depends upon the nature of the evidence.

4366.

- G. H. Smithers, Esq., S.M.
4 Nov., 1897.
4366. *Mr. Bull.*] Was this not absolutely sworn in the case: that no drinks of any description had been supplied to anybody? I take it that is so from what you say.
4367. *Mr. Abigail.*] A look at the depositions will show that that is not so.
4368. *Mr. Bull.*] It was sworn by Mr. Brull and his wife that no drinks were supplied to anybody after 11 o'clock.
4369. *Mr. Abigail.*] [*Exhibit No. 7.*] [*Read the depositions of Mr. Cook and Mr. Griffiths in the "Somerset Hotel" case*], and the evidence was, as your Worship sees, that Cook and Griffiths were boarders.
4370. *Mr. Bull.*] [*To His Worship*]: There is a probability that has not been pointed out to you. It is said that Cook had made an appointment with his friend Swan, and that while he had drink—everybody else drinking—Swan refused to drink, he being dry? Is that probable?

Charge No. 7.

"That Constable Lambert was on duty one night, and heard a noise at Biron Pogson's grocery shop. He came up to the place to see what it was. He found the door open, and Senior-constable Quelch inside with a bag of groceries. Quelch said, 'Someone has broken into the place.' What I wish to draw particular attention to is that this attempted robbery of the grocery store has not been reported at headquarters. That is a significant fact, Quelch was the officer to have reported it, but he has not made his report."

Constable John Lambert was called and sworn:—

- Constable J. Lambert.
4 Nov., 1897.
4371. *His Worship.*] What is your name? John Lambert.
4372. You are a constable stationed at Redfern? Yes.
4373. *Mr. Abigail.*] I am calling you to tell us all you can about this case of Quelch with reference to Pogson's grocery store, I cannot fix the date in any other way at present; do you remember the date you were on duty? Yes.
4374. What date was this? About 2:40 a.m., on the 28th July, 1895.
4375. You heard a noise, did you not? I was on duty in the Botany Road, Waterloo, at that time.
4376. That is where Pogson's shop is situated? Opposite.
4377. And you were on duty at the opposite side of the road? Yes.
4378. You were attracted to the grocery store by hearing a noise? I heard somebody moving about in the shop.
4379. And you walked across to see what it was? No, not at that time.
4380. What did you do? Waited about five minutes until I heard the door open and some person come out. I concluded it was a burglar, so I drew my revolver and rushed across the roadway.
4381. And whom did you find it to be? I found Senior-constable Quelch.
4382. It was Senior-constable Quelch? Yes.
4383. Did you say anything to him, or he to you—who spoke first? He was wearing a waterproof cape, and he was in a stooping position locking the door when I got there.
4384. *His Worship.*] Was he in uniform? Yes, wearing a waterproof cape. I said, "You are a lucky man I did not shoot at you, I thought you were a burglar." He said, "I found this key in the door and I went in and had a look through the store." At this time I noticed a bag full of something on the doorstep.
4385. *Mr. Abigail.*] Outside? Yes; and I noticed on the top of the bag there was a sugar bag, about 6 lb. of sugar I should think, in the same paper as sugar is usually made up in.
4386. In a paper bag? Yes. I said, "What's this stuff?" pointing to the bag; and the senior-constable said, "They must have been disturbed; I found this bag ready made up in the store." I said, "What are you going to do with it now?" He replied, "I am going to take it to the station." I said, "What do you want it at the station for if you found it inside the store?" I do not remember what reply he made to that, but he unlocked the door and put the bag back again.
4387. He unlocked the door and put the bag back again? Yes. He then locked the door and came back in the roadway with me. He said, "That will be all right, Lambert; I will call Mr. Pogson, and report the matter to the station." So I resumed my beat and went back to the station.
4388. Did you report it? Not when I went in that time. When I went in at half-past 4, I mentioned the matter to the constable, Kidd, who was in charge of the station, merely in a conversational tone, not in the way of an official report.
4389. You had a certain opinion about this? I thought it was curious, and I subsequently mentioned the matter during that week to Serjeant Houlahan and Constable Moore. I had no further conversation with anyone.
4390. You took no further step? Until the following week, when I went on day work. I was passing Mr. Pogson's store; and he is a man we generally speak to and pass the time of day with, and I said to him, "You are a nice man, to leave your key outside the door," and he said, "It was no key of mine." I had no further conversation with anybody about the matter.
4391. Was this waterproof cape part of the uniform that night? Yes; it was winter. I had my coat on, he had his cape. It is usual to wear a coat in the winter.
4392. But he had a macintosh cape on? Yes.
4393. *His Worship.*] Had it been raining? No.
4394. *Mr. Abigail.*] Those are only worn during the rainy weather? Sometimes a man puts on his cape in the cold weather if he requires it. The duty men are required to wear a coat.
4395. Was Quelch on duty that night? He was on duty.
4396. Do you know whether he made a complaint about this at the station? This is the reason I can fix the date exactly by seeing his entry.
4397. *His Worship.*] Did you see the entry of the case? Yes.
4398. When? Some time afterwards.
4399. *Mr. Abigail.*] I want the Occurrence-book. I call for the Occurrence-book as part of my case.
4400. *Mr. Bull.*] It happens to be here, and I decline to give it to you. I insist on drawing your Worship's attention to this charge, and then I will hand my friend the book.
4401. *His Worship.*] I think Mr. Abigail has a right to see the book. 4402.

4402. *Mr. Bull.*] I ask your Worship's attention while I read this charge and then I will hand it to him. Now, this is the charge:—"What I wish to draw particular attention to is that this case . . . has not been reported at headquarters; that is a significant fact. Quelch was the officer to have reported, *but he has not yet made his report.*" Now my friend can have the book.

Constable
J. Lambert.
4 Nov., 1897.

4403. *Mr. Abigail.*] Do you know Quelch's handwriting? I would not swear to it.

4404. Just look at this book and tell me whose writing this is? To the best of my opinion that is Quelch's.

4405. Is it usual for him to make, or is it usual for the constable in charge of the station to make, the reports in the Occurrence-book? If ever I report, I report to the officer in charge of the station, and he makes the entry.

4406. Is it usual in making all these reports for the officer in charge of the station when he receives the complaint to put down at the top or at the bottom of the complaint the hour at which he receives it—you see it is done in all these other instances, but it is not done in this instance of Quelch's? Yes.

4407. Was this the 28th [*indicating the entry*]? Yes.

4408. *His Worship.*] What is the one immediately below it?

4409. *Mr. Abigail.*] 8:10 p.m. of the 27th. There was no complaint in that station for eleven hours except that reported by Quelch. He might have put it in when he found that this man had told Kidd. [*Mr. Abigail read the entry. Exhibit No. 27.*]

4410. *His Worship.*] You do not say that he took the bag out and put it on the doorstep? No; I saw it on the doorstep when I went over.

4411. When you heard the noise there was nobody outside? No; I could not see anybody.

4412. There was nothing on the doorstep when you first heard the noise? I could not see it until I went over.

4413. And when you went over you saw Quelch stoop over to lock the door up, and you saw this bag? It was an ordinary hempen bag with two handles, one on either side.

4414. What sort of a bag was it? Those bags that poor people generally take to market.

4415. An ordinary lunch bag? Yes.

4416. Like a carpet bag? Yes.

4417. *Mr. Abigail.*] I ask your Worship in order that that bag be brought. It is part of my evidence that he has had the bag ever since that pigeon case.

4418. *His Worship.* Every second man has a bag of that sort.

4419. *Mr. Abigail.*] How peculiar that a burglar should take a little bag like that! (*To the witness*): On the top of this little bag, which was filled with groceries, you say there was a brown-paper sugar-bag with 6 lb. of sugar in it? I do not know what the bag contained, but sugar is usually made up in that way.

4420. This was on the doorstep, and it was only after you drew Quelch's attention to the fact that he should not take it up to the station that he took it back? He said he intended to take it to the station.

4421. And you said, "You have no right to do that"? No, I did not. I merely said, "What do you want to take it to the station for if you found it inside the store," because it is an unusual thing to do.

4422. *His Worship.*] Did he say he found it inside the store? He did not say that, he said, "I found this ready packed for removal."

4423. *Mr. Abigail.*] He did not say he found it outside the store? No.

4424. He did not say where he found it, inside or out? No.

4425. When you put the question to him did he then immediately take the bag back? He unlocked the door and placed the bag just inside.

4426. And left it? Yes.

4427. Did he take the key of the door? Yes.

4428. Do you know what time that entry was made in the book? No.

4429. *Mr. Bull.*] Do you remember where you went after you left Quelch? Yes.

4430. Where? I went to the station along my beat.

4431. Do you remember whom you saw there? At 3 o'clock there are quite a number of men there.

4432. Do you remember seeing Serjeant Vane? In all probability he would be there; I cannot say.

4433. Do you remember seeing Senior-constable Proctor? I cannot remember who were there.

4434. I want you to try pretty hard? No, I do not remember it.

4435. When you went to the station would it not have been your duty to have at once reported what you had seen? No.

4436. Did you make any report when you went to the station? No.

4437. Did not you report "All correct"? Yes.

4438. Did you find out whether Quelch had been to the station when you went? No.

4439. Did not you know he had been before you went, and reported "All correct"? Well, I do not know; but I do not think it is likely he was.

4440. Did not you know that he had been, as a fact, and that in Constable Kidd's presence he wrote in this book himself? No.

4441. I usually begin by asking something about a man. How long have you been in the Force? Nine years.

4442. You are friendly disposed towards Quelch? Yes; I have never had a quarrel of any kind with him.

4443. Have you never seen this entry here, made by Quelch? Yes, I saw it.

4444. When did you see it? I only saw it lately.

4445. Since Mr. Dacey saw you? No; I saw it when I heard about this affair—I saw it in the book.

4446. You heard the matter had not been reported by Quelch at all, did not you? Well, I believe it was the general rumour.

4447. And I suppose to satisfy yourself whether it had or not you had a look at this book. Who showed it to you? I saw it at the station.

4448. You looked purposely to see whether it had been reported? No.

4449. Can you say whether any complaint of any description had been made to anybody in that lock-up between ten past 8 p.m. on the night of the 27th, and half-past 7 a.m. on the morning of the 28th, the same morning? I could not possibly say, because I was away on my beat.

4450. And you do not know of any? No.

4451. Do you notice that this is entered in the proper course of ordinary things? Yes.

4452. Is this entry consistent with what Quelch told you at the time. Did he tell you that he found the place open? He said, "I found this key in the door."

4453.

- Constable J. Lambert.
4 Nov., 1897.
4453. But you said that what he said in the first place was, "I found this place open"? No.
4454. "I found this key in the door"? "I found this key in the door."
4455. "And I went in to see that all was right"? "I looked through the store."
4456. Did you report to Serjeant Vane and to Senior-constable Proctor, when you went to the station, that which you describe you saw? Did you not report "All correct"? I reported to Senior-constable Shaw in the station, "All right."
4457. Were Vane and Proctor there? Yes, they would be in charge of section three, and they would be all bound to be there at 3 o'clock.
4458. Do you remember what time you made that report? I say I spoke of it in a conversational tone.
4459. What time was it when you went to the Police Station? At half-past 4 I went there again.
4460. When you made this report of "all correct" to Shaw? At 3 o'clock.
4461. I suppose you had never found this place open at any time? No, I don't remember that I did.
4462. Do you know that it had been on a previous occasion found open? I cannot swear.
4463. Do you know that on page 35, Senior-constable Bourke—do you know him? Yes.
4464. You would not like to insinuate anything against him? I do not insinuate anything against anybody.
4465. I am not asking whether you are or not. I am asking whether you would like to insinuate anything against Senior-constable Bourke? No.
4466. Now, are you surprised that on page 35 of this Rough Book, the very month before—I suppose it can be easily shown where Quelch was then, whether he was on night or day duty at this time? Oh, yes.
4467. At the time of this second entry [*Exhibit No 28*]? Yes.
4468. *Mr. Bull read the entry.*] You never saw that entry? No.
4469. *Mr. Abigail.*] All those things would aid the design of the man, and assist him in doing what he is charged with doing?
4470. *Mr. Bull.*] Did you see the entry before this one of Quelch's? No.
4471. I see they report anything, even a horse found straying in the street? Yes.
4472. And yet you did not report such a thing as that? It was not my duty. It was the duty of the senior officer to report it.
4473. *Mr. Abigail.*] It would have been insubordination on your part to have reported it instead of your senior officer? He told me he was going to report it.
4474. *Mr. Bull.*] He told you he was going to take the bag to the station? Yes, and then I say in my evidence that he said, "That will be all right, Lambert; I will call Mr. Pogson, and report it at the station."
4475. Do you know whether he did call Mr. Pogson? I cannot swear, but I believe he did.
4476. And did he report it at the station? Yes.
4477. Do you remember some instruction that Quelch gave you at the time of this conversation between you? Nothing further than that that I remember.
4478. Do you remember his telling you to go to the station and get fresh instructions as to your beats? It is not usual. I do not remember that I got any instructions of any kind.
4479. Will you say that he did not do that? I will distinctly. He knew I was going to the station.
4480. Did not you make that statement—that Quelch had given you that instruction—to your own Superintendent? No.
4481. I see, in this very month of June, there was a complaint against yourself for neglect of duty? Yes.
4482. Rather a serious complaint, was it not? Not when I explain it.
4483. What was it. Were you charged as a fact with neglect of duty in not attending to a complaint made to you respecting a man who had assaulted his wife? Yes.
4484. Is it a fact that a man named Shedbolt reported the circumstance to Ingram, the constable? Yes.
4485. Was the man afterwards convicted and sent, without the option of a fine, for a month in gaol? Yes.
4486. And the neglect of duty I suppose was failing to report it? Failing to arrest.
4487. I see the language of the report is "neglect of duty in not attending to a complaint made"? Yes.
4488. And I see you were fined a day's pay? Yes.
4489. Do you want to make any explanation? Yes. I was coming to the station for duty at twenty to 10 on this night, and this man reported to me that a man had assaulted his wife down there and she was at his place. I asked him the usual questions, if she was seriously injured, and if he thought she would give him in charge, and he said he did not believe so, but he wanted to avoid any trouble as she was at his house. "Well," I said, "in that case, as I am going to the station in a hurry for duty, I will mention it to the constable in charge of the station, and the man coming down the beat on duty will attend to it." I reported it to Senior-constable Proctor. In common with myself he knew that this man had been quarrelling with his wife for several years back. I have been called to the place before, and she invariably refused to give him in charge, merely asking the police to speak to him and quieten him. I concluded that I was required for a similar errand. Senior-constable Proctor did not consider it serious enough to direct the man on the beat to attend to it.
4490. I suppose you made all this explanation to your Superintendent? It is all on paper.
4491. And that explanation was not considered sufficiently satisfactory to exculpate you from the complaint? Yes. I told Senior-constable Ingram about it, and he did not consider it worth going about either. It was on his beat also. So, as he was passing this man's door, the man asked him if he was the man coming from the station to attend to it. Even he would not go into the house by himself. He waited until the constable on the beat came along to assist him with the arrest. When he got the man on the beat he got the man and arrested him.
4492. The fact is, that you gave the fullest information that you could to your Superintendent? That I could on paper.
4493. You could write as much on paper as you could say by conversing? A man can always show a thing better in speaking than on paper.
4494. You made an explanation? Yes.
4495. And the result was as I described? Yes.
4496. There is no doubt your superior officer was wrong, but the result is the same; you were fined a day's pay? Yes.
4497. Then we have three other charges against you—one is, "Permitting a prisoner to escape from you"? I can explain that.
4498. And you were found sitting down on a doorstep on another occasion gossiping? Yes. 4499.

4499. Then you were charged with neglect of duty, "neglect of duty in failing to discover property on a body" which you found? Yes.
4500. Was not the punishment in that case "Severely reprimanded and cautioned"? Yes, of course all these would not look so bad if I could explain them.
4501. They are not serious; you are still in the Force? Considering that I am in Redfern, I am fortunate to be in the service.
4502. *Mr. Abigail.*] You can take it as a compliment to you, as a witness of truth, that my friend has put these questions to you. These charges were all trivial, were they not? They were trivial.
4503. And if his Worship think it at all necessary you are willing to give the fullest explanation? Yes.
4504. I suppose there are very few police in the Redfern Division who have not been reprimanded after nine years' service? I do not think you could get a man there of twelve months' service who has not been punished.
4505. Even the immaculate Quelch has been punished? Yes, I believe so; I cannot swear it, but I believe he has been punished for neglect of duty.
4506. He has certainly got a record sheet against him? I cannot swear only from what I hear.
4507. Have you ever heard that Inspector-General Fosbery said that he was a man of such a character that he could not retain him in the Water Police Force? I heard it.

Constable
J. Lambert.
4 Nov., 1897.

Senior-constable W. E. Quelch was recalled:—

4508. *Mr. Bull.*] You have read this charge No. 7? Yes.
4509. And you remember the evening? Yes.
4510. As a fact, what beat were you working that night? I was working the westward section.
4511. Which included the street in which Pogson's shop was? Yes, that side of the road, not the side that Constable Lambert says he was on.
4512. And what other police officers would be working beats upon the same street on the opposite side? Serjeant Vane and Senior-constable Proctor, and Senior-constable Shaw would be on duty in charge of the station.
4513. At what time had you gone on duty? 10 o'clock.
4514. How were you dressed that night? As I always dressed—night-cap, coat and macintosh.
4515. Do you remember seeing Pogson's store? Yes.
4516. What time did you first see it? I suppose between 10 and 11.
4517. How many times had you passed or been in the vicinity of this store before the circumstance that has been spoken of here, finding it open? Finding it open the second time?
4518. From 10 o'clock about until about 3, you had not passed the store? No.
4519. Now, will you please describe what you did find? At 1 o'clock I went over to Darlington; I visited the men in Darlington, as is my general practice.
4520. Darlington is again to the west? Yes, after I visited the men in Darlington ——— [*Interrupted.*]
4521. You mean the men on their beats? The three constables who patrolled on the beats, 6, 9, 10, and 11.
4522. Were you on patrol then? Yes. My general rule is to pick up the man on 11 beat last, that would be somewhere after 11 o'clock; and I then in my custom have accompanied that man along Wilson-street to the boundary of the district; that would be Forbes-street, "Ivory's Hotel." The constable then on the beat would go up Forbes-street on his side to the Newtown Road. I would leave the constable then and cross the railway premises, the usual track the public used to take until the Commissioners stopped it. I would cross then on the Alexandria side for the purpose of picking up the Alexandria men. The non-commissioned officers always adopt that practice on account of the large scope of the ground they have to cover. They could not very well visit the men otherwise. After visiting the men at Darlington, and crossing the railway and visiting the men on the Alexandria side, I walked up Raglan street towards the Botany Road. It would be near about time for me to work up to the station for the relief going off at 3 o'clock. At 3 o'clock there is an alteration in all the beats, and the senior-constables out on patrol then have to also arrange at that time to allot off the men who have to be called for duty at 6 a.m. On coming up Raglan-street I saw Constable Lambert at the corner of Raglan-street and Botany Road, almost opposite Mr. Pogson's shop. The other constable on the opposite corner, Constable Castle, would then go up Raglan-street on that morning to his starting point. Perhaps on another morning, if we were short of men, Castle would join with Lambert, if he were there, and they would work up to the station together. Some mornings, perhaps, three constables would be there and go up together. That is a general rule, and all constables know that, especially the senior-constables. On coming up Raglan-street, I noticed Constable Lambert under the lamp at the corner; and Constable Castle was then leaving the corner, going up Raglan-street, when I got to the corner by the "Cricketers' Arms Hotel." Constable Lambert was then going up on the other side of the road. He passed Pogson's door, and was some 20 or 30 yards higher up on the other side of the road. I came along under the verandahs, which are very shady. The lamp in Pogson's verandah throws a dark shade under the verandah. Mr. Pogson's shop doorway goes back in a bow window about 3 or 4 feet from the footpath. As usual, I shoved the door, and I went in with the door, and it made a noise, and Constable Lambert then came across the road when he heard my noise. He had his big coat on; but I saw no revolver drawn, as he says now. I had my cape on. I said, "Mr. Pogson's shop door is open." I said, "You remain here while I fetch Mr. Pogson," after I saw all was correct. Just inside the door the whole place was stacked with groceries.
4523. What quantity of groceries would you suggest was stacked up? I suppose a cartload.
4524. *Mr. Abigail.*] Do you infer that they were stacked up ready for removal? Inside the door always, of a daytime, it is always stacked with groceries. There is a counter, and then all in front of the counter is stacked up with all different species of groceries. On the outside of the shop during the day all kinds of things are put out for exhibit, and then, on shutting up at night time, Mr. Pogson takes all this that is outside and stacks it on top of all this other that is inside. Boxes, brushes, brooms, soap-boxes, bags, and oatmeal, and all kinds of articles are stacked up inside. I said to Constable Lambert, when he came across—of course, I just saw him going up there, and I called him across—I said to him, "You remain here, and I will go and fetch Mr. Pogson." I went round myself to Mr. Pogson's private house, in Wyndham-street, and I roused up Mr. Pogson, and he said he would be there in a moment. I said, "Do not be long, I have to be at the station at 3 o'clock. He said, "I won't be long," and I then returned to the shop. I said to

Senior-
constable
W. E. Quelch.
4 Nov., 1897.

Senior-constable
W. E. Quelch.
4 Nov., 1897.

Constable Lambert, "Mr. Pogson is coming, go up to the station, you will be required for your fresh beats and calls," I said, "and report where I am and the circumstances." He said, "Very good," and crossed over again on to his own side of the road, and went away up to the station. The fact of me telling him about going to the station for his fresh beats and calls has since been related by me to Superintendent Read in his office. Whilst the constable was going up on the other side, he might be just past Chapple-lane—that is, a little higher up than Mr. Pogson's shop—Mr. Pogson came down from his residence *via* Chapple-lane to the shop, and went into the shop behind the counters, looked all round the shop everywhere, struck a light, you know, and came out to me and said—in fact, I was in the shop with him at the time—everything was all correct, as he had left it the night previously. He secured the door.

4525. *Mr. Bull.*] How did he do that? He locked the door again with the key. He had his key. He said, "It is very curious my door gets found open so often."

4526. Was there a key there? I did not see any key at all. I used a remark, "These doors must be opened with a key or something else, because I had heard certain inferences about certain places—of course Mr. Flynn's place is next door where I have caught the employee with a bag of stuff. I said "How many times has your place been found open?" "Well," he said, "I think Brewin found it open once." I said "Yes, has it been found open since?" He said "I think another one of your officers has found it open too." I said "Who may it be?" He said "I could not tell you." He went home and I went immediately to the station and made an entry in the book, the entry between the watch-house keeper who was on duty that night, Senior-constable Shaw, and the same officer who made an entry the following morning at 7:30 a.m.

4527. It was your duty to report that? Yes.

4528. And did you report it? Yes. That morning at 3 o'clock Serjeant Vane would be at the station, Senior-constable Shaw and Senior-constable Proctor. If any constable had anything under his observation to report he should have reported it. Any instance, no matter whatever occurred, if he found a door open, or saw anything that came under his observation, it was his duty to report it. That same night Inspector Lawless was on parade. Serjeant Vane was on parade, Senior-constable Proctor was on parade, and all the officers I have mentioned were on parade, and no such report as stated by Mr. Dacey was ever heard, ventilated, or anything heard about it, and until the things were published in *Truth* I never heard about it myself.

4529. Was it ever insinuated by anybody in any sense or way that you were there robbing that store that night? I never heard any such thing. I know well myself that not only that night, but every night in the year, as the beats are laid down, there must be two or three constables, and perhaps a serjeant and a senior constable, in that vicinity at that very time.

4530. *Mr. Abigail.*] Not when the senior-constable is in charge of the section? There is Serjeant Vane and another senior-constable out besides me at that time.

4531. *Mr. Bull.*] Well, go on? This entry was, after this case started, for some days, disputed as ever being entered. Not even the officer in the station could find it; it was never found until found by Inspector Lawless. I can give the date he found it. It was days and days after.

4532. That is the charge there—that something took place, and you never reported it? Yes.

4533. *Mr. Abigail.*] No, the charge is that he is a burglar. [*Mr. Bull then read Charge 7.*]

4534. *Mr. Abigail.*] Mr. Dacey says he charges him as a burglar.

4535. *Mr. Bull.*] Are you taking the two together—charges 7 and 9?

4536. *Mr. Abigail.*] Yes, that is the inference that Mr. Dacey drew from these two charges.

4537. *Mr. Bull.*] The gravamen of Charge 7 is, "What I wish to draw particular attention to is, that this case of attempted robbery of the grocery store has not been reported at head-quarters. That is a significant fact. Quelch was the officer to have reported it; but he has not yet made his report."

4538. *Mr. Abigail.*] The remainder of the charge is this, that he is a burglar, and it is only one element in the charge that he did not report it.

[At 1 p.m. the Inquiry was adjourned for luncheon.]

On resuming after the adjournment for lunch,

Charge 6 (continued)—

Senior-constable John Wilson was called and sworn:—

- Senior-constable John Wilson.
4 Nov., 1897.
4539. *His Worship.*] What is your name? John Wilson.
4540. You are a senior constable? Yes.
4541. Stationed where? Redfern.
4542. *Mr. Bull.*] You are a plain-clothes officer? Yes.
4543. And you do duty in what division? Redfern.
4544. Do you remember hearing of an attempted burglary at "Myall House"? Yes.
4545. Do you remember whether you took any part in any investigation in regard to that? Yes, I made an investigation for two or three days following. I went there the following morning.
4546. You went there the morning after the burglary was reported? Yes.
4547. Did you ever report to anybody that in your opinion Quelch was the burglar? No, sir.
4548. *Mr. Abigail.*] I object to this.
4549. *Mr. Bull.*] You know Mr. Dacey? Yes.
4550. Have you had any conversation with him since this commission started? I did, with Mr. Abigail and Mr. Dacey on Monday last.
4551. Did Mr. Dacey accuse you of having made a report with regard to Quelch? No, sir.
4552. Did he ask you? Yes, he said, "Is it a fact?"
4553. What was it Dacey said to you? He said, "Is it a fact?"
4554. *Mr. Abigail.*] I do not object to this if your Worship thinks it is material, but I do submit that what Mr. Dacey did say he had a perfect right to say in order to get information relative to this charge to put before you, but finding that this witness could not give us any information we did not call him. Now, what materiality is there in what Mr. Dacey and I said to this witness to see if he knew anything about it?

Witness:—

Witness : The first thing Mr. Dacey said was, "I sent for you this morning." He said "I heard you were sick, and I was sorry afterwards I disturbed you." He said "Did you make any inquiries over that 'Myall House' robbery?" I said "Yes, I did." He said "Is it a fact that you wrote a report suspecting Quelch of having committed this robbery, and that you for some purpose did not forward it?" I said "No, sir, it is not a fact."

Senior-
constable
John Wilson.
4 Nov., 1897.

4555. *Mr. Bull.*] "Is it a fact that you wrote a report suspecting Quelch?" And he said, "Mr. Abigail has been informed that such is the case." I said, "Well, it is a lie; no such thing ever took place."

4556. Whether either Mr. Abigail or Mr. Dacey had been so informed the truth is no such report ever existed? That is it. It is entirely false.

4557. *Mr. Bull.*] Was any such thing done by you? Not by me, no. No such thing. I never dreamt of such a thing.

4558. Never wrote such a thing? No.

4559. And so far as you are concerned, by no effort of yours did ever such thing exist? No.

4560. Was anything savouring such a thing ever handed to Mr. Lawless? No sir. I never wrote such a thing. I never had such an idea in my head.

4561. I think you made your investigation the very next morning? The next morning and the two or three following days, with other work; I did not do that exclusively.

4562. Do you remember, being stationed as you are in the Redfern district, reports being made from time to time to the Police Station with regard to burglaries in the vicinity of Cleveland-street and about Pitt-street, Redfern? Yes; there have been several reports.

4563. Do you remember Glover's premises, for instance? Yes, I remember that.

4564. Poole's and Stedman's? Yes.

4565. Do you remember reports were made from time to time that burglaries of different descriptions, and attempts at burglary, had been perpetrated and attempted in and around this district? Yes; I remember several round that district.

4566. In the vicinity of "Myall House"? Yes. Of course, it could not be in front of it, because the Park was there—at the back of it.

4567. *Mr. Abigail.*] Well, then, by what peculiar process of inspiration did Quelch know that Mr. Dacey had asked you any questions touching the evidence that you could or could not give in this case? I never spoke to Quelch.

4568. How did he know? I had a conversation with Mr. Lawless, and reported the matter to him.

4569. You reported it to Mr. Lawless? I had a conversation with him.

4570. And you told Mr. Lawless that Mr. Dacey had been putting questions to you? No, sir; I just told him that this conversation took place.

4571. And you told Mr. Lawless? I told several.

4572. And you told Mr. Lawless? Yes.

4573. And when you were asked these questions you were actually here in attendance on a summons? No, sir.

4574. You were sent for to give evidence here? That is right, I was sent for by Mr. Dacey.

4575. We asked for a subpoena for you. You do not know how it got to Quelch's ears? No, I spoke to several about it.

4576. And you also spoke to your Inspector? Yes. I think I spoke to four people.

4577. Give us the names of them all? I told Constable Bannan, and there were two present when I said it.

4578. Who were they? It was in the Police yard, in the station yard.

4579. *Mr. Bull.*] Do you mean two other police officers? Yes.

4580. *Mr. Abigail.*] You were merely asked for information? Yes.

4581. You were not influenced at all. You were asked in the most open, free, and frank way, and immediately you said you had not done it did I not say it was no use calling you? Yes. I will tell you another one I told too, Senior-constable Harrison.

4582. Can you remember anyone else? No, I know there were two others present.

4583. How long have you been an officer at Redfern? About six years.

4584. You have been there the whole time that Quelch has been there? No, sir.

4585. Quelch has been there the whole time that you have been there? Yes.

4586. And you know there are sides taken at Redfern Station over this matter of Quelch's? I do not understand.

4587. There are sides taken? You mean for and against Quelch?

4588. Yes? No.

4589. You took Quelch's side? No.

4590. Be careful? I have not spoken to him for about three years.

4591. Why? We had words about three years ago.

4592. And you have never spoken to him since? Only as a matter of duty.

4593. Now, did not you tell one of your own personal friends—now, I want you to be perfectly fair to him as well as to you—that having made inquiries over this "Myall House" case, you had written out a report, but that afterwards you thought rather than be worried with the thing you would tear it up? No, sir.

4594. Did you never tell anybody that? Never, positively no.

4595. Did you start to make out a report? No, sir.

4596. Or get anybody to do it for you? No; I can report myself; I do not require to ask anybody.

4597. You never did? I never had such an idea.

4598. You will admit this: that at the station Quelch and Dukes are both known as pets of Mr. Lawless, and that that epithet is applied to them? No.

4599. You do not know that? No, I do not.

4600. Would you be surprised to hear that Senior-serjeant Bell knows it and says it is current rumour? I do not know.

4601. You do not know it? No.

4602. As a matter of fact, you had the strongest disinclination to be drawn into this at all; you wanted to be kept out of it, did you not? For one reason I did. I did not want to come. Quelch and I have not been the best of friends these three years, and I told you the truth, I did not like to be called.

4603.

Senior-constable
John Wilson.
4 Nov., 1897.

4603. And you carefully abstained in this manner from remarking on one side or the other personally? I have not.
4604. You have carefully kept out of it? Yes.
4605. But know that remarks have been made in the station for and against Quelch in this matter? Not in my presence.
4606. But you know as a matter of common repute? I could not swear it.
4607. Why this necessity for careful caution on your part? I simply had nothing to do with the matter, and had no conversation with anybody about it, and did not want to.
4608. But you knew perfectly well that there were conversations between other officers? No doubt there have been; I believe there have; but I have not heard it.
4609. And there is a great division amongst the constables as to Quelch's alleged guilt? I do not know that.
4610. Was that not common talk in the station? As a plain-clothes constable I am very little amongst the men, and do not hear these things.
4611. Did you not say this actually yourself, that you personally would not stand in Quelch's shoes for £500? No.
4612. Did you not say that you had your own opinion about him, but that you would not express it because it would be said that because you were both at loggerheads you were merely saying this to maliciously injure him? No; I do not remember saying any such thing.
4613. Will you swear you did not say it? I will swear I did not say it.
4614. Is it a matter of recollection, or a matter of absolute denial, that you never said it? I never said that I would not stand in Quelch's boots for £500.
4615. The second question was this: Did you not say that you had your own opinion about him, but that you would not express it because it would be said that because you were both at loggerheads you were merely saying this to maliciously injure him? No; I will tell you what I did say.
4616. Tell us what you did say? Someone said, "Now you are mixed up in this."
4617. Who was it? I do not know.
4618. Was it a constable at Redfern? Yes. I said, "No; and I am glad, too, as Quelch and I are not the best of friends and it is a miserable thing to be mixed up in."

Senior-constable W. E. Quelch, recalled:—

Senior-constable
W. E. Quelch.
4 Nov., 1897.

4619. *Mr. Bull.*] At the adjournment I was reading to your Worship the charge, and we wish to draw attention to the charge that the matter was not reported by Quelch. (*To the witness*): Now you were there as a fact when Mr. Pogson came? Yes.
4620. You heard Lambert say that there was a key in the door at the time that he was there? I never saw such a thing.
4621. Was there a key in the door? Not at all.
4622. Had you any key in your possession? Only my patent latchkey and my handcuff-key.
4623. A Yale lock key? Yes, and my fire alarm key, and my whistle.
4624. Did you really ask Lambert to stop there whilst you went up and apprised Pogson? Yes, I did.
4625. And he did not leave until you came back? No.
4626. You heard the statement made by Lambert with regard to the bag, or some property, which he says was outside. Yes.
4627. What do you say to that? I say I never saw such a thing in my life—not outside the shop.
4628. Had you either of the doors open, or were either of the doors open when Lambert was there? Not at all.
4629. You have heard him describe that there was a sack—this inevitable sack—a sack or hempen bag with something contained in it, and on the top of it a packet or parcel apparently a 6-lb. parcel of sugar. Was anything of the sort on the outside of the premises? I never saw such a thing as that there; I saw a bundle of empty hempen bags inside the door, like what would be hung up outside a grocer's shop for sale. They were lying just inside the door, with brushes and other kinds of groceries.
4630. Did you see a 6-lb parcel of sugar anywhere there? Not at all; I saw no parcel there whatever. The majority of the things that were packed up inside were tins of herrings or meat, bars of soap, tins of honey, and bags of oatmeal, and half a dozen of these kit-bags, all tied together with a loop on, like you would hang it up with, and a bundle of little brushes, and one or two little brooms, bottles of sauces, and things like that.
4631. The usual character and description of grocery goods? Yes.
4632. *Mr. Abigail.*] This reminds me of the quotation, "Methinks the lady doth protest too much."
4633. *Mr. Bull.*] You struck a light when you were in there? I did not strike a light.
4634. Who struck the light? Mr. Pogson struck a light.
4635. *His Worship.*] Then you say there was nothing taken out by you and put back again? Nothing at all; I never saw a bag full of things.
4636. *Mr. Bull.*] You heard Lambert say that you remarked that you were going to take something to the Police Station? Not at all.
4637. Was there any property at all of any sort that you were going to take to the Police Station? Not at all.
4638. You had nobody in custody? No?
4639. You saw nothing of this description there, in the possession of anybody whom you were taking to the police-station? Not at all.
4640. There would be no object in taking property unless it was to be identified? No.
4641. That is the only reason for taking property, when somebody is arrested with property near them, or under circumstances indicating that it is in the possession of that person—then the property is taken too? Quite so.
4642. You see the first part of this charge, that you never made that report? Yes.
4643. That is untrue? Quite untrue.
4644. And you produce the report [*Exhibit No. 27*]? Yes.

4645.

4645. You also produce, do you not, a report made by Senior-constable Bourke [*Exhibit No. 28*] the month before with regard to this same shop being found open? Found opened by Senior-constable Bourke, and entered in the book by Senior-constable Bourke. Senior-constable W. E. Quelch.
4646. Were you on duty, or on that beat at that time, or during that portion of that day? I was at home in bed asleep. 4 Nov., 1897.
4647. Not on duty at all? No.
4648. And the place was apparently found open by Bourke and was reported? Found open by Bourke at twenty minutes to 1 in the morning. Well, that would be after three constables had passed that very shop door that night, the constable on the beat twice, the constable going down at 10 o'clock to take up the next beat, and the constable on the beat passing the door at 9 o'clock that night, that would be Constable Ridley, Constable Walker, and Constable Hill. I think all three passed the door.
4649. *Mr. Abigail.*] Now, you see, in this case as in the "Myall House" case and the other cases, you have denied categorically and particularly the evidence given by the witnesses—whom I shall call for convenience' sake incriminating witnesses? Yes.
4650. Now, you will admit that Lambert, if he is to be believed, is an incriminating witness against you? He is against me—of course, he is.
4651. And you see that in every possible way you have denied from first to last all that Lambert has said? I do.
4652. The whole of the circumstances related by Lambert? I do.
4653. As to how he saw you, what he saw you doing, the conversation that he had with you, and you with him, are all denied by you from first to last? Yes.
4654. Now, I ask you, Quelch, is there any reason why a man like Lambert should go into that box and perjure himself for you? I tell you that Constable Lambert is one of the most discontented, grumbling constables in Redfern. I will put witnesses in the box to prove it.
4655. Is not he a truthful man? I do not think he is.
4656. Is it not your duty to the public as well as to the service to unmask him, then? I must catch the fellow first.
4657. Can you give me an instance of his untruthfulness to you to justify your impression? I can give you an instance this very day. I told Constable Lambert this very morning to go to the station and report the circumstance, as he would be required.
4658. That is where you are at issue? I told him to go to the station and report the circumstance, as he would be wanted for his fresh beats and calls. He did not report the circumstances. The question was put to him this morning in this court whether as a fact I did not tell him to go to the station for his fresh beats and calls and he denied it.
4659. And so you say he is untruthful simply because your version ought to be believed and not his? I think I will put some witnesses in the box to show you.
4660. Is not that so, that this is the only instance you can show, and that simply because you contradict him your statement is to be believed and not his, that he is the liar and not you? He is a constable that is always grumbling and discontented.
4661. I am asking who is the liar between you? He is.
4662. Can you give me any other instance in your experience of him as a constable in the force why he should be disbelieved? I can.
4663. What is it? He tried to say he was not guilty in the case with Constable Ingram.
4664. Did not you hear him say to-day that he had never had an opportunity of personal explanation of that until to-day? He had every opportunity of explaining it personally or in writing to his Superintendent, and could not do it.
4665. Is there any grievance between you two as men? There is a grievance.
4666. What is it? He is a most discontented, grumbling man.
4667. Have you ever had to come into collision with him as his senior officer? No.
4668. Can you give me any reason why you should say he is a liar, and that his story in the box should not be taken, and that he should be regarded as an untruthful witness? If he thought that I was doing anything wrong, or that there was anything wrong, or if he saw anything wrong certainly in the first instance it would be fully established in his mind. Why did not he report it at the station?
4669. Does not he tell you this that he spoke in a conversational way to Kidd on that very morning when he first returned and told him what was in his mind? I never heard of such a thing until to-day.
4670. You see Lambert says that when he went over to you you were fastening the door with a key? Yes.
4671. That you were in a stooping position fastening the door with a key, and that you had a small hempen bag filled with groceries, and a 6 lb. sugar bag on top. Is that untrue? Absolutely untrue.
4672. There is no foundation for that? Not at all. Mr. Pogson's door is very low, and you have to stoop to close it, to get to the handle.
4673. Then you were stooping? I had not a key.
4674. But you have admitted that you had your own private house-key upon you? Yes.
4675. And your fire alarm key? Yes.
4676. And a whistle? Yes.
4677. Were you trying to fit or had you succeeded in fitting the key of your private house in Pogson's door? Nothing of the sort, and I will challenge you or anybody else to try to open Mr. Pogson's door with my key. It is a five chambered latch-key for a patent lock.
4678. You say you did not see him with any revolver in his possession? No.
4679. And it is not true that he had this conversation with you: "It is lucky for you; I might have shot you as a burglar"? Never such a word was uttered.
4680. Do you also say that there was no bag of sugar on the bag? I say the bag was not outside at all.
4681. Was the bag inside? No.
4682. Not a little hempen bag? No.
4683. Had you been inside at all? No; I had not been inside.
4684. Now, you have heard him swear that when he went across the road he saw you coming out. He did nothing of the sort.
4685. You were then in the act of closing the door with the key. Is not that so? I was not inside the place at all. I came round the corner 31 paces away from this door, that is all the corner is. 4686.

Senior-
constable
W. E. Quelch.
4 Nov., 1897.

4686. Now tell me this : Is it a fact that he said to you, "What are you going to do with this," touching the bag, and you said you were going to take it up to the station? I never used any such remark.
4687. Was there any conversation about taking the bag to the station? There was no conversation about any bag whatever.
4688. Was the bag put back again? No; if the bag was put back again the proprietor of the shop would have found it.
4689. Now you say this : that all that Lambert has sworn is absolutely untrue? Not all.
4690. This conversation about your locking the door and being inside? That is untrue.
4691. And about him covering you with his revolver and telling you you were lucky? He had his overcoat fully buttoned up and I think I could see if he had his revolver out then.
4692. Then all those things are absolutely untrue? It is.
4693. You have admitted you can discover no motive for this man deliberately perjuring himself to injure you? I have explained to you — [Interrupted.]
4694. You have heard him explain to-day that he has no complaint against you? It is just the same with them, behind your back they are different altogether at Redfern.
4695. You have sworn that everything the incriminating witness has spoken to is an absolute lie although you cannot give any reason why he should perjure himself, and in the "Myall House" case you have sworn that three witnesses are liars?
4696. *Mr. Bull.*] I object to this, you are making a speech cross-examination.
4697. *His Worship.*] I cannot allow this. What you are putting now is all down, you have put it all before.
4698. *Mr. Abigail.*] I want to know do you see the peculiar coincidence of these things that I have referred to, that in this instance you out-swear Lambert by contradicting all he says, you out-swear three witnesses in the "Myall House" case by contradicting them and stigmatising their evidence as perjury, and yet you cannot discover any motive for one of these four witnesses injuring you by perjury? I do not see any coincidence in it at all.
4699. You cannot see that out of five men, you included, you want his Worship to believe that you are the only truthful man, and the others are liars and perjurers. Don't you see that your evidence drives you to that fearful extremity? I think I put the case before the Court in a straightforward manner, and single-handed, and I have not approached a witness.
4700. Cannot you see that what I have pointed out is a peculiar coincidence? No; I cannot see it.
4701. You went round to Pogson's and brought him down? Yes.
4702. How long were you inside with him? Where? I never went inside his house at all.
4703. In the shop, I mean? I suppose about a couple of minutes; it might have been three minutes.
4704. And in a couple of minutes all this long time ago, the 28th July, 1895, you can recollect all you saw in that shop, and with such a particularity as to how it was stacked up, and where it was stacked? I could see it every night in my life.
4705. You could not see last night what you saw six months ago? I can see it every night.
4706. You have told us where the herrings were, where the soap was, where the bags were, and you say there were five or six hempen bags? I can tell you what the shopkeeper does.
4707. Did you see what you have just described in Pogson's shop on the night of the 28th of July, 1895, during the two minutes that you were in there? Years before, and since.
4708. How could you see what you said you did see on the 28th of July, 1895? I see similar articles every day.
4709. Then you describe what you say you saw on the night of the 28th July, 1895; so long as you are certain about one article, that will do for me. Are you certain that on that night, July the 28th—the night of this occurrence—there were five or six hempen bags hanging up? I did not say they were hanging up at all.
4710. Where were they? They were lying down.
4711. And they were usually hanging outside the shop in the daytime? Yes.
4712. They were hempen bags, were they not, like the one you had in the court the other day in the pigeon-case? I think they were different. I think they were different material and different handles.
4713. But they were like that [*producing a bag*]? Bigger than that.
4714. How much bigger than that? It may be a couple of sizes.
4715. You will admit that if a man has a waterproof cape on, a bag a couple of sizes bigger than that can be conveniently concealed under that cape and his coat? I do not think so, not if he is going amongst policemen in a police-station.
4716. How far is Pogson's from your house—the shortest cut. Your house is on Pogson's side of the police-station? I know it is.
4717. How far is it? I should say half a mile.
4718. Now, Quelch? It might not be, hardly half a mile.
4719. Is it a quarter of a mile by the shortest cut? Over; I am positive about it.
4720. By the back gate? I could not get in the back of a night-time, not unless I went home.
4721. Supposing that night you left the back gate open? I never do.
4722. But supposing you did, you could get in, could not you? Yes, I could only get into the back yard though, not anywhere else.
4723. How far is it from your back gate to Pogson's by the shortest cut? About 800 yards. Of course if I flew like a pigeon over the houses it might be a little less. Then at that time I would be almost walking alongside a constable going up Raglan-street on this beat.
4724. Do you know that one of the other charges is that you were removing a bag of sugar which you called sand from this very shop? No.
4725. "About six months ago, Constable Hill, when on duty on the Botany Road, saw a man crossing the Botany Road in a slouch hat, and with a bag of something on his back. Hill approached the man and was surprised to find that he was his senior officer, Quelch, who said 'It is all right Hill, I have been getting some sand for my canaries'?" Hill never saw me near Mr. Pogson's shop.
4726. You know that there is that charge against you? I do, well.
4727. And you know that that charge connects you with Pogson's shop? I do not know anything of the sort.

Senior-
constable
W. E. Quelch,
4 Nov., 1897.

4728. Do you mean to tell me that you do not know that the complaint against you in connection with that eighth charge is that instead of sand it was sugar, and that you were coming from the rear of Pogson's shop round the lanes? You never saw me, nor did Hill see me round the lanes. If you infer that it was sugar, I shovelled it off the public streets, as I have done for the last eight years.
4729. You must have a lot of conspirators there in that Force to ruin you? There are, there, in Redfern, I can tell you.
4730. Do you know that this charge 8 is that you were going from the rear of Pogson's shop carrying what you are accused of carrying, sugar; but you call it sand? No.
4731. I am only telling you what the charge means? No.
4732. Now do you mean to say that Lambert could be by any possibility mistaken when he said he stood right over you, up against you, and saw you deliberately lock the door? I most decidedly say he was mistaken.
4733. Taking the key out afterwards, and yourself sending him to the station while you said you would go and rouse up Pogson? I did not say any such thing.
4734. Do you say he is wrong? I do say he is wrong.
4735. Was there any reason why he should not go to the station when you told him to go and report it? I never gave him any reason not to do it. I told him to do it.
4736. Did you, when you went to the station, inquire at the station whether the man you had sent to report it did report it? I found by the book that he had not reported it.
4737. Did you make any complaint against him for neglect of duty? I did not.
4738. Did you ever speak to a soul about his negligence in not obeying your commands as a senior officer? No.
4739. Notwithstanding that you, a strong disciplinarian, who never fails to make a report of disobedience, made the report yourself? Most decidedly I did.
4740. Who was the officer in charge? Constable Kidd.
4741. And you will admit that it was his duty as officer in charge to write the report down and get you to sign in the usual way? No.
4742. Is not that the usual way? No.
4743. Is not the officer in charge specially commissioned, as a matter of duty, to enter the reports, and the party from whom he receives them initials them? Not that book.
4744. What book? The Occurrence Book.
4745. Is that in this? It would not be in it.
4746. Why would it not be in it? It is not my duty.
4747. Can I take it from you that you have gone through the Occurrence Book and have discovered that that entry of yours has not been entered up in the Occurrence Book? It would not be.
4748. Now give me July, don't give me June? I will give you any book you like. [*Handed books to Mr. Abigail.*] Never such an entry was ever made in the Occurrence Book.
4749. You admit yourself that your complaint is not in the Duty Occurrence Book, which you say is compiled by the sergeant in charge, and should be entered up from this Rough Occurrence Book? No, it has nothing to do with it.
4750. Are not these entered up anywhere? Only robberies, or anything appertaining to that department, such as bills or anything else, are entered up.
4751. Now, you see this complaint immediately preceding yours. Is that in there? That would not be in there.
4752. Well, see? I am sure it is not in there.
4753. Can you give me this: "Horse lying struggling on the ground"? That would not be in this book.
4754. Who wrote this? The watchhouse-keeper after he got up.
4755. Who is the watchhouse-keeper? Senior-constable Shaw.
4756. Well, then, your complaint about seeing this shop open is sandwiched in between two complaints written by the watchhouse-keeper? Yes.
4757. Who was on duty at the station? No, he was in bed.
4758. Do you mean to say that at any time the station has no one in charge? The senior-constable goes to bed at 3 o'clock, and Constable Kidd gets up and writes the routes in the Route-book.
4759. He also writes up the complaints by the constables reported to him? Not at all. Not by the senior-constables. There is Senior-constable Proctor's handwriting, Serjeant Houlahan's, and other constables, see that [*indicating to Mr. Abigail.*]
4760. At any rate you will admit this, that although you gave strict injunctions to Lambert to go to the station, post-haste, and make a complaint about Pogson's shop being found open, and to use your own language "to say where you were" and to describe the circumstances under which you were at Pogson's, he never did so? No.
4761. You went to the station subsequently, after being relieved by Pogson, and then you found that there was no complaint lodged in the Occurrence Book, and you immediately lodged it? I put the record in the book.
4762. And have you never, from then to now, made the slightest complaint to anybody about Lambert's negligence? Of course not.
4763. But you will admit that it was negligence? You do not suppose the senior-constables report the men for every little thing.
4764. You will admit that you did not, in this particular instance, report this constable? No decidedly not; Inspector Lawless will tell you that we do not report them for every little thing.
4765. Was it not a usual thing on a clear night to wear an overcoat on duty instead of a macintosh? I never wear my overcoat on night duty.
4766. When do you wear it? Never, I always wear my macintosh; Serjeant Vane always wears his macintosh.
4767. Are not coats part of your uniform? It is part.
4768. Is there not a uniform uniform, if I may be allowed the expression? Not altogether; some constables wear their capes.
4769. Are they allowed to do that? Yes.
4770. Is not there a rule that they should be attired alike when on duty? Some constables you will see with a macintosh, and some with a coat.

- Senior-constable
W. E. Quelch.
4 Nov., 1897.
4771. Is it a matter of choice? It is a matter of choice; I never wear my overcoat.
4772. Now, you will admit this, that Lambert did see you at Pogson's door? Outside, yes.
4773. And that you sent him away, and that from then until you got to the station there was nobody had any conversation with you, or saw you, except Pogson? No.
4774. So that you will admit that, if Lambert is to be believed about this bag being outside, and your putting it back again, and if you are to be believed that—when you went for Pogson, and Pogson came back with you and certified that everything was all right, and nothing had been moved—that there was time for you, had you been disposed, to have moved the bag and put the groceries back, and put back the bag? I never went inside the shop.
4775. But there was time? No, there was not.
4776. You did not have time to do what I have just asked you, while Constable Lambert was returning to the station, and before you had gone for Pogson? No, there was no time. I remained outside of Mr. Pogson's house. I think I knocked once or twice—I might have knocked three times for all I know.
4777. Will you admit this: that there was time, after Lambert went to the station, presuming that you had a key, for you to have locked the door and put the key in your pocket, or, rather, having locked the door, to have unlocked the door, put the key in your pocket, and then gone to Pogson's? Not at all, because I never sent Lambert away until I came back from Mr. Pogson's.
4778. Yes; but before Pogson had come up? Constable Lambert was only a few yards past Chapple-lane when Mr. Pogson came down Chapple-lane. He said that I sent him to the station; but it was after I came back from Pogson's.
4779. He said he left you at the door, and you said you would go round to Mr. Pogson's? I went round to Pogson's first. When I came back Mr. Pogson was then about starting from his house, and I instructed Constable Lambert to go to the station and report where I was, as he would be wanted for his fresh beats and calls.
4780. *His Worship.*] Did Lambert remain there while you went to Pogson's? Yes.
4781. So that Lambert saw you, you were not there by yourself to do anything? No.
4782. *Mr. Abigail.*] But on your own admissions you say that you came back from Pogson's and that you sent Lambert away, and that you waited at Pogson's shop until Pogson came up? Pogson came down on the same side of the road as his shop from Chapple-lane. There was no waiting at all.
4783. You say that when you got back to Lambert, whom you left waiting on guard outside Pogson's shop, Pogson must have been just then leaving his house. His house is just round the corner? Round in Wyndham-street.
4784. How many yards away? It is the next street at the back.
4785. How many yards? The distance from street to street is somewhere about 90 yards.
4786. From shop to residence! About 150 yards?
4787. You waited there long enough for Pogson to traverse the 150 yards from his house to his shop? Yes.
4788. *His Worship.*] After Lambert had gone? No. Lambert never left the shop until I got back. I sent him away then.
4789. Was Pogson there then? Pogson was coming down the street.
4790. Were you there by yourself after you sent Lambert away before Pogson arrived? I may have been a few seconds, but that is all. A very short time, your Worship. I remained outside on the footpath until Mr. Pogson came down; then Mr. Pogson was the first to enter the shop, and I followed him in.
4791. *Mr. Abigail.*] Do you know Alderman Horne? I do.
4792. Do you know Alderman Hannan? I do.
4793. You know "Hannan's Hotel"? I do.
4794. Kept by a cousin of Alderman Hannan? Yes.
4795. Were not you recently in that hotel at 11 o'clock drinking? No, I was in there before 11 and came outside.
4796. When was it? By appointment with the Mayor of Alexandria I went down to the Borough of Alexandria Council Chambers.
4797. When? I should say it is about a month ago.
4798. *Mr. Bull.*] What is the Mayor's name? Alderman Harden. There I met Alderman Horne and Alderman Hannan.
4799. *Mr. Abigail.*] By appointment, too? Not Alderman Hannan. I went down to see Alderman Horne. I was told he would be there that night to see the Mayor over some municipal business. I went down to see him, and after being there some time we all four of us left.
4800. How long were you there altogether? In the Council Chambers?
4801. In the hotel? We were not there very long.
4802. How long? About a quarter of an hour or twenty minutes, perhaps half an hour.
4803. Were you there half an hour? About half an hour.
4804. More or less? I do not think it was more.
4805. What time did you leave the hotel? About five minutes to 11, and while standing on the footpath Serjeant Vane passed and Brewin passed. Brewin stood watching us round the corner.
4806. Now, you went down there begging for characters, applying for characters. That was the appointment was it not? I was requested to go down there by the Mayor.
4807. You went down there to get a character? I suppose that was what it was for.
4808. You know what you went for? I was requested by the Mayor to go down there.
4809. Was he going to present you with a certificate of character unasked? I asked the Mayor how long he had known me in the district in my capacity both private and public, and then the Mayor said, "You come down to the Council Chambers, Alderman Horne will be there; he wants to see you." I never approached Alderman Horne that much (*indicating*).
4810. Is not that what I asked you before? Did not you go down there to ask for a certificate of character? Not to ask.
4811. What did you go down for? I had met the Mayor elsewhere.
4812. Did not you go down for a certificate of character? I had the Mayor's signature several days before this.

4813. What did you mean by saying just now "I suppose so" when I asked you "Did you go down there for a character"? It did turn out when I got there.

4814. Did not you know what you went down there for? When I got there I knew. I have not been like your client, Mr. Dacey, going to my wife's relatives about me. Mr. Dacey has been round to my wife's relatives asking to try and fossick out what he could about me, and if you want it I will bring them here.

Senior-
constable
W. E. Quelch.
4 Nov., 1897.

Mr. Biron Pogson, Grocer, 44 Botany Road, Alexandria, was called and sworn :—

4815. *His Worship.*] What is your name? Biron Pogson.

4816. And what are you? Master Grocer.

4817. At where? 44 Botany Road, Alexandria.

4818. *Mr. Bull.*] You know Quelch, the senior-constable? Yes.

4819. How long have you been in the Redfern district? About twenty years.

4820. You are a resident of the district of twenty years' standing? Yes.

4821. How long have you been in business? About fifteen.

4822. Do you remember July of 1895, Quelch coming to you one morning with regard to your shop? Yes, I do.

4823. Can you say about what time in the night or morning it was, so far as you remember? Well, I have not much idea. It may have been 2 or 3 o'clock or 1 o'clock.

4824. Were you awakened at your private house? Yes.

4825. What time did you give up business the night before that morning? It may be between half-past 8 and 9 o'clock, as near as I can remember.

4826. And how are your premises fastened up? Locked up in the ordinary way back and front.

4827. Is there a lock attached to the door, a padlock or what? Just an ordinary lock, no padlock.

4828. To the front door? The same.

4829. Are they double doors in the front or single? Double doors.

4830. And one door is fastened back in the usual way by bolts on the inside? Yes.

4831. And the other door is locked to that when fastened?

4832. Having been awakened by Quelch, tell me what you did? Well, I came round to the shop with Mr. Quelch. Of course when we got there the front door was a little ajar. Of course we went through the premises and lit a candle, and had a look round, and we also went to the back, and I believe, to the best of my knowledge, that was open also.

4833. You went to the front of the premises when you came down? Yes.

4834. The doors were pulled to but ajar? That is it.

4835. In other words, not locked? They were not locked.

4836. Did you have a light inside? Yes.

4837. And you went, you say, through to the back of the premises, and to the best of your recollection or belief the back door was open? I am almost sure it was, but I am not positive.

4838. How would that be fastened? In the same way, with a lock and key? Yes.

4839. With regard to the back, would the keys of the back and front doors, would either or both be left on the premises? The back door key would be left on the premises.

4840. Inside the premises in the lock? Yes.

4841. What would become of the other key? Oh, I always took that home with me.

4842. And you had it with you when you came down that morning? Yes.

4843. Well, tell us what you say with regard to the premises. First of all did you find any property had been taken? Well, certainly I had a good look round, to the best of my knowledge; of course, I could not say whether there was anything interfered with or not. Of course, in an establishment like mine it would be very hard to miss it.

4844. Did you notice that anything particularly had been interfered with? No.

4845. I understand that you do expose a quantity of goods for sale outside? Yes.

4846. All you people do the same thing; and at night, when your premises are being closed, where are they put? They are put in their different departments. We have what you call bins and shelves, and we generally put all things in these when we bring them in at night, generally.

4847. Were there any goods exposed in the front of the shop? There always is something just inside the door.

4848. Did you notice, so far as you can remember, any goods of any description disturbed, taken from their ordinary places? Well, I could not say.

4849. You missed nothing? Not to my knowledge.

4850. Were the premises locked up? Yes; of course, Mr. Quelch and I came round through the place, and I locked up and went home again.

4851. Was there any key in the door when you got there? No. Except in the back door. The back door key was there.

4852. Is that the first time, or the only time, that you received a similar intimation about your place? No; that was the third time.

4853. And do you remember who it was on any previous occasion gave you any intimation with regard to your place being found open? Well, I believe it was Constable Bourke and Mr. Brewin—what we call the night-watchman—and the other occasion it was a little further back, and I never could call to mind who it was.

4854. Do you remember whether Bourke's case was a month before Quelch gave you this information? I could not say positively about that.

4855. I suppose an entry by Bourke in the Police Occurrence Book would probably be accurate if he nominates a time in June, this time when Quelch woke you up being in July? I should not think the two occurrences took place that near together.

4856. You do not think so? To my knowledge.

4857. I may, just as a fact, tell you that Bourke has made an entry in the Police Occurrence Book himself, in his own handwriting, and he did acquaint you on one occasion of this place being found open? Yes; that is right.

Mr. Biron
Pogson:
4 Nov., 1897.

- Mr. Biron
Pogson.
4 Nov., 1897.
4858. And, on that occasion, did you accompany Bourke back to the place? Yes.
4859. Did you find anything disturbed then? To the best of my knowledge, no.
4860. This is the entry. [*Exhibit No. 28.*] [*Read entry of 6th of June, 1895.*] That is his entry in the Police Occurrence Book? Yes.
4861. Your recollection is, that there was a longer time than a month or six weeks between the two occurrences? Of course, the peculiarity about this thing is, that it robs a man of any memory by thinking. This occurred a long time ago; it may have been a month, or it may have been three.
4862. You see this matter that Quelch is being asked to explain was in July, 1895, which would be two years and three months ago? Yes.
4863. Was there anything in Quelch's manner when you came back to the shop, or during the time that Quelch was with you, which would lead you to suppose that he was doing any other than acting as a policeman? Well, no, I could not say there was.
4864. Did it flash across your mind, from any manner of Quelch's, or from any conduct or demeanour of his, that he had opened this place?
4865. *Mr. Abigail.*] I object to this; there are two questions of the same nature.
4866. *Mr. Bull.*] Was there anything in his manner which you then noticed—fluster, or excitement, or anything of that sort—which would induce you to think that he was the burglar? I could not say.
4867. He seemed to be giving you information of something that he had found? Yes.
4868. I suppose, when Quelch told you that he had found this place open, calling you out at that time to come down and look at your property, you quite believed what he said? Yes, certainly.
4869. Was there anything happened during the time you were there with him, until you locked up the place, which in any sense disturbed that belief? Well, no. It was only a momentary affair. I just jumped out of bed and ran round. It only took five minutes to do the lot.
4870. We are told that your place of residence is only about 150 yards from your place of business? Yes, about that.
4871. *His Worship.*] Did you find anything packed in a bag in the store, in one of those canvas bags? No.
4872. Did you see a parcel of sugar done up amongst the goods inside the store? No.
4873. *Mr. Bull.*] Are you quite sure with regard to Quelch and yourself coming back to the store together? Oh, yes, I am positive.
4874. There is no doubt about that? Well, Mr. Quelch naturally woke me up and came round with me.
4875. How many times did he knock for you? I could not say.
4876. *His Worship.*] When you got to the store was Lambert there? There was no one there this night, when Quelch woke me up.
4877. *Mr. Bull.*] Is there any reason in the world to suggest why Quelch should rob you? No, I do not see it.
4878. Have not friendly relations existed all along between you as a business person and him as a police officer? Well, up to that time I did not know Mr. Quelch from Mr. Lawless, or anyone else.
4879. You knew him as a Police officer? I knew him by sight, but did not know his name.
4880. *Mr. Abigail.*] I suppose you will admit that since then, since this time when you were awakened by Quelch in July, 1895, you have never been awakened by Quelch or any other constable? No.
4881. That whoever the burglar is he has given your place best? Yes.
4882. And that prior to this your place had frequently been found open? On three different occasions.
4883. And you began to regard it as a most extraordinary occurrence? Oh, yes.
4884. But the wonderful thing is that since July, 1895, your place has never been broken open? No.
4885. *His Worship.*] Has anything been stolen at any time from your place? Well, I have not actually missed anything.
4886. *Mr. Abigail.*] It is pretty difficult for a retail grocer with a big stock like you keep, especially as you keep it in quantities, as I saw it when I went to see it, it is very difficult for you to miss a bag of sugar, or two bags of sugar, or a chest of tea? Yes.
4887. You do not take stock? No.
4888. You keep no stock-books? No.
4889. Your business is something like my father's was? Yes.
4890. A retail grocer's with a large stock? Yes.
4891. Stacked up all over the shop? That is it.
4892. And you are continually hauling down six bags of sugar at a time, and emptying it into a bin? Yes.
4893. Probably every day? Yes.
4894. And taking down six chests of tea? Yes.
4895. And you always keep a weighed-up stock of tea and sugar, 4 lb., 6 lb., 2 lb., and 1 lb., do you not? Yes.
4896. Are you quite sure that you walked back with Quelch to your shop that night? I am positive about that.
4897. Quelch says that you did not, that he woke you up, and that he got back to the shop just about the time that you started from your house. Now, there is a disparity between your evidence and his. Who would most likely be right, you or he? I was always under the impression that I walked back with him.
4898. *His Worship.*] You may have followed him? Yes.
4899. *Mr. Abigail.*] You see, Quelch knocked you up, you were in bed asleep? Yes.
4900. Is yours a two-storied house? It was a cottage at that time.
4901. Did you come out, or open the bedroom window to see what was the matter? I opened the door.
4902. Just as you jumped out of bed? Yes.
4903. Quelch told you at once what was wrong? Yes.
4904. Did he say, "I will go along; you had better follow me as soon as you can"? I am a bit uncertain about that, whether I just followed behind him or went with him.
4905. It would not be a likely thing that a policeman would have left your shop open, and waited until you came down with him, because, in the meantime anybody could get in and take some of the stock away; you are not quite sure about it, are you? I am not sure.
4906. You will admit that Quelch's memory is superior to yours? I am very uncertain about that.
4907. Well, he is certain; you will admit that there was nobody in charge of the door you did not see Constable Lambert there? No.

4908. Did Quelch tell you that Constable Lambert had been there? No, I do not think he mentioned any other constable.
4909. Did he tell you that he had left any officer in charge of the place? No.
4910. You are pretty sure he would tell you that if it were so? I believe he would.
4911. Has Constable Lambert's name been mentioned to you before in connection with the occurrences of this night? No, I do not think so.
4912. Now, as a matter of fact, anybody who opened that front door to get in must have used a key? Certainly.
4913. From the outside? Yes.
4914. There was not a bolt inside the door, it was a door locked by the ordinary key merely? That is it.
4915. And having opened that door he could have easily closed it and walked through to the back and unlocked that, because the key of the back door was in the door? Yes.
4916. So that could have been done with ease? Certainly.
4917. Do you remember on this night that you had some hempen bags hanging up for sale? Yes, we always keep a stock of them.
4918. Do you remember how many you had? I could not remember how many we had, of course; I always get a gross of them.
4919. Were they all sizes? All sizes.
4920. And on this night you had some? Oh, yes.
4921. But if one of these had been spirited away you would not have known, would you? I would not have missed twenty of them.
4922. Now, has Quelch interviewed you recently about this case? Well, accidentally one day I met him, and he just spoke to me about it.
4923. Did he tell you he was going to subpoena you? I do not think he mentioned that.
4924. He served the subpoena on you—the summons to attend here? Well, I could not say who it was particularly, it was left in the shop.
4925. However, he has spoken to you about this matter? Yes.
4926. And refreshed your memory, has not he, of the occurrences of that night? He just said what I said now.
4927. He said to you, did he not, "Do you remember that night I came round and woke you up, and I did so and so"? Did he refresh your memory in that way? Well, he did just mention it.
4928. Is that within the last three weeks? I think it is later than that.
4929. About a month? Yes, as near as I can think.
4930. Now, Brewin was watching your place at one time, was he not? Yes.
4931. As far as you know, is he a man of good character? As far as I know, I never heard anything against him.
4932. Do you believe now that he is a man of good character? I have heard nothing against him.
4933. Was he ever charged with assisting an employee of yours to rob you? Was ever a complaint made to you by Quelch that he caught an employee coming out of your place with a bag of stuff? No.
4934. Brewin was watching your premises for some time? Yes.
4935. Is he still? No, not now.
4936. *Mr. Bull.*] How long is it since he ceased to be watching your premises? I am sure I could not say.
4937. Give us an idea? It might be a couple of years or so.
4938. My friend has asked you whether Quelch did not have some conversation with you. Quelch did not suggest to you that you were to say anything but the truth here, I suppose? Mr. Quelch simply just said, "You remember the night I came and knocked you up?" and I said, "Yes I do."
4939. Do you remember was it in August last? All I remember is that it was a very cold night, I put on a coat and went round.
4940. You are speaking of the night now when you found the shop open? Yes.
4941. That would be a cold night because it was in July. Can you tell us whether Brewin has been employed by you as a night-watchman since the middle of last year? Oh, no. It is further back than that.
4942. There is no doubt about that? I think so.
4943. It is about eighteen months ago, is it not, since he last acted as a night-watchman for you? Of course he may know better than I. It is only from recollection—it is about eighteen months or two years.
4944. Have you anybody watching your place now? No.
4945. Do your premises adjoin Flynn's? Yes.
4946. Your back yard runs to his? They run parallel.
4947. Is there any dividing fence between the yards of the two premises or are they all one yard? It is only a little space about as wide as this room here; there is no fence at all now, there has not been this last four years.
4948. Did you hear as a fact that Quelch found a man leaving Flynn's place with some property in his possession which he reported to Flynn? Yes, certainly.
4949. Do you know as a fact that that man was dismissed by Mr. Flynn? Yes.
4950. And these premises of Flynn's, as you say, immediately adjoin yours? Yes.
4951. *Mr. Bull.*] I should like to put in the Duty Book of June, 1895, the entry No. 5,386. I will read the entry and then your Worship may consider this book in. I only want to show the relation of this evidence to the charge which my friend is making.
4952. *Mr. Abigail.*] I object to this.
4953. *Mr. Bull.*] I put in this book. [*Exhibit No. 29.*] [*Read the entry.*]

Senior-constable W. E. Quelch, recalled:—

4954. *Mr. Bull.*] What does that mean [*indicating entry*]? From 6 to 10 in the morning I was on duty.
4955. Two to 6 p.m., that is another four hours, that is eight in the day? Yes.
4956. The next entry, "Friday, 7/6/97, charge of relief, 10 a.m. to 1 p.m." The entries show that he was on till 6 on Thursday, and never went on again until 10 on Friday, so that at the time that this was reported Quelch, on his oath, says he was on duty. [*Exhibit No. 29.*]

Senior-constable
W. E. Quelch
4 Nov., 1897

Senior-constable

Senior-constable W. D. Shaw was called and sworn:—

- Senior-constable W. D. Shaw.
4 Nov., 1897.
4957. *His Worship.*] What is your name? William David Shaw.
4958. What is your rank? Senior-constable, stationed at Redfern.
4959. *Mr. Bull.*] You are an officer of the New South Wales Police, stationed at Redfern? Yes.
4960. Do you remember the morning of the 28th of July, 1895? I could not say that I do.
4961. [*Book passed up to him.*] Will you see the first and third entries on the right hand page? Yes the first entry is mine and the third entry is mine.
4962. When were they made? The first entry was made at ten minutes past 8 on the evening of the 27th of July, 1895, and the third entry in the page was made at 7.30 a.m. on the 28th July, 1895.
4963. You see an entry between your two? Yes.
4964. Whose handwriting is that? Senior-constable Quelch's.
4965. Was that entry in the Occurrence Book before you were making your second entry? Certainly it was.
4966. And it must have been entered in that book before the morning of the 28th? It must have been between 3 and half-past 7 or between 3 and 6.
4967. What time did you leave that morning? I may say at 10 as near as I can remember. I should get away at 10, I might be a little earlier or a little later.
4968. Now, you know Lambert? Yes.
4969. Do you remember his coming to the station that morning about 3 o'clock? I do not remember that he did come to the station that morning at 3 o'clock.
4970. *Mr. Abigail.*] You were in bed asleep? Just after 3 o'clock.
4971. *Mr. Bull.*] What time did you leave? In the morning at 10 o'clock as near as I can tell.
4972. What time did you go on duty? At 10 o'clock the previous morning. I might explain that we had twenty-four hours on duty and twenty-four hours off.
4973. So that you would have been on duty from 10 o'clock on the 27th to the 28th at 10 a.m.? Yes, bar two hours for meals.
4974. Do you remember Lambert making a report in the morning about 3 or 4 o'clock? He did not make a report to me or it would have been entered in the book.
4975. Not a report of occurrence, I mean a duty report? It would have been entered here.
4976. When would Lambert have gone on duty, you know he was on night duty that night? I think he was on from 10 o'clock in the evening till 6 in the morning.
4977. Would not it necessitate his being down at the station at 3 o'clock in the morning? That depends upon what beat he was on.
4978. He was on 3 and 5? Yes, he would come to the station at 3 in the morning.
4979. He would not only come as a matter of duty, but being on these beats, do you remember that he did come? There is no doubt he came because I would have wanted to know why he did not come.
4980. Do you remember would it be necessary for him, as a matter of duty, when he did come in at 3 to report himself? Yes, he would report.
4981. What would he report? He would say "All right, senior," or "All right."
4982. Do you remember that he did that? He must have said so or else there would have been something — [*Interrupted.*]
4983. If an occurrence had happened, for instance, if he had been with Quelch when something happened and he came to the station at 3 o'clock to give a duty report, would he or would he not as a matter of duty make some report to you of that occurrence? If he considered it his report, no doubt he would have reported it to me.
4984. Suppose this: that he had gone, as a matter of duty, from one side of the road to the other, and seen something suspicious happening in front of Pogson's store; he took out his revolver, as if to present at somebody whom he thought was committing some offence, the somebody turning out to be Quelch, fastening, opening, or doing something with the doors of Pogson's store—would that be a matter that he would report to you? Yes, I consider it would.
4985. Suppose that he sees this or that which, in his mind, is so suspicious as to necessitate him simply blowing his whistle in the street to attract some other officer on duty, should not he report even a small circumstance of that description? I hardly think he would report such a thing as that.
4986. I say, suppose he saw something which, in his opinion, was so suspicious as to necessitate his giving the alarm to some officers on the same beat, necessitating his blowing his whistle, would not he report some of those circumstances when he came in to you at 3 o'clock? I should say he would.
4987. You Police officers do not blow your whistles, when you do blow them, for mere amusement? No.
4988. *His Worship.*] If he had known that a store was open on his beat, should he have reported that? Yes.
4989. *Mr. Bull.*] If he had found this Pogson's store door open, and somebody—Quelch, or anybody else—acting in what he says he considered was a suspicious manner, would it not have been his duty to report it to you? Yes.
4990. Did he report any such thing to you? No, he did not, or else it would have been here.
4991. Do you know of any such circumstance where an officer, for fear of something, failed to report such an occurrence as his *Worship* has suggested, and as I have suggested to you, finding a store door open, unprotected at 3 in the morning, somebody, anybody, acting in a suspicious manner at that door? I scarcely remember any such circumstance; because, if he had, he would prevent himself getting into trouble.
4992. And if, as a fact, he was in fear of some other officer, would not the fact of his not reporting some such circumstance militate far more against him? I do not follow you.
4993. *His Worship.*] Before this inquiry was mooted, did you ever hear any suspicion cast upon Quelch in connection with this matter of Pogson's store? No, nothing until it began to be talked about.
4994. *Mr. Bull.*] You know these rules [*indicating*] possibly as well as any man in the Redfern police? I cannot say that I know them. I know some of them.
4995. You know of their existence? Yes.
4996. And I suppose you know of this one—Rule 218 [*read it*]? Yes, that is correct.
4997. You know that police officers are not allowed to amuse themselves by the indiscriminate blowing of their whistles? Especially at night.
4998. And the object and purpose of the whistle is just as this rule says, "to intimate the necessity for immediate assistance"? Yes, that is correct.
4999.

4999. When first did it come to your knowledge that there was any insinuation against Quelch, that it was he who had broken into that store of Pogson's on that morning in 1895? I never knew anything about it until this affair began to be mooted a very little while ago; it always stood as it is here [*indicating the book*].

5000. Would this statement be true: "That Constable Lambert was on duty one night and heard a noise at Birou Pogson's grocery shop. He came up to the place to see what it was. He found the door open, and Senior constable Quelch inside with a bag of groceries." Now, if that constable found such a condition of circumstances, would it not be his absolute duty to report it to you? He should have reported it to me.

5001. *Mr. Bull.*] Is this true: "Quelch said 'Someone has broken into the place.' What I wish to draw particular attention to is: that this case of attempted robbery of the grocery store has not been reported at headquarters." Is that true? No.

Senior-constable
W. D. Shaw.
4 Nov., 1897.

5002. And that book, I suppose, was open to the inspection of anybody in connection with the Police Force? Anyone in the station. This is the only entry in reference to Pogson's.

5003. "That is a significant fact. Quelch was the officer to have reported it, but he has not yet made his report." I need not tell you the date of that is a month or two ago. That charge, you say, is untrue? Yes.

5004. The report was made by Quelch personally? Yes.

5005. In his own handwriting, and he signed it? And he signed it.

5006. *Mr. Abigail.*] This is Botany Road [*indicating*]. Pogson's shop is on the right-hand side going to Botany. The beat patrolled by Lambert is on the left-hand side? Yes, the east side.

5007. He hears a noise; he rushes over and he finds Quelch, as he says, locking the door, with a bag of groceries outside, and he says to Quelch "You are lucky that I have not shot you for a burglar." "Oh," says Quelch, "there has been a robbery." "What are you going to do with these things?" says Lambert. "Oh, I am going to take them up to the station," and after a further conversation to that effect, Quelch says, "You go up to the station, you will be wanted on the calls. I will be up after I have roused Pogson up. I will report it." If the Senior-constable had said something to that effect would not the constable have left it to his superior to report it? He would have said something about it.

5008. Supposing you had told Lambert, "Oh, go on and report yourself; you are due at 3. Never mind this, I will report it," would you have complained of your subordinate if he had not reported it? If Quelch told Lambert not to report it; but of course I know nothing about it.

5009. Your answers to Mr. Bull are based upon the ordinary routine of things at the station? Yes.

5010. You are a Senior-constable? Yes.

5011. You will admit that there is a strange corroboration of Lambert's statement which is as I repeated to you just now, that Quelch would report it by the fact that Quelch did report it, and soon after 3?

5012. *Mr. Bull.*] I object to it.

5013. *Mr. Abigail.*] I ask him is it not a strange corroboration? I do not know Lambert's statements.

5014. But if Lambert's statement is as I have stated to you, "Don't you repeat it, go up to the station, I will report it"—to that effect—and Quelch does subsequently report it, assuming Lambert's story to be true, is not that a corroboration?

5015. *His Worship.*] Under these circumstances, was it incumbent upon Lambert to report when Quelch had told him that he would report? I should have thought he would report anything serious, and if he saw this action and pulled out his revolver he would have said something.

5016. *Mr. Abigail.*] But would he have made a report to you about it, or merely spoken about it in a conversational way? If he had mentioned that I would have entered it. Supposing he had said, "Quelch is going to report it when he comes in," then I should not have taken it. But I have no proof that he told me that.

5017. You have no proof that he did not tell you? I say that if he had told me that I would have entered it.

5018. You have been asked certain questions? I think I have explained before that between 3 and 6 o'clock, although I was in the station, I was not in the charge-room.

5019. You have been asked certain questions by Mr. Bull, and you have answered this that what he says Quelch told Lambert is true. Now I am asking you this question, assuming that Lambert was told by Quelch to go up to the station and never mind about this, and he (Quelch) would go to the station afterwards and report it, is it not the most natural thing that subordinate Constable Lambert would say nothing about it and leave it to his superior officer to report it, as he said he would? I should almost have thought he would have said something about it.

5020. Do constables always, with such particularity, do what they ought to do? None of us do.

5021. You are on twenty-four hours at a stretch, are you not? Yes.

5022. And about 3 a.m. after the relief goes out you generally snatch a couple of hours' sleep? Yes.

5023. And during this couple of hours who is in charge of the station? Constable Kidd would be in the station with the instruction that if anything is required he should call me up.

5024. What time should Lambert come in after 3? He should return at half-past 4.

5025. At half-past 4 you would be asleep? Yes.

5026. And Constable Kidd would be in charge then? Yes.

5027. *Mr. Bull.*] If such a circumstance is related by Lambert to Kidd some entry should be made in that book? Supposing Lambert had not returned to the station until after Quelch had made this entry, then I do not suppose that Lambert or Kidd would have made another entry of the same kind.

5028. But supposing he went there at 3 o'clock, and that entry was not made by Kidd until after 3, what then?

5029. *Mr. Abigail.*] Did you ever say this, that you would call it unfair to you that you should be asked to take upon yourself the blame of certain things in order to screen Quelch? Did you ever say that to anybody at any time? I do not wish to screen Quelch.

5030. Did you ever say that to anybody? Not that I am aware of.

5031. Did you say it to Senior-constable Corcoran that you thought it very unfair that you should be asked to take upon yourself the blame of certain things in order to screen Quelch? I have no recollection of saying it.

5032. Will you swear that you did not say it? I will not swear at all; I have no recollection.

5033. But if Corcoran swears you did you will believe him? I will still say I have no recollection of saying such a thing.

5034. *Mr. Bull.*] Mr. Abigail has asked you a question of whether you have said this; but now has Quelch in any sense or way attempted to impose anything upon you to screen himself? He has not. 5035.

- Senior-constable W. D. Shaw.
4 Nov., 1897.
5035. Is there anything that you know of, or could suggest which has been attempted to be placed upon your shoulders by any officer in the Redfern Division for the purpose of screening Quelch? No, I do not know that there is.
5036. Is there anything that you have in your mind or that you can recollect, having such a complexion as would justify Mr. Abigail asking this question? No, I do not know that there is.
5037. *Mr. Abigail.*] Has anybody, from Inspector Lawless down, asked you to take upon your shoulders the blame of certain irregularities in order to relieve Quelch from the blame of such irregularities? I understand you to ask me this, has anyone asked me to bear Quelch's blame for Quelch's errors?
5038. No, to screen him? Certainly not.
5039. Have you been asked to take upon yourself the blame of certain things to screen Quelch? No; Quelch is quite able to take care of his own actions.
5040. *His Worship.*] I suppose there is a good deal of diversity of opinion among the police about this matter? I do not know that there is; of course, some men say one thing, and some another, but I have never been asked to say a certain thing—nothing of the kind.
5041. *Mr. Bull.*] Is not there some speculation out there as to whether Quelch is to be turned out of the Police Force or promoted? [*Witness did not answer.*]

Constable Archibald Kidd was recalled and sworn:—

- Constable Archibald Kidd.
4 Nov., 1897.
5042. *Mr. Abigail.*] Do you recollect the morning of the 28th July, 1895; were you in charge of the Redfern Station at that time? Yes.
5043. Do you remember Constable Lambert giving you any verbal reports about anything that had occurred on his beat when he came in in the morning at 3 o'clock? Not at 3 o'clock.
5044. When was it? 4:30 it was.
5045. Do you recollect what statement he made? I could not say the exact words, but he said something about finding Pogson's door open, and Constable Quelch there, but I cannot remember the exact words he said; I know I took the book down to make an entry, and I saw Senior-constable Quelch had made an entry.
5046. Did he make any statement, any suspicious statement, as regarded Quelch? No.
5047. Simply that Pogson's door was open, and that Senior-constable Quelch was there? Yes.
5048. Can you really remember what Lambert did say to you? I cannot remember the exact words.
5049. Did he say that he nearly shot Quelch; took him for a burglar, and nearly shot him? No, he did not say that.
5050. Would you positively swear that, or simply do not remember it? I will swear he did not say it.
5051. Did he say that Quelch was coming up and that Quelch had sent him on to the station? I think as near as I can remember, "Quelch found Pogson's door open this morning."
5052. *His Worship.*] Did he say anything about there being a bag of goods outside? He said there was a kit of goods found packed ready to be taken away in the shop or somewhere about the door.
5053. Did he say what was done with that? No.
5054. *Mr. Bull.*] But he certainly did not mention such a circumstance as that he said to Quelch, "My word, it is a good job, So-and-so; I might have shot you with my revolver"? No.
5055. Nor did he lead you to suppose that he had presented his revolver at Quelch? No.
5056. Nothing like it? Nothing like that.
5057. If this condition of things existed, I want you to say whether it would have been this man's duty, Lambert's duty, to have made some report to you. Suppose that, being on the opposite side of the road on his own beat, he heard some noise which attracted him to the opposite side, to Pogson's store door. After hearing that noise he approached the door and saw somebody meddling with the door; that he at once took out his revolver, and immediately disclosed Quelch. Do you think it would have been his duty as a police officer to have reported some such circumstance to you? Certainly.
5058. *His Worship.*] Do you recollect whether he said the goods were outside or just inside the door? I do not remember. I think he just simply said there was a bag of things ready packed to be taken away.
5059. *Mr. Abigail.*] At any rate, when Lambert told you what he did, you thought it sufficiently important to turn up the Rough Occurrence Book to make a report of it? Yes.
5060. And immediately you did you found out that Quelch himself had already written out the report? Yes, he was in there a little while before that.
5061. Were you in the station when Quelch wrote out that report? I say he was in there a little while before that, and wrote it out.
5062. Had Quelch told you what it was? I do not think so.
5063. Was not that the usual course events should have taken, that Quelch should have told you, and you should have written the report in the Occurrence Book? No, the non-commissioned officer should have written it himself.
5064. The usual thing would be that he would have told you? Sometimes he would mention it to me, but he usually wrote it himself.
5065. He did not tell you, did he? I do not remember.
5066. He did not tell you that he had left Lambert in charge there while he had gone to rouse Pogson? I do not remember whether he did or not. I do not think he did.
5067. Because if he did that would have impressed the occurrence on your mind, would it not? Well, I should think so.
5068. At any rate there can be no doubt about the fact that Lambert did speak to you about a bag of goods at 4:30? Yes.
5069. Stating that they were ready packed for removal and standing somewhere about the door? Yes.
5070. That is your recollection of what he said, that they were somewhere about the door? As near as I can remember Lambert said, "Quelch and I found Pogson's door open, and there was a bag of goods packed ready to be taken away." That is as near as I can remember.
5071. What time did Quelch come into the station to make this report? It might have been very near 4 o'clock.
5072. And was he still in the station at the time that Constable Lambert was there? No. 5073.

Constable
Archibald
Kidd.

4 Nov., 1897.

5073. Had you told Lambert before Lambert had conversed with you about this that Quelch had been in and had made a report about it? No.
5074. As a matter of fact you did not know until you looked up the Occurrence-book that Quelch had reported it, did you? I do not think I did.
5075. You looked up the Occurrence Book to enter up Lambert's complaint and you found Quelch had been there with a report? I think so.
5076. So that you really did not know that Quelch had actually reported it in the Rough Occurrence Book until you looked it up after Lambert told you? As far as I can remember I do not think I did.
5077. Don't you think it was really something out of ordinary that Quelch should have come there and quietly got this book and entered this in, and never said a word to you about the occurrence. Don't you think it is something out of the ordinary? It might be.
5078. It is a bit unusual? Well, of course, some non-commissioned officers would say more than others.
5079. Well, Quelch is not a secretive individual, he is a man to talk if he has made a discovery? I think he is just the opposite.
5080. You were the only officer in the station at the time he came in? Yes.
5081. Is it likely or probable that he came into the station, never said a word to you, took the book from the desk at which you were sitting, wrote the entry, and walked out without saying a word to you about the occurrence? He has done that before and since.
5082. Now, you certainly yourself would have spoken about it, would you not, if the positions had been reversed? Yes.
5083. How could Quelch have taken that Occurrence Book away from the desk at which you were sitting, and upon which it was, and have written this report, and yet your attention not be attracted? Well, I would be writing at the desk, and the Occurrence Book would be away to my right, as if up in the wall there [pointing] right at my back.
5084. It could not be written there? No, but he would be away at the table to my right.
5085. If he had written it, would it not have been his duty to have put it in front of you, and let you see what it was, as the officer in charge? I was simply the officer in charge, the non-commissioned officer in charge was, of course, resting at the time.
5086. But it would have been your duty if there had been a serious complaint to have called Shaw? Yes.
5087. There might have been a diversity of opinion as to whether the complaint was serious or not between the two officers; was it not his duty to put it before you so that you might decide as to whether it was necessary to call Shaw, who was asleep? He would have done that himself.
5088. *His Worship.*] Of course, the book was open to your perusal at any time you were there? Yes.
5089. *Mr. Abigail.*] Before there was any suspicion of the inquiry, you did hear, did you not, that Lambert had nearly shot Quelch? No; I have heard it lately.
5090. How long ago? I suppose a few weeks, perhaps.
5091. Did you hear it before Mr. Dacey's speech in the House; was it not generally talked about? No, it was not.
5092. You heard it though? I heard it.
5093. It was before Mr. Dacey's speech? I would not be certain that it was before Mr. Dacey's speech.
5094. At any rate, it was weeks ago?
5095. *Mr. Bull.*] Mr. Dacey's speech was on the 17th of August—three months ago.
5096. *Mr. Abigail.*] No, ten weeks? It might have been about the same time, or a little after.
5097. It might have been a little before or a little after? It might have been; but I do not think so.
5098. *Mr. Bull.*] Don't you know that the long articles in *Truth* appeared before Mr. Dacey's speech? I have only read it.

Senior-constable W. E. Quelch was recalled:—

5099. *His Worship.*] You still state that there was nothing packed ready for removal in the store? I never saw such a thing.
5100. Nothing apparently taken away? Nothing apparently taken away, and nothing reported taken away.
5101. *Mr. Bull.*] And you have heard Mr. Pogson's statement that no such bag as was described by this man Lambert was inside the door or about the premises? No; no such bag was ever in view.
5102. *Mr. Abigail.*] But you have heard Mr. Pogson's statement that there were empty bags there? Yes.
5103. And do you still persist that there were no bags there, notwithstanding the fact that within an hour and a half of the occurrence Kidd says that Lambert told him that there was a bag there? I know nothing of what Lambert or Kidd say?
5104. Do you still persist that there was no bag there, notwithstanding what Kidd says? There was no bag there. Mr. Pogson viewed the place, and I also went through the place, and I saw no bag; and the bags at Mr. Pogson's place, hempen bags, are of a different material from that bag [indicating the bag produced].
5105. *His Worship.*] You say you never saw such a thing? Never saw it.
5106. *Mr. Abigail.*] Is it a fact that you went into that Police Station, never said a word to the officer in charge, took down the Occurrence Book and made this entry, and walked out again and never said a word about it to anybody? Well, I do not suppose I brought it under his notice particularly. If I had my duty to do I would simply walk in and do it and that is all. If I failed to do it I was answerable.

Senior-constable
W. E. Quelch.

4 Nov., 1897.

Serjeant T. Vane was called and sworn:—

5107. *His Worship.*] What is your name? Thomas Vane.
5108. You are Serjeant of Police at Redfern? Yes.
5109. *Mr. Bull.*] Do you remember the morning of the 28th of July, 1895? I do not know that I can remember that. I must have some circumstance to make me remember that.
5110. Do you know Constable Lambert? Yes.
5111. Do you know Pogson and his store? Yes.

Serjeant
T. Vane.

4 Nov., 1897

5112.

- Serjeant
T. Vane.
4 Nov., 1897.
5112. When did you first hear of Pogson's store being found open on the morning of the 28th of July, 1895? I saw it in the Rough Book after it was entered.
5113. The same morning that it was entered? No.
5114. When? The next night when I came on duty.
5115. Then you saw the entry in the Rough Book on the 28th? I could not say the 28th.
5116. If it was open on the morning of the 28th? I saw it on the evening of the same day.
5117. Were you, or would you, in the course of your duty, be in the station at 3 o'clock on that morning? Yes, I took the relief in at 3 o'clock and went off duty.
5118. Do you remember Constable Lambert coming in that morning and reporting himself at 3 o'clock? I do not remember seeing him that morning, he was not in my relief.
5119. He was not in your relief? I do not recollect whether he was or not.
5120. But you remember your being in the station when Lambert did come in? Yes.
5121. Will you tell us what time that was? Just before I left the station.
5122. Just about 3? Just about 3.
5123. Because you were relieved at 3 o'clock and went home? Yes.
5124. Would it have been Lambert's duty to make what is called a "duty report"? He reported "All right."
5125. Have you any doubt about that? No, I have not. If there was anything else, he would have reported otherwise. If there is anything to report he reports it, and if there is nothing to report he reports, "All right, serjeant."
5126. Supposing Lambert during that morning, before 3 o'clock, before his going to the station on duty on his beat, saw something suspicious happening on the opposite side of the road, and accosted that person whom he saw acting suspiciously, and pointed his revolver as if to shoot him until the person disclosed himself, would that be a portion of the duty which that man should report? It was his duty to report the matter fully to me, and get instructions from me how to act.
5127. He made no such report as that to you? No.
5128. He never has made such a report as that to you, has he? No, he has not.
5129. *Mr. Abigail.*] None of this is in issue. He admits himself that he made no reports except "All right," and gave as a reason that his senior officer told him not to.
5130. *Mr. Bull.*] Then there is an issue between the two as to whether or not this man told the truth or Quelch?
5131. *Mr. Abigail.*] And all the witnesses corroborate Lambert, showing he is a witness of truth—that he did not make a report of that.
5132. *Mr. Bull.*] It is given in evidence that he, as a Police officer, should have reported this.
5133. *His Worship.*] He said something to Kidd.
5134. *Mr. Bull.*] At half-past 4; but not when he reported "All correct" at 3 o'clock, and that was admittedly after this episode which he has described with regard to Quelch. He is the only man who speaks of the bag outside ——. [*Interrupted.*]
5135. *Mr. Abigail.*] I object to my friend's speeches, unless I am entitled to reply.
5136. *His Worship.*] It is a question now as to the credibility of certain witnesses.
5137. *Mr. Bull.*] His own statement is that there was no statement made with regard to the bag. [*To the witness.*] Tell me this: When first did you hear anything insinuated against Quelch with regard to this shop of Pogson's? The first I heard of it was by seeing it in *Truth*.
5138. Never before had any insinuation or accusation been made against Quelch with regard to that? Not in my hearing.
5139. And, speaking of Quelch, he has been under your observation, and under you, until quite recently, in active service. Yes.
5140. Speaking of Lambert, what sort of a man is he? Well, he is a very steady constable; but when you say that, you have done. He is very discontented.
5141. Is he a grumbling, discontented fellow? Yes, he is. He is always very hard done by.
5142. Is he one of those who fancies he ought to be an inspector-general before he is even a senior-constable? That is just it.
5143. *His Worship.*] Is he a man on whose word you have implicit reliance? I cannot say. I have not had much to do with him.
5144. *Mr. Bull.*] Speaking of Quelch, in all the many years of your observation have you always found him a man upon whom you could implicitly rely? I have never found him out in an untruth. There have been some hundreds of cases he has had with me, and I have had good opportunity of judging whether he tells the truth or not.
5145. Is he an honest man? So far as I know he is.
5146. Is he a man likely to commit a burglary of a little bag of 6 lb. of sugar? No, I could not believe such a thing.
5147. *Mr. Abigail.*] You like Quelch don't you? I like him the same as the rest of the men.
5148. There is a preference on your part for Quelch? I have no more liking for him than for any other constable.
5149. You like him because Mr. Lawless does? I do not. I show no favour to anyone.
5150. You know that Mr. Lawless is charged with showing favour? No.
5151. You do not know that this man Quelch is called Mr. Lawless' pet, and that Dukes is called Mr. Lawless' pet, too? No.
5152. Do you mean to say that you yourself have not charged your inspector with favouritism? No.
5153. Do you remember that raid being made on Rowan's tobacconist's shop? Yes.
5154. Do you remember Mr. Lawless putting in charge of the raiders, of whom you were one, plain constable Dukes, and did not he do this, did not Dukes actually station you, a serjeant, at a certain position, and did not you bitterly resent it afterwards—come into the station and bitterly resent it, and say it was an unfair thing for Mr. Lawless to put a constable in a position to dictate to you, an officer of twenty years' service? Constable Dukes laid an information and he got an order to execute upon Rowan's tote shop. When I came into the station Mr. Lawless told me to assist him. Dukes told me that he wanted me to take charge of the door. I took charge of the door, and did as he told me, and that is all I know about it.
5155. The natural order was reversed, you having to obey the constable, instead of the constable having to obey the serjeant. You came back to the station and bitterly resented it? No; I may have said I thought I should have had some instructions before I should be told to go there. 5156.

Serjeant
T. Vane.
4 Nov., 1897.

5156. Did you say you that you thought Mr. Lawless should not have humiliated you? No.
5157. Was not Serjeant Houlahan in the station at the time? On reserve, he never goes out of the station.
5158. He was in the station at the time? Yes.
5159. And you will admit that when Dukes stationed you at this door, that is a duty that the youngest constable in the force could have done? It wanted somebody who had some experience in charge of the door.
5160. If so did not the whole raid want somebody of experience—if this part of the duty wanted an officer of experience did not the whole raid require the experience of a mature officer? Yes, it did.
5161. Instead of which a constable was placed in charge and you were placed there to assist him? I was sent there to assist him.
5162. Who sent you there to assist him? Mr. Lawless.
5163. *His Worship.*] Perhaps on some special information? Dukes laid the information against the house, and had the warrant in his possession, and it was kept a secret from everyone else to the very minute it was to be done.
5164. Did you object to go to the door? I was asked to take possession of the door, and see that nobody entered or left.
5165. And what did Dukes do? He executed the warrant, and arrested everybody inside.
5166. Did you feel aggrieved at the time? No; I did not. I am always willing to obey every instruction in every way—obedience is part of my duty.
5167. *Mr. Abigail.*] Do you mean to say that you, as a serjeant sent there to assist this constable, were actually kept in the dark as to what you were going to do there? As I said before, the information was laid by the man, and it would not do for him to say what he was going to do, or else he would not catch the men in there.
5168. Don't you see what you are saying, that if you knew you would have told Rowan, and no one would be caught? No.
5169. Do you mean to say that this was kept so secret that nobody knew what was going to be done except Dukes? Yes.
5170. Do you mean to say that you were not told the object of the raid? I might have been told had I been there sooner.
5171. Now, has Constable Lambert been on duty under you? Yes.
5172. How long ago? It might be 8 or 9 months.
5173. He is rather an outspoken constable is he not; if he has anything on his mind he lets you know it? No, I think he keeps it in. He is a man that tries to do his duty as easy as possible.
5174. How can he be a discontented, grumbling constable if he is not always outspoken in his complaints? He is always grumbling at not being promoted.
5175. He is not one of the pets? I could not say.
5176. Have you not heard that epithet applied to Quelch? No. I have not heard anyone use that phrase except yourself.
5177. Are you surprised that Senior-serjeant Bell has heard that? No.
5178. And that he has complained about favouritism being shown? I do not know what he has done. I am on the opposite relief to him.
5179. You would not say that Lambert is a man who would come into this box, he still being a constable in the Force, and swear deliberate perjury? I could not say what he would do.
5180. Do you think he would? It is not for me to give an opinion.
5181. Do you think he is a liar? I will not say anything of the sort.
5182. You know that that would require some justification? I would have to have proof.
5183. And you have no proof? No I have not. I do not wish to give an opinion on that subject.
5184. May I take it that if you had proof the task would be an exceedingly refreshing one to you? I would call no man a liar without proof.
5185. If you could you would in this case? No, I would not.
5186. As a matter of fact, have not you taken sides with Quelch in this inquiry? No.
5187. You have frequently been in conversation with him at his house? No, I have not more than I have told you.
5188. And assisted him at this inquiry? No. All that I have done is to serve summonses when they have been sent to me.
5189. Do you know that there are sides taken amongst the policemen at the Redfern Station about this matter? Of course, you can hear discontent amongst them.
5190. Over this matter? Yes.
5191. Some say one thing and some say the other? Yes.
5192. Some say Quelch is guilty and some say he is not? I do not believe it until I see it proved.
5193. *Mr. Bull.*] With regard to this raid upon Rowan, Dukes was the very man possessed of the warrant? Yes.
5194. He was specially authorised, assisted by other police officers, to execute the warrant? Yes.
5195. Do you remember, as a fact, that there were two batches of police officers went down there How many police officers in all were there at the raid? There might be twelve or fourteen.
5196. Was not Quelch, himself a senior-constable, one? I could not say, it is so long ago.
5197. He would be Dukes' superior officer? I could not say whether Quelch was there at the time.
5198. Look here, I will not bother about Quelch, do you remember that Inspector Lawless himself and Senior-serjeant Bell were there? Senior-serjeant Bell was not there.
5199. Was the inspector there? I do not recollect. The inspector was at the station, but I do not recollect whether he was there.
5200. Are you actuated in any sense by any favour or feeling of favour towards Quelch? No, I am the same towards him as any other constable or senior-constable. I will show no favour to anybody, but will try to do my duty properly.
5201. *Mr. Abigail.*] But you have actually said you would give £20 towards getting him out of it? No. What I did say was that I did not believe such statements, and that I would certainly give him a pound to pay his expenses.
5202. And yet you have not taken sides? No. That was when *Truth* first published this matter.

- Serjeant
T. Vane.
4 Nov., 1897.
5203. *His Worship.*] I suppose money is raised on the other side in the same way.
5204. *Mr. Bull.*] There is no such thing as Mr. Abigail has suggested to you—that you were willing to pay £20? No.
5205. Is not this the fact: Quelch was attacked by the *Truth* newspaper? Yes.
5206. Was not there some talk amongst the officers about bringing a civil action against *Truth*, and was not this £1 offered as a contribution towards the cost of that civil action? Yes.
5207. Did Quelch in any sense or way ask your assistance or sympathy in that direction? No, he has not.
5208. *Mr. Abigail.*] Will you tell me this: did Quelch tackle *Truth* and take the twenty shillings? I do not know.
5209. *Mr. Bull.*] How could he, this Commission was asked for by Mr. Dacey in the House on the 27th August last, and the man has been on the relief service ever since?
5210. *Mr. Abigail.*] The first article in *Truth* was months and months before this inquiry was first thought of.
5211. *Mr. Bull.*] Quelch reported the matter to his Department on the 20th of August, 1897. In that letter he said this [*read the letter, Exhibit No. 44*] and then this matter turns up about this Commission.
[At 5.15 p.m. the inquiry was adjourned until 2 p.m. next day.]

FRIDAY, 5 NOVEMBER, 1897.

[*The Commission resumed its sittings at 2 p.m. in the Licensing Court, at the Central Police Station.*]

Present:—

MR. WHITTINGDALE JOHNSON, S.M. (SOLE COMMISSIONER).

Mr. J. R. Dacey, M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, Solicitor, appeared to support the charges; Mr. Charles Bull, M.L.A., Solicitor, appeared to defend Senior-constable Quelch.

Charge No. 7 (continued).

Mr. Edward Watts, Watchman and Special Constable at the Eveleigh Railway Works, was called and sworn:—

- Mr. Edward
Watts.
5 Nov., 1897.
5212. *His Worship.*] What is your name? Edward Watts.
5213. What is your occupation? Watchman and special constable at the Eveleigh Railway Works.
5214. Who employs you? The Commissioners.
5215. *Mr. Bull.*] Do you know Senior-constable Quelch? I have known Mr. Quelch these last three years, casually, I think.
5216. With regard to your watching, is it day or night duty? Well, one week, this week, I am on from 6 in the morning to 2 in the afternoon, and next week I am on from 2 in the afternoon to 10 and the week after next I am on from 10 at night till 6 in the morning.
5217. It is day and night? Yes.
5218. You do not go through the whole twenty-four hours? No, there are three watchmen.
5219. There are three watches, and you do what is called an eight hours' watch? Yes, straight off.
5220. In this range of duty of yours, do you cover the whole of the works on the Alexandria side of the line? No, sir, only on the locomotive side, not the carriage side.
5221. But that is the Alexandria side of the rails, is it not? Yes.
5222. And round and about the running sheds? All round the running sheds.
5223. Now, whilst you have been on duty on the nightwatch have you often seen Quelch? I have very often seen Quelch.
5224. You know Wilson-street? Yes.
5225. Have you seen Quelch of a night doing duty and crossing from Wilson-street through to Alexandria? Generally from Boundary-street to Wilson-street I have seen him.
5226. Where is Boundary-street? Well, it is on the eastern side of the works—Cornwallis-street or Boundary-street.
5227. I suppose any of the police officers wanting to reach the eastern from the western, that is, Wilson-street, vicinity of your round, usually and naturally would cross the railway premises? They can. I have generally seen them. I have seen Serjeant Vane and several other constables crossing from Wilson-street on to the Alexandria side.
5228. And I suppose it is a fact in the course of your own duty night after night you see Quelch? Yes, I have seen him often.
5229. You have occasion from time to time to make reports to Quelch with regard to your own observations? Not with regard to my duties. I may have told him perhaps that the youngsters were troublesome, and any case that I have had on I might have told him; but of course I could not swear that I did; I may have done so.
5230. And I suppose you know as a fact that very frequent complaints have been made from the Commissioners to the police at Redfern with regard to matters which they complain of, robberies from the railway premises, and damage to different sorts of railway property? I have heard so.
5231. I see in June of this very year, the 15th of June, "Railway Commissioners complain of damage to trucks and stealing brass plugs from Alexandria side, and request police protection"? Yes, very likely so.
5232. We will just take this as one instance out of many. It is on page 161 of the Complaint Book. Quelch's name is amongst seven different officers who have apparently been instructed to make inspections in regard to complaints such as those. (*To the witness*): In that three years' knowledge you have had of Quelch have you ever heard anything insinuated against the man's honesty? No, sir, I do not think so.
5233. Have you ever heard it insinuated or suggested by anybody that he was not a straightforward or reputable police officer? Well, I cannot say that I have. 5234.

5234. I would like you to say if you have at any time? Not until this came up.
5235. I mean, of course, outside of this charge, or what you may have heard during the last three months? No, sir, I was surprised when I heard of this case.
5236. I suppose you realise and recognise, and you know as a fact, that Quelch has been particularly active with regard to the prosecution of publicans? No, sir, I do not.
5237. *Mr. Dacey.*] Where do you say your duties take you? Is it on that piece of ground that was resumed by the Railway Commissioners last, and is within the boundary of the borough of Alexandria? Do you know the piece of ground I am alluding to—the piece of ground bought of Anderson and Landor at the time, where the Alexandria goods siding is at present? I do not go down there now. There is another watchman there on duty.
5238. *His Worship.*] Have we not evidence that Quelch on both these occasions was within his ordinary beat at the time these burglaries are alleged to have been committed?
5239. *Mr. Abigail.*] That is what I thought. I would like to know the materiality of this evidence.
5240. *Mr. Bull.*] Quelch yesterday said that his duty took him along Wilson-street, on the western side of the railway, as far as a certain point, and to prevent himself going a whole course round from Wilson-street to reach the other beats and sections he had to patrol, he went across the railway premises directly across from Wilson-street to the Alexandria side of the line, and that is the particular district in which this officer does night duty. My object was to corroborate Quelch's statement in that respect.
5241. *Mr. Abigail.*] The Duty Book would have done that.
5242. *Mr. Bull.*] The Duty Book could not possibly show anything with regard to this officer, because he is not an officer of the police.
5243. *Mr. Dacey.*] You have seen Mr. Quelch crossing from Wilson-street? Generally from Cornwallis-street to Wilson-street.
5244. Do you know Rowley-place? Do you know the old toll-bar on the Henderson Road? No.
5245. *His Worship.*] Was Quelch within the sphere of his duties when these alleged burglaries took place?
5246. *Mr. Bull.*] Yes, he was.
5247. *Mr. Abigail.*] Unless I ask this witness certain questions about the "sand" case which comes after this, I may not have the opportunity of asking him, because he may not be called in that.
5248. *Mr. Bull.*] Mr. Watts is here in no other case than this; but if my friend wants to ask him questions he is welcome to. It has been absolutely sworn that on the two nights of the "Myall House" and Pogson's Store cases Quelch was not only on police duty, but was then patrolling beats in charge of other persons. I wanted to get Quelch's statement corroborated. It may be the absolute duty of a police officer to keep along the actual route of the beat. Quelch said he left that course because it was necessary to save a long round, and crossed the railway premises. It may be that burglaries and all sorts of things have been committed on the railway premises, and I wanted this officer who had seen him cross to corroborate his evidence.
5249. *Mr. Abigail.*] Had Quelch any authority to be on the railway premises at all? I could not say.
5250. The police do not patrol the private premises of the railway; do they? As far as that goes, I may say that Mr. McKelvey always crosses the line.
5251. He does not go in the railway premises; does he? Oh, yes.
5252. In the shops and that? No.
5253. You do not know what was Quelch's duty? No.
5254. Nor what his beat was? I do not.
5255. You only know that you saw him there occasionally? That is all that I do know. I have spoken to him occasionally.
5256. At the place described by Mr. Bull? Yes.
5257. Have you seen other constables there? I have seen constables going backwards and forwards to duty.
5258. Have you seen constables who were on duty in the same place where you have seen Quelch, when he was supposed to be on duty? No, not in front of the workshops, but I have in other parts of the works.
5259. Have you seen other police officers in uniform on duty at the same place as you saw Quelch? I have seen them going on duty in the same place.
5260. *Mr. Bull.*] They would not be on duty at all when you saw them crossing the railway.
5261. *Mr. Abigail.*] That was the nearest cut from their homes to the station? Yes.
5262. But it is not the shortest cut for Quelch, because he does not live in that direction at all? I could not say.
5263. Well, if he lives near the Redfern Police Station, about 80 yards from it, that is not in the direction of the railway works, because they are at Eveleigh? Yes.
5264. *Mr. Bull.*] You have been asked whether this particular course through the railway premises is a portion of the police beat; you know it is not; it is the railway property? Yes.
5265. Have you seen Serjeant Vane? I have seen him crossing from Wilson-street to Alexandria similarly when on duty.
5266. It is, there is no doubt in the world about it, a short cut? Yes; that is why I understood they went there.
5267. And is it not a fact that members of the general public take exactly the same route? They do, although they are supposed not to.
5268. They make it an easy manner of getting from one point to the other by a short cut? Our duty is to caution them not to.
5269. Would you tell me this: you know Wilson-street, do you not—you know this particular portion of your beat on the Alexandria side of the line? Yes.
5270. Through this short cut in the railway premises what distance would it be? I could not say.
5271. You have some idea of distance? About 150 yards.
5272. Now, the route round by the ordinary public streets, how much distance does the short cut save on that? It would save at the least 50 yards or more.
5273. *Mr. Abigail.*] I would like to put this proposition to my friend to draw out the materiality of these questions and their application to this case. If a constable has a regular beat, what does it matter whether there is a short cut. Surely he should take in the most regular routes, not the shortest cuts but the roads around which there is the most habitation. Surely a constable has no right to go round his beat by the short cuts.

Mr. Edward
Watts.
5 Nov., 1897.

- Mr. Edward Watts.
5 Nov., 1897.
5274. *Mr. Bull.*] My friend is mistaken about this beat. Quelch is a senior-constable on patrol. He is not tied down to a specific beat.
- Witness:* I may say that we like to see the police there occasionally on night duty because we may want their assistance.
5275. *His Worship.*] You are not afraid they will loot the premises? No.
5276. *Mr. Bull.*] You do not suppose for a moment that any police officer by taking this short cut lessens the property of the Railway Commissioners? I should think the other way about.
5277. Do you remember one circumstance, a matter in which Quelch was instrumental in supplying the Commissioners with information with regard to some 6 or 6½ tons of their property, and that they rewarded him with a special reward of £5 for his services? Was it cast-iron?
5278. Different classes of material.
5279. *Mr. Dacey.*] Whose case was it?
5280. *Mr. Bull.*] I will give you all the information I can. You do not know of a letter sent by the Secretary for Railways, Mr. McLachlan, to Quelch?
5281. *Mr. Abigail.*] How could he know this? This is only to get it on the notes.
5282. *Mr. Bull.*] I will get all I can on the notes. His Worship asked this witness whether he was glad to see the police on the railway premises or otherwise, and the witness has given his answer. I shall recall Quelch with regard to this, so that I shall get at it as I want it. (*To the witness*): Were you a night-watchman in October of 1892? I must have been, I am one week in three.
5283. Were you a night-watchman in October of 1892—that is, five years ago? I could not exactly answer that question without looking at my cards.
5284. Get your cards and see when you were sworn in as a special constable? [*Looking at card.*] Yes, sir.
5285. Do you remember a number of men who were charged with stealing property from the railway premises, consisting of old iron, springs, and a lot of other different classes of property, belonging to the Commissioners, amounting to some 6 or 7 tons in weight? I cannot remember.
5286. *Mr. Abigail.*] I should think the constable on the beat should be told by the senior-constable of these things. The object of your questions is to show that Quelch was justified in being on the premises, because of these robberies from the railway works.

Inspector Edmund Lawless was recalled:—

- Inspector E. Lawless.
5 Nov., 1897.
5287. *Mr. Bull.*] You are aware, are you not, of numerous complaints made at the instance of the Railway Commissioners to you and to the other officers at Redfern with regard to speculation and thieving on the railway premises? Yes.
5288. And that particularly in connection with the railway works at Eveleigh towards Alexandria? Yes.
5289. Do you remember the case I have referred to here in questioning Mr. Watts? I remember it, I do not know the date of it.
5290. You remember that it was reported to you that a large quantity of the property of the Railway Commissioners had been stolen? Yes, I went down to have a look at it myself.
5291. You remember that you put that in the hands of several plain-clothes constables? Yes.
5292. *Mr. Abigail.*] That was in 1892. What has that to do with the charge of 1895?
5293. *Mr. Bull.*] My friend has made a charge against Quelch in 1895, but I am not to adduce evidence to show what was Quelch's character previously.
5294. *His Worship.*] I do not think it is necessary to go into that question. (*To the witness*): A senior-constable in patrolling his district is not bound to follow the exact beats of the other constables? Certainly not.
5295. He can take any short cut he likes from point to point? Yes, and he was instructed to pass through the railway particularly, in consequence of the complaints, and I have instructed Constable Shaw to pass through the railway, and pay particular attention, and see if he could detect any of these people stealing any of the railway material, at the request of the Railway Commissioners.
5296. *Mr. Bull.*] The fact is that Quelch was instrumental in bringing to committal persons who stole large quantities of stuff from the railways? Yes.
5297. And do you not know that he received special recognition of that from the Railway Commissioners? Yes.
5298. *Mr. Abigail.*] With reference to this Constable Lambert, upon whose statement this charge depends to a considerable extent, what sort of an officer is he. Is he a truthful man? So far as I know, I have never discovered him in any untruth that I know of.
5299. In fact you have recommended him on more than one occasion for promotion? I recommended him once when he made an application. I thought he was a sober, steady man.
5300. This is what you said in respect to his application: "Constable Lambert is sober, steady, and attentive to his duties?" Yes.
5301. Then, again, you said, "Constable Lambert is sober and steady and has done duty in the various strikes?" Yes.
5302. And unless he was a steady man and truthful in all ways you would not have recommended him for promotion? Certainly not. If I had detected him in any untruth I would have reported him.
5303. You will admit this, that a reputation for truth is a *sine qua non* of —? Of everybody I should imagine.
5304. Of a policeman, especially of a policeman who is so frequently called into the box to give evidence against people whom he prosecutes? Yes. I can only speak of him as I find him.
5305. He is a man whom you would believe from your experience of him as his inspector? I should, under certain conditions.
5306. *Mr. Bull.*] Will you tell me this: When first did you hear—with regard to the circumstances of Pogson's store being open—when first did you hear it said that a bag of material was on the outside of the place ready to be removed? I never heard anything about it till this inquiry was started. This is the first I heard of it.
5307. *Mr. Abigail.*] But you know, do you not, that until a month ago, although nearly every man in the station was industriously searching that Rough Occurrence Book for the supposed entry, nobody could find it,

it, and only recently it was unearthed by Quelch himself? I never knew anything about it. I made inquiries, and they could not see it, and I then pulled down the books and I found it myself. I was under the impression there was no such entry until I searched myself, carefully, and found it and called the senior-constable's attention to it.

Inspector
E. Lawless.
5 Nov., 1897.

5308. *Mr. Abigail.*] It is just possible the senior-constable did not make a report until he found the importance of making it.

5309. *His Worship.*] That is absolutely upset by the statement of the other constable who made the other entries.

5310. *Mr. Bull.*] Shaw said that when he made that third entry Quelch's entry was there.

5311. *Mr. Abigail.*] Shaw's evidence, from my recollection of it, was that he, having made the first entry and the third, and Quelch's having been sandwiched between the two, that Quelch's must have been there.

5312. *Mr. Bull.*] No, that is not it. He said, "I saw that entry there when I made that third entry on that page." He said, "I do not know what time it was made. I do not think it could have been made before 4 o'clock." I have a number of witnesses to bring with regard to the different officers leaving Wilson-street and crossing the railway premises, if your Worship thinks it is necessary to call them.

5313. *His Worship.*] Is there no witness with reference to the actual fact of finding the door open?

5314. *Mr. Bull.*] There can be nobody else.

5315. *Mr. Abigail.*] Now, as it is a matter of credibility, I will call Serjeant Houlahan.

5316. *Mr. Bull.*] I will object to this. My friend is calling this witness to give evidence that you ought to believe Lambert more than Quelch.

5317. *His Worship.*] From some fact.

5318. *Mr. Abigail.*] And that is the fact that I want to put before your Worship to assist your deliberations.

5319. *His Worship.*] I do not want witnesses' opinions, and that is why I say I presume "from some fact."

Serjeant John Houlahan was called and sworn:—

5320. *Mr. Abigail.*] What is your name? John Houlahan.

5321. You are a serjeant? Yes.

5322. Stationed at Redfern? Yes.

5323. And under the command of Inspector Lawless? Yes.

5324. Quelch is a brother officer of yours? Yes.

5325. And Lambert is a subordinate constable of yours? Yes.

5326. Have you known Lambert long? I have known him since he came to the station.

5327. That is about seven years? Yes.

5328. You have been in the Service, how many years? Twenty-three years.

5329. Have you had frequent opportunities of observing Lambert as a Police officer, and as a man? Yes.

5330. And, from these observations, and your own experience of him, what conclusion have you come to with regard to his reputation for truth? I never knew him to tell a lie in my life. So far as I know, he is a very truthful man.

5331. Is he a good officer? Is he a good constable? You should ask Mr. Lawless.

5332. Is he an efficient, well-conducted constable? He is a well-conducted constable.

5333. Now, while you are in the box, let me ask you this: There is a good deal of dissension in the Redfern Force over this matter of Quelch's? There is no doubt there is now, at the present time.

5334. There was before this inquiry commenced, was there not? Well, there is always dissension where there are a lot of men together. Some think they are badly treated.

5335. Is it not a fact that you yourself have ventilated your own grievances? I have, unfortunately.

5336. And is this not a fact, that you have complained, and not only you, but others—such as even Senior-serjeant Bell—that you have been overlooked by your inspector, and that constables have been unduly promoted? Well, of course, it is for the authorities to say that. It is not for me to say that.

5337. *His Worship.*] Are there constables in the Force of as long, or longer, standing than Quelch that have not been promoted? Oh, yes.

5338. *Mr. Abigail.*] Is it not a fact that Quelch is frequently alluded to by the other constables, and not only by constables but by serjeants and senior-constables, as "Mr. Lawless' Pet"? I do not know about that, but I have heard the constables in the yard complaining amongst themselves, but they always will complain when they are together. I never took any notice of them.

5339. Will not you say this: that you yourself have complained, and recently, about the treatment you have received from Inspector Lawless? Well, we had a row, I must confess.

5340. *His Worship.*] You think you have been overlooked too? No, I do not.

5341. But you think that some have? We had a row the other night. He accused the serjeant at the station about giving information.

5342. It was not before the appointment of the Commission? No.

5343. *Mr. Abigail.*] You and Senior-serjeant Bell were both accused the other night with making a breach of some rule of the service by giving information to Mr. Dacey? Yes. And while I am here now I wish to say that I have never given any information to Mr. Dacey or anybody either directly or indirectly respecting any entries in this book in connection with this inquiry. In justice to myself in case of anything afterwards, I wish to state that.

5344. You know that right through the struggle Quelch, since he has been relieved from duty, has been in constant consultation and communication with his inspector? There is no doubt about that.

5345. And do you know that Inspector Lawless is interesting himself all he possibly can to assist Quelch in this matter? I believe he has; but, perhaps he has a reason for that.

5346. What I want to get out from you, if possible, if in accordance with the facts, is this: is it not a fact that Mr. Lawless is not preserving a strict neutrality? I want to get out from you, if in accordance with the facts, an answer in the affirmative to this question, is not Inspector Lawless interesting himself in a more than usual sense, for a superior officer, in this matter of Quelch's? Well, really, that is a question I can hardly answer.

5347. Is Inspector Lawless preserving a strict neutrality in this matter? There is no doubt he is not.

5348. *Mr. Abigail.*] I want to show that Inspector Lawless thinks he is on his trial because of this close confederation between him and Quelch.

5349.

Serjeant John
Houlahan.

5 Nov., 1897.

- Serjeant John
Houlahan.
5 Nov., 1897.
5349. *Mr. Bull.*] Can there be any doubt about it that Inspector Lawless is on his trial ?
5350. *Mr. Abigail.*] Of course there can.
5351. *Mr. Bull.*] Then all these things my friend has said to witness after witness are not worth anything. My friend has said that he would show the rottenness of the whole division under Mr. Lawless.
5352. *His Worship.*] That is not included in the Commission. Things may come out that may reflect upon others, or may not ; I do not know.
5353. *Mr. Abigail.*] And apropos of that, if I can show that Quelch is unduly favoured by his inspector, surely that will go against him in this inquiry.
5354. *Mr. Bull.*] You know, I suppose, as an old serjeant, that the business of the office is not to be given, or information is not to be given, to the public? Yes, I do.
5355. You know it is one of the strictest rules and regulations of the Service? Yes, and we must conform to those strictly.
5356. And this charge that you make against Mr. Lawless was in respect of some information which somebody no doubt had given, which possibly he was accusing you or somebody else in the station of having given? He said, "The serjeants in charge of the station." I was the only serjeant in the station in charge of it.
5357. Do not you know that since his Worship, Mr. Johnson, has issued a minute or order asking that the fullest information should be given to Mr. Dacey, or to anybody making the inquiry, every information, every entry, every facility has been afforded by Mr. Lawless? Yes, since we got those instructions.
5358. Can you tell his Worship how that information could have been obtained without these instructions? I could not suggest. I have not the slightest idea.
5359. *His Worship.*] You thought you were unjustly blamed? I thought I was unjustly blamed, there is no doubt about it.
5360. *Mr. Abigail.*] You know that Quelch, before the Commission started, spent weeks not only looking through these station books, but taking extracts and copies, do not you? Yes.
5361. Day after day? Yes.
5362. Before there was any order from the Commissioner about it at all? Yes.
5363. While he was under suspension pending this investigation into his alleged conduct? Yes.
5364. *Mr. Bull.*] I see here a letter to the Department on the 1st of September [*Exhibit No. 45*], respectfully applying to the Superintendent for permission to be allowed his testimonials, and to be allowed to go through the books at the Redfern Station for information in connection with this inquiry. There is an absolutely honest application by Quelch to his superior officers. It was complied with.

Senior-constable G. H. Harrison was called and sworn:—

- Senior-constable G.
H. Harrison.
5 Nov., 1897.
5365. *His Worship.*] What is your name? George Henry Harrison.
5366. You are a senior-constable of police? Yes, stationed at Redfern.
5367. *Mr. Abigail.*] How many years have you been in the service? Nearly fourteen.
5368. How many years at Redfern Station? All that time, with the exception of about eight or nine months, when I did supernumerary at No. 2. It was the one station.
5369. Do you know Constable Lambert? Yes.
5370. Have you had him under your command? Yes.
5371. Have you had opportunities of observing him, and forming an opinion as to whether he is a man of truth? I cannot say otherwise.
5372. Is he a man of truth? I cannot say that he has told any untruths.
5373. *Mr. Bull.*] Your Worship said some time ago that you would allow this evidence to be given if some evidence was given of a fact.
5374. *His Worship.*] From your official connection with him you have no reason to suppose that he would deliberately tell a lie? There is no case that has come under my observation where he has ever told a lie.
5375. Did he ever mention this matter of Pogson's to you? No.
5376. He never mentioned anything to you about the fact of seeing these goods piled up outside the door? No, because I was not on his beat then.
5377. I suppose you saw him? I saw him at the station.
5378. Did you hear any conversation among the men at the station about the matter at that time? Not until it cropped up in *Truth*? It was then general conversation.
5379. There was no official entry of that statement in the books at all? I did not look in the books.
5380. *Mr. Abigail.*] Do you happen to know that he spoke to Kidd on that very night? I do not know.
5381. And Kidd never told you that? No.
5382. And Quelch never told you that? No.
5383. It would not be the duty of either Quelch or Lambert to tell you anything about it?
5384. *His Worship.*] Was it said to be a dark night at the time of this Pogson case? I do not know anything about it.
5385. The police do not carry lanterns? No.
5386. *Mr. Abigail.*] I suppose they are all smokers, and they carry matches? Most of them are smokers.
5387. And grocers' shops usually contain matches and candles? I suppose so.
5388. *His Worship.*] You heard nothing about this alleged statement until it was published in *Truth*? No.
5389. *Mr. Abigail.*] Has Lambert the reputation of being a straightforward man and officer? Yes. I do not know anything against him. As far as I am personally concerned, I know nothing against him.
5390. *His Worship.*] Do you know anything about Quelch in the same way? No; I do not.
5391. You would believe Quelch's word as much as you would Lambert's? Of course, it is this way—from what you hear of the one and what you hear of the other.
5392. *Mr. Abigail.*] Now, whose word would you take first? I would not say.
5393. Now, Harrison, is it not that you do not like to say, for fear of hurting somebody's feelings? I do not want to hurt anybody's feelings.
5394. Is not this the fact: that you would not like to hurt Quelch's feelings? I would not like to hurt anybody's feelings.

Senior-
constable G.
H. Harrison.
5 Nov., 1897.

5395. *His Worship.*] From what you know of both parties, have you any reason to doubt their evidence, either one or the other? I never have been in a position to doubt either.
5396. *Mr. Abigail.*] Quelch was rebuked by you in the presence of the men on one occasion; was he not? Yes.
5397. What was that for? That was a matter of seniority, not of untruthfulness.
5398. He was officious? Of course; he overstepped his bounds in a matter of seniority.
5399. And you rebuked him? Yes.
5400. *Mr. Bull.*] Did you ever tell anybody that? Yes; I told the inspector.
5401. *His Worship.*] It was a personal matter? Yes, about myself.
5402. Then you will admit that there is some jealousy as regards Quelch's promotion over other officers? In my case I was his superior officer by several years, and he assumed seniority in that particular instance. I drew his attention to it, and it did not occur again.
5403. And there are several constables there senior to Quelch in length of service who have not been promoted to be senior constables? Yes.
5404. And of course that causes some discontent amongst them? I cannot say whether it causes some discontent.
5405. Has it been spoken about? Not in my hearing.
5406. *Mr. Abigail.*] Did not you say you would rather not say? In the first instance.
5407. And then did I not follow that up with another question, "Was it not true that you would rather not say, because you did not want to hurt anybody else's feelings? I said I would rather not say.
5408. *His Worship.*] Say what? Under the question he asked me.
5409. *Mr. Abigail.*] You would rather not say which of the two you would believe? I said at the time on account of several things appearing in papers and becoming public property—and the other man there was nothing against—I would rather not say.
5410. Who is the man there is nothing against? Lambert.
5411. And on account of several things appearing in the papers about Quelch you would rather not say? Yes, and personally myself I would rather not say.
5412. *His Worship.*] Will you admit that you have been influenced by what you have seen in the papers? Yes.
5413. *Mr. Abigail.*] Do I understand you to say this: that, personally, you would just as soon believe Lambert as Quelch, or Quelch as Lambert, or do I understand you to say that you personally would rather not say which of the two you would believe? Yes, owing to what has occurred.
5414. *Mr. Bull.*] Did not you mean this: that in the papers, and from other sources, you have heard these insinuations and charges against Quelch? Yes.
5415. You have not heard similar insinuations or charges against Lambert? That is it.
5416. But, outside of these insinuations and charges that you have seen in the papers and heard, is there anything personally that you could accuse Quelch of? No, except what occurred between us—a bit of a barney.
5417. A little circumstance of his assuming seniority? Yes.
5418. That would not induce you to say that Quelch is a liar? Oh, no, I would not say that.
5419. *His Worship.*] Can you say or not whether there is a personal feeling or not amongst the Force against Quelch? I know, amongst the non-commissioned officers, that very few of them speak to him, and he speaks to very few of them.
5420. Then there is personal feeling against him? Personal feeling.

Senior-serjeant R. Bell was recalled:—

Senior-
serjeant
R. Bell.
5 Nov., 1897.

5421. *Mr. Abigail.*] You know Constable Lambert? Yes.
5422. You have seen him nearly every day? Yes.
5423. You have done so during the last seven years? Between seven and eight years.
5424. From your observation of him and from official experience of him as one of his senior officers, what opinion have you formed of him as a man of truth?
5425. *Mr. Bull.*] I object to that because his *Worship* has long ago said that he does not want people's opinions.
5426. *His Worship.*] Have you any reason from your experience of him to doubt his word? No, I have not. I think he is a very sober, steady, clean, truthful man, so far as I know.
5427. *Mr. Abigail.*] Is he a straightforward officer? I believe he is, and attentive to his duties.
5428. Is he a man who goes straight? Yes.
5429. And a man against whom there has never been any suspicion of dishonesty? I never heard of it.
5430. Nor any suspicion of perjury? I have never heard of it.
5431. Nor any suspicion of burglary? I never heard of it.
5432. *His Worship.*] Have you any reason to doubt Senior-constable Quelch's word? No.
5433. You have no reason, from what you know personally, to doubt the word of either of them? No.

Senior-constable J. Ingram was called and sworn:—

Senior-
constable
J. Ingram.
5 Nov., 1897.

5434. *His Worship.*] What is your name? John Ingram.
5435. And you are a senior-constable of police stationed at Redfern? Yes.
5436. *Mr. Abigail.*] How many years have you been in the Force? Eighteen years in this service on the 4th of January next.
5437. How many years stationed at Redfern? Ten years the 20th of next January.
5438. So you have been there longer than Quelch? No, he was at Redfern before me.
5439. You are a senior-constable of longer standing than Quelch? Yes.
5440. You are his senior by length of service? Yes?
5441. Do you know Constable Lambert? Yes, I do.
5442. Do you know him well? Yes, I was at the station before him.
5443. Has he been under your command? Yes.

5444.

- Senior-constable J. Ingram.
5 Nov., 1897.
5444. Have you had ample opportunity of observing the kind of man he is? Yes.
5445. Have you ever had any reason to doubt his word? No, I have never doubted his veracity at any time.
5446. Has he the reputation, and is it within your own experience that he is a straightforward, straight-going man? Yes.
5447. Is he a truthful man? Yes; I may say I have had occasion to report him twice during the time he has been on the station.
5448. Notwithstanding that, you say he is a truthful, straight-going, straightforward man? Yes I do.
5449. Have you ever reported Quelch? Yes.
5450. How many times? I have reported him once or twice.
5451. *His Worship.*] What for? I reported him once for not working his beat.
5452. *Mr. Abigail.*] Anything else? Well, I had occasion to speak to Mr. Potter several times about him.
5453. What about? About irregularities in the working of his ground.
5454. Is that his beat? Yes.
5455. Was he not on duty when he should have been according to the routes? I could not find him.
5456. So that he must have been absent if you could not find him? Yes.
5457. It was your duty to find him? Yes.
5458. And in the discharge of your duty you industriously endeavoured to find him? Yes.
5459. And you did not find him and immediately reported it? Yes.
5460. And what followed the report? He was punished.
5461. What was the punishment? I think he was fined half day's pay.
5462. That was when Redfern was put in No. 2 Division? Oh, no.
5463. *His Worship.*] He was not a senior-constable then? No, he had not a stripe on his arm.
5464. *Mr. Bull.*] You say that he was once punished for neglect of duty on a complaint made by you? Yes.
5465. You reported him twice? Yes.
5466. The first time he made an explanation, did he not? To Mr. Potter, yes.
5467. And Mr. Potter was satisfied? Yes, I think so.
5468. Mr. Potter took his statement notwithstanding that you made a complaint? Yes, I believe so.
5469. Mr. Potter believed the statement that he made? I presume he did.
5470. Or else he would have been punished? I suppose so.
5471. Do you not know that you made a charge that he was not on a particular portion of the beat, and he produced an alderman of the particular municipality or ward to show that he was working his beat, and was in conversation with him at a certain time? I do not know that.
5472. At any rate he satisfied Mr. Potter? I suppose he did.
5473. You would not accuse Mr. Potter of favouring him rather than you? No.
5474. In fact you all hold Mr. Potter up as quite the model of an inspector? Yes, I do.
5475. You all hold a very high opinion of Mr. Potter? Yes.
5476. This complaint that you made was when he was an ordinary common constable? Yes.
5477. Is there any jealousy from you to him now? Not the slightest.
5478. And the matter that you speak of is certainly eight or nine years ago? Yes, it is all that.
5479. Quelch, as a fact, is a very active man? Yes.
5480. As a fact he has succeeded in getting more convictions at Redfern than any other man? I could not say that.
5481. Will you tell us this: how many times have you prosecuted, or have you informed in prosecutions, against publicans, securing convictions, since you have been in the Redfern Division? I have not prosecuted in any case except two.
5482. So that, as a fact, you have not been chosen by the inspector to do special duty so far as public-houses are concerned? I have not.
5483. You know that Quelch has? I do not know that.
5484. Do you not know that Quelch and Senior-serjeant Vane have to all intents and purposes been the only two officers? They have been thrown together.
5485. Those are the only two who have done special duty so far as publicans are concerned? That is not so, there are more than that.
5486. Just mention the names? Senior-serjeant Bell, and several other constables he takes with him from time to time.
5487. But we have it from Senior-serjeant Bell that he never does duty after 3 in the morning. That is true, I suppose? I know that perfectly well.
5488. And I suppose you do know that the generality of charges against the publicans out there is selling drink in public in prohibited hours, and that is principally before 6? Yes, and on Sundays.
5489. Do you remember at the time of the Butler craze here? Yes.
5490. Was not Quelch, as a fact, specially chosen by the Department and placed in charge of ten or eleven men to go up to the mountains during that craze? I did not know that; I know he was away.
5491. You do not seem to interest yourself very much in the whereabouts of your fellow officers? No.
5492. You have no feeling against Quelch? No, not the slightest.
5493. And you have no bad opinion about him? No. He is a man I do not associate very much with.
5494. *His Worship.*] You are not friendly with him? I never had any words with him.
5495. Have you any reason to doubt his word any more than Lambert's? Yes, I have.
5496. For what reason? I was in a publican's case with him on one occasion, and he got over the fence himself, opened the gate, and we went in between 2 and 3 o'clock in the morning. We caught the publican. He asked me not to tell Mr. Potter that he got over the gate, as Mr. Potter did not like that sort of thing.
5497. *Mr. Bull.*] But he did not tell you to tell a lie about it? Certainly he did. He told me not to tell Mr. Potter that he got over the gate.
5498. What age are you? Forty-five years of age.
5499. Old enough to know better. Did you actually put him over the fence? I did not—no; he got over the fence himself.
5500. And you saw him get over? Yes, I did see him; and I made no secret about it.
5501. *His Worship.*] What evidence was given in the case? The case broke down; but not on that point.

Senior-
serjeant
J. Ingram.
5 Nov., 1897

5502. Was evidence given that he did get over the fence? No, it was never asked; and I told him I would not be a party to telling a falsehood.
5503. *Mr. Bull.*] What you say was that Quelch asked you not to let Inspector Potter know that he had got over? Yes.
5504. That is the only instance? That is the only instance.
5505. He told you not to tell Inspector Potter that he got over the fence? Yes, and that would have to be sworn to in the court. If we told Mr. Potter that, it would come out in examination.
5506. Did you tell Mr. Potter that he had got over the fence? I did.
5507. Then I suppose if you had been asked on oath you would have sworn to it? I would.
5508. Did you? No, I was never asked. The case broke down.
5509. *His Worship.*] Then Mr. Potter was aware of it? Yes, from me.
5510. Did you tell him that Quelch had told you not to tell him? No, I did not.
5511. *Mr. Bull.*] And Mr. Potter never asked the question of Quelch? I do not know. I was not in the court.
5512. Have you not, just a while ago, said that fact never came out in court? I said the case broke down.
5513. Did not you say the case broke down, but not on that point; it was never raised? I believe that is a fact, too.
5514. Can you tell us how the case broke down? I do not recollect exactly.
5515. You must know? I was not in the court.
5516. You must know why it broke down, surely Mr. Potter told you. He had charge of the matter, he must have told you why you were not wanted as a witness? The information was wrongly laid; it broke down on a mere technicality.
5517. In fact you made the blunder? You gave the information authorising the laying of the information? No doubt.
5518. And it turned out that the information you had given was mistaken? Very likely.
5519. Wrong? The information was wrongly laid.
5520. You know nothing else against Quelch? No, that is the only instance.
5521. Except that you do not speak to him? Only on police duty.
5522. Nor associate with him? No.
5523. *Mr. Abigail.*] He is not a man who is generally associated with by his brother officers? No, I do not think so.
5524. There are only a few of the officers who are on speaking terms with him? I believe that is so.
5525. *Mr. Bull.*] Can you tell me when that was? No, I forget the date.
5526. Can you tell me the name of the publican? The "Hereford Hotel."
5527. *His Worship.*] When he went over the fence did he obtain entrance to the hotel? He opened the gate and we walked in together.
5528. *Mr. Bull.*] You were satisfied, as a senior-constable, that an offence was in the act of commission? Yes.
5529. And you had authority to enter the place? I had no authority.
5530. But you did enter? I did. It was a very bad house.
5531. It was very badly kept? Yes.
5532. *Mr. Abigail.*] Neither you nor Quelch were authorised to enter the house under the Licensing Act? No.
5533. *Mr. Bull.*] You did not give him a leg over? No.
5534. You will admit that you never told Mr. Potter? No.
5535. If he had told that to Mr. Potter, is there the slightest doubt that Mr. Potter would not have laid the information at all. This man had no right to enter there, Quelch had no right to enter there, Quelch was doing duty under his superior officer, and he admits that that was the way entrance was got into the place by himself.
5536. *Mr. Abigail.*] He said he told Mr. Potter. (*To the witness*): Did you not say that you told Mr. Potter that you had got in that way? Yes. But not that Quelch requested me not to tell him.
5537. *Mr. Bull.*] I suppose you told Mr. Potter that you found the gate open? No, I did not.
5538. *Mr. Abigail.*] You told him the truth? Yes.
5539. The whole truth? Yes.
5540. *His Worship.*] Were you a senior-constable at the time? Yes.
5541. Had you authority to enter? No.
5542. Neither of you had? No.
5543. *Mr. Abigail.*] And the information was technically incorrect? Yes.
5544. And upon Quelch's evidence it was withdrawn? There was a technicality, and it broke down.
5545. I suppose there was an attorney appearing for the defence? Yes.
5546. And after Quelch gave evidence the point was taken, and the information either withdrawn or dismissed? Yes.
5547. You did not have an opportunity of going into the witness-box? I was not in the box at all.
5548. And you were outside the court during the hearing? Yes.
5549. *His Worship.*] That is the only reason you give for doubting his word? Yes.
5550. *Mr. Abigail.*] You have lost confidence in him? That was sufficient to make you, as between man and man, lose confidence in Quelch? As a truthful man, yes.
5551. *Mr. Bull.*] Do you think he would be capable of committing a burglary?
5552. *Mr. Abigail.*] I object to these questions.

Senior-constable P. Corcoran was called and sworn:—

5553. *His Worship.*] What is your name? Patrick Corcoran.
5554. And you are a senior-constable at the Redfern Police Station? Yes.
5555. *Mr. Abigail.*] How long have you been a senior-constable? About four years.
5556. Do you know Constable Lambert? Yes.
5557. How many years have you been stationed at Redfern? About nine or ten.

Senior-
constable
P. Corcoran.
5 Nov., 1897

- Senior-constable P. Corcoran.
5 Nov., 1897.
5558. How many years have you been in the Force? Fifteen.
5559. So that you have been stationed at Redfern all the time that Lambert has been there, because he has been there seven years? Yes.
5560. Have you had an opportunity of observing his conduct as a constable? Yes.
5561. And as a man? Yes.
5562. Have you ever had any reason to doubt his word? No.
5563. Is he a truthful man from your experience? As far as I know.
5564. And is he a straight-going, straightforward officer? Yes; he is a steady, respectable man, as far as I know.
5565. Not a man who would be capable of doing a mean or dirty act against a brother officer? Not that I am aware of.
5566. *Mr. Bull.*] If I remember rightly, you and Quelch were promoted on the same day? Yes.
5567. Put in double harness as senior-constables? Yes.
5568. I suppose you have always worked cordially and agreeably with Quelch? Yes, always.
5569. And I suppose, having given Mr. Lambert a good character, you could say the same thing of Quelch? I could not say anything against him. I have never had any cause.
5570. Then you speak as highly of both persons? Yes.
5571. *Mr. Abigail.*] But you have had Lambert more immediately under your observation and experience? I cannot say.
5572. As a constable, you would have him more under your observation—more than a senior-constable? Well, yes, perhaps.
5573. *Mr. Bull.*] Having been promoted to the position of senior-constable, would not you be brought into contact with your equal officer, Quelch, more often than you would with Lambert? Well, I have been working with him on both night and day duty.
5574. Whilst Lambert would be on his beats anywhere? That is correct.
5575. Would not you, as a matter of actual official police duty, see more of Quelch, and be more in his company than the other man? I would be with him more, certainly.
5576. I suppose you do patrol, just the same as all the superior officers? Yes.
5577. You are a non-commissioned officer? Yes.
5578. *His Worship.*] Did you ever hear anything of this insinuation against Quelch before this inquiry commenced or was published in *Truth*? I did not until quite recently, and I never heard anything until what I saw in the paper, and it was spoken of between us.
5579. You never heard the other police talking about it? No.
5580. Do you know anything about what Lambert said about the Pogson matter? What I did hear was indirectly.
5581. Did Lambert ever speak to you about it? No.
5582. You do not know that no official report was ever made by Lambert in the matter? No, I do not.
5583. *Mr. Abigail.*] Not that he reported it to Kidd in the station? Not that I am aware of.
5584. You would not interest yourself in it. It was not on your beat, was it? It would not be part of his duty to talk to all the senior officers in the Force about it? When a constable is under the command of a senior-constable, and he hears or sees something which he subsequently has to report, to whom should he report it, to every senior-constable in the Force, or to the officer in charge of the station? To the senior-constable over him on the section, and afterwards to the officer at the station.
5585. That is exactly what he did; but it would not be his duty afterwards to go round and gossip about these things to other senior constables? No.
5586. In fact he would be guilty of impertinence, would he not, if he did it? Would not he be reprimanded for his gossiping propensities? I do not understand why he should go round and discuss it with others.
5587. Is this a fact, that Senior-constable Shaw said to you that he thought it very unfair that he should be asked to take upon himself the blame of certain things in order to screen Quelch? No, it is not so, sir.
5588. Did he say anything like that. I want to know whether there was ever any conversation between you and Shaw which was to the effect that he had been asked to take the blame of certain things in order to screen Quelch? Certainly not. Of course we at different times talked.
5589. Did not Shaw say to you that he felt aggrieved or hurt that he was being dragged into this matter? He never said anything like that.
5590. What did he say? He always deplored that it ever occurred.
5591. What occurred? The fact of him or anyone else being dragged into this inquiry.
5592. How did he say he was being dragged into it? I could not say.
5593. This conversation took place before this Court sat? Yes; but it was a very trivial conversation. It was in anticipation of being dragged into it.
5594. Did he tell you what evidence he thought he would have to give? No.
5595. How could he tell you that he was being dragged into it? The fact of being on station duty, of being station serjeant—of course he would naturally come more in contact with the men than the senior-constable on the street.
5596. Did not he do this: did he not say to you that he had been asked to take some blame on his shoulders which certainly belonged properly to Quelch? No, sir. He never did.
5597. *Mr. Bull.*] If such a thing was ever mentioned to you, you are not likely to forget it? No.
5598. *Mr. Abigail.*] Have you not told somebody at the station that he did say so? No, sir; I have not.
5599. *Mr. Bull.*] Have you ever told anybody anything of the purport that my friend has been asking you: that Mr. Shaw had said that he was very much annoyed indeed, that he had been asked to take upon his shoulders some misconduct of Quelch's? Nothing of the kind.
5600. Neither said nor insinuated? No.
5601. But is not this really and actually what you mean: that Shaw had expressed his dissatisfaction that the station, meaning the institution as a police station, was being brought into investigation or inquiry? Yes; that is what he really meant.
5602. *His Worship.*] I suppose everybody naturally was talking about the matter at the station? Yes.
5603. *Mr. Abigail.*] I want to recall Lambert as to a conversation he had with Kidd after he left the box yesterday.

5604. *Mr. Bull.*] I object to that. I submit that this investigation will simply be interminable if my friend is allowed to call witnesses back who, after they have given evidence, gossip and talk outside to one another.

Senior-
constable
P. Corcoran.
5 Nov., 1897.

5605. *Mr. Abigail.*] My friend has not stated it truly at all. I propose to call, amongst others, Lambert to prove that after Kidd left the box yesterday he met Lambert, and they had a conversation, and he distinctly told Lambert something which I think your Worship ought to be told, which discounts a portion of his evidence on a most material point. Surely that is a proper thing to put before the Court.

5606. *His Worship.*] The only part of his evidence that affects the case is that Lambert did say something about a bag and a parcel being outside.

5607. *Mr. Bull.*] That is not Kidd's evidence. It is that he said that there was a bag there ready to be taken away near the door, but he did not say it was outside.

5608. *His Worship.*] I decline to hear any further evidence from Kidd and Lambert on that matter.

[The Commission then adjourned until Wednesday, 10th of November, 1897, at 10 a.m.]

WEDNESDAY, 10 NOVEMBER, 1897.

[The Commission resumed its sittings at 10 a.m., at the Central Police Court.]

Present:—

MR. WHITTINGDALE JOHNSON, S.M. (SOLE COMMISSIONER).

Mr. J. R. Dacey, M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, Solicitor, appeared in support of the charges on behalf of Mr. J. R. Dacey, M.L.A.;
Mr. C. Bull, M.L.A., Solicitor, appeared on behalf of Senior-constable W. E. Quelch.

Charge No. 7 (continued)—

Mr. Bull.] I should like to recall Quelch for a moment with regard to Ingram's evidence. Ingram gave evidence with regard to some request of Quelch's to him not to mention to Inspector Potter that he had given him a leg over the fence. Ingram said that the case went on and Quelch gave evidence but that Ingram himself did not, and it was on Quelch's evidence that the case was dismissed. I have the papers to show that no evidence was given by anybody, and that all the informations were withdrawn and that Ingram laid the informations himself.

Mr. Abigail.] Ingram said that he was not in Court and was not called.

Mr. Bull.] He said that Quelch had given evidence in the case and the case was dismissed.

Senior-constable W. E. Quelch was recalled:—

5609. *Mr. Bull.*] You heard Senior-constable Ingram speak with regard to some matter affecting what hotel? The "Hereford Arms Hotel" kept by Thomas Harris.

Senior-
constable
W. E. Quelch.
10 Nov., 1897.

5610. You heard him say that you had asked him not to mention to Inspector Potter some circumstance with regard to getting over the fences? I never did anything of the sort.

5611. *His Worship.*] Did you get over the fence? I got over with the assistance of Senior-constable Ingram.

5612. *Mr. Abigail.*] I want Ingram called.

5613. *His Worship.*] I am not going to call him; there has been quite enough about it.

5614. *Mr. Bull.*] Did you as a fact ask Ingram to do that? No. That was about 11.15 p.m.

5615. You have a copy of the application by Ingram for a summons? Yes, against the publican and the three men for drinking.

5616. *His Worship.*] You say you did not ask him not to mention that fact? No.

5617. In fact you were helped over? Yes.

5618. You opened the gate to allow him to enter? Yes, and he walked straight into the bar. If he had mentioned such a circumstance to Mr. Potter the summons would never have been issued.

5619. *Mr. Abigail.*] Did Mr. Potter ever speak to you about this matter? Never mentioned a word to me.

5620. Have not you and Ingram been on strained relations ever since he alleges this occurrence took place? I do not know that I have spoken to the man only in connection with my duties.

5621. You were perfectly friendly up to this time, but, excepting matters of duty, have never spoken to each other since? No; he to me nor I to him.

5622. Did you know he had made a complaint to Potter? I did not.

5623. Well then, what was the reason of these strained relations? He reported me.

5624. To whom? To Inspector Potter, and I proved that his report was false.

5625. *His Worship.*] What report? He reported me for not working a portion of my beat.

5626. *Mr. Abigail.*] That was after this occurrence? No.

5627. But you admit that you were perfectly friendly at the time of this occurrence? No; I was simply on the beat, and he took me as my senior officer to try and catch this publican.

5628. But why did not you report him to Inspector Potter for assisting you over the fences? No; I have seen too much of reporting senior officers.

5629. Was it not your duty? No.

5630. It was not your duty when you knew it was wrong to have reported it to your senior officer? No; I had no witnesses.

5631. What did you mean just now when you said no, you would not report your senior officer, you had seen too much of that, unless you had witnesses? I have seen too much of constables reporting their superior officers because the constable has been single-handed.

5632. And wherever the constable has been single-handed in his report the senior officer has always won? Not in all cases.

5633. It was sufficient to strike terror into your heart? Yes.

5634. The usual luck of the subordinate officer reporting his senior was sufficient to deter you from doing your duty? Most decidedly.

5635.

- Senior-constable W. E. Quelch.
10 Nov., 1897.
5635. Is it not a fact that in every case where these other men have wanted to make a complaint against you they were similarly deterred, having in view the fate which invariably attended the report of a senior by a subordinate? There is a difference between reporting a thing in writing and reporting a thing at the station to be entered in the books.
5636. You admit that the result is the same? No. It is different to report a senior-constable officially to reporting in the book.
5637. You are not at all surprised now, are you, in the light of your own evidence in answer to my question just now, that Lambert felt it rather an unpleasant and delicate matter to report you over this Pogson's shop affair? He had no occasion to report me over that. His duty was to report the circumstances that took place, not to report me.
5638. Assuming that he saw all that he alleges that he saw, you will admit that it was an extremely delicate position for a subordinate to find himself in to have to report circumstances which would reflect discredit upon you? Not at all, because there were three of his superior officers in his presence five minutes afterwards.
5639. Not at the time? Five minutes afterwards he was in the presence of three.

Charges Nos. 8 and 9.

"That, about six months ago, Constable Hill, when on duty in the Botany Road, saw a man crossing the road in a slouch hat, and with a bag of something on his back. Hill approached the man, and was astonished to find that it was his senior officer, Quelch, who said, 'Its all right, Hill, I have been getting some sand for my canaries.'"

Constable Edmund Hill was called and sworn:—

- Constable Edmund Hill.
10 Nov., 1897.
5640. *His Worship.*] What is your name? Edmund Hill.
5641. What are you? Ordinary constable, stationed at Redfern.
5642. *Mr. Abigail.*] I call now for a report, if your Worship pleases, by Constable Hill, with reference to this case, and all the replies and minutes appertaining to it. [*Exhibit No. 30.*]
5643. Just take your memory back to about 4:20 a.m., on the 16th February last. Were you in Regent-street Yes.
5644. And were you in conversation with Constable Whitehair? Yes.
5645. And he was on the opposite side of the street. Yes.
5646. And you were talking across the street? Yes.
5647. Did you see Quelch in the vicinity? Yes.
5648. Where was he? He came from behind where I was standing.
5649. Where were you standing—outside whose premises? Outside a vacant allotment of land.
5650. And he came from behind you? Yes.
5651. So that he came through the vacant allotment of land? Yes.
5652. What would be the street at the rear of this vacant allotment of land through which he would have to come to get into this vacant allotment of land? Spence's-lane.
5653. And he would have to come down Spence's-lane and cross the vacant allotment? Yes.
5654. He was on the footpath when you first saw him? Yes, I heard footsteps behind me.
5655. What did you see? I saw a man with a bag on his back.
5656. You saw Quelch? Yes.
5657. How was he dressed? He was not in uniform. He had a grey slouch hat on and a sort of thing a sailor wears.
5658. Like a sailor's jumper? Yes.
5659. What did he have on his back? He had a bag on his back.
5660. Did he say anything to you? Before I recognised him, when I first saw him, I said, "Hullo, what have you got in the bag?" I recognised him as I spoke.
5661. What did he say? He said, "It is all right, I have been getting some sand for my canaries."
5662. Did you know that he kept canaries at that time? I believe he did.
5663. What did Quelch do? He let the bag fall on the footpath.
5664. What sort of a bag was it? Like a chaff bag, like an ordinary bag used for chaff.
5665. Did you have any conversation with him? He told me that he had got a man on the railway to fill up two small bags of sand, and he had put them in this bag to take them home.
5666. The railway premises would be at the rear? It is all along at the rear both ways.
[*Mr. Abigail produced a map of the locality, Exhibit No. 31.*]
5667. The railway premises would be here [*pointing*]? There.
5668. And which is Spence's-lane? This.
5669. There are two ways of getting from the railway to Botany Road, are there not—right down Margaret-street and through this lane, Spence's-lane, and right across Botany Road? Yes.
5670. And then the other way is through Garden-street, right across and up Boundary-lane, across Wyndham street, and up the continuation of Boundary-street, and then through Spence's-lane, and right up through that vacant allotment? Yes.
5671. You know where Quelch lives? Yes.
5672. He lives over here, does he not, in George-street? Yes.
5673. This is Quelch's house? Yes.
5674. And now, if he wanted sand for his canaries, is there not a sand-hill there within a few hundred yards of his house? Yes, within a hundred yards.
5675. And if he got the sand from where he says he got it—from the railway—he would have to go all this way, and up to the station, instead of just across there, which would only take him five minutes.
5676. Would it not take a man at least three-quarters of an hour to go in the direction from which you saw him come, and right along the by-lanes, and through these short cuts, as they are called, which are always the longest way round, and across this vacant allotment? No, not that long.
5677. How long? I should say nearly half an hour.

5678. And it would only take him a few minutes to go to this sand-hill, which is near his own house? Yes, about twenty minutes, I should think. Constable Edmund Hill.
5679. While you were in conversation with Quelch, did Whitehair leave you? Yes, he went up the road. 10 Nov., 1897.
5680. Did Quelch ask you to assist him to carry this bag across the road? He did.
5681. Was it heavy? It was pretty heavy—I should say it was a good hundredweight in weight. It was heavy enough for him to ask me to help him.
5682. You were satisfied, were you not, at the time that it was sand for his canaries? Yes, I believed it was sand at the time.
5683. Will you tell me what other conversation you had with him? Did you have any with him as you were carrying the bag across the road? No, not then; I saw him next night.
5684. You left him when you got across the road, did you not? Yes.
5685. He went in the direction of his home, and you continued along Regent-street to Botany Road? Yes.
5686. Along your beat? Yes.
5687. Did you meet Brewin? When I got to the corner of Boundary-street, which would be about 30 or 40 yards further on, I saw Brewin, and a man working at Jones' produce store, Bath. I did not speak to them about it.
5688. They were talking together? Yes, and I went by.
5689. You hurried past? Yes.
5690. And did you again see Quelch later on, early in the morning? Yes.
5691. At what time? I saw him when I was coming round my beat, coming up the last time in Cornwallis-street.
5692. What time? About half-past 5, and I saw him at 6.
5693. Was he then in uniform? Yes, he took the relief off duty that morning.
5694. Was he, or should he have been, on duty at the time that you saw him disguised in the slouch hat, and the jumper, and carrying these bags of sand as he alleges? Unless he was doing some special duty he should have been in uniform.
5695. This is the Duty Book, is it not, for Tuesday, 16th February, 1897? Yes.
5696. Do you see an entry in the Duty Book of Tuesday, 16th of February last, showing that Quelch was supposed to be on duty, and in charge of the relief from 12 to 6 a.m., and from 10 to 12 p.m.? Yes, 10 to 12 p.m. would be the same day, but the night following.
5697. Then from what you see recorded in the Duty Book, Quelch had no right to be dressed as he was, and carrying sand for canaries, or for any other purpose? He had no right to be carrying sand.
5698. And no entry is made of that in the Duty Book? No.
5699. And had he been relieved from duty for the purpose of carrying sand or doing anything else it would have been entered up in the Duty Book? Yes.
5700. And would it not have been shown who else had taken up the relief? Yes, if it had been taken up.
5701. And you see nothing about that here? No.
5702. I will put this book in. (*To the witness*): Now, you had a conversation the following night with Constable Fitzgerald? Not with Constable Fitzgerald. I remember I had another conversation with Senior-constable Quelch.
5703. Tell us what that conversation was? Amongst other things, he spoke jokingly about Constable Fitzgerald having reported to him that morning, or the morning before, when he went off, that Constable Fitzgerald had told him that a man working at Jones' produce store had seen two men cross the road carrying a bag. Senior-constable Quelch was laughing about this, and, amongst other things, speaking about the canaries, he said if I liked he would give me a canary. He offered it two or three times afterwards before I did take it. Eventually I did take it. Two or three days afterwards I went round and he gave me a canary.
5704. Now, about 5 p.m. on the 18th of August last, did Quelch call upon you? Yes.
5705. At your house? Yes.
5706. Did he say anything to you? Yes.
5707. Tell his Worship what it was? The first thing he said when I came to him was: "Did you tell anybody about that bag of sand?" I said, "I did." He said, "I always thought you were a friend of mine?" I said, "Well, that has nothing to do with it." He said, "If you are asked, if you should be asked about this, say it was a morning when I went off early." I said, "Constable Whitehair knows you did not go off early; besides, how were we to know you were not on some special duty?" I did not want to tell any lies about him. He could do that himself. He said, "Whitehair did not see us cross the road together." I said, "No, but he saw you on the vacant allotment and spoke to me; and, although he did not see you cross the road, he asked me afterwards who was the man with the bag, and I told him it was you."
5708. That was the day after Mr. Dacey's speech in Parliament? It was some time after. I do not know for certain what day it was.
5709. Mr. Dacey spoke on the 17th of August? Then it would be the day after.
5710. It was reported in the paper on the morning of the 18th instant, and he came to see you at 5 p.m. on the same day? Yes; we were on night duty together and he could have seen me on night duty.
5711. And from the time that he had given you the canary had either of you ever spoken of the occurrence. From the time that you saw Quelch carrying sand you had never spoken to each other about it except the occurrence when he gave you the canary and the joking remarks which Quelch made to you about Fitzgerald? Yes.
5712. So that for all those months he never said anything to you until the report of Mr. Dacey's indictment appeared in the paper? No, I never remember any.
5713. And then he came to your house, you did not go to him? No.
5714. Did you afterwards think it advisable to send in a report about the occurrence? The following morning I reported it in the station to Serjeant Houlahan and Senior-constable Shaw. They were together. I was very loth to be mixed up in it. I did not know what to do and I spoke to them about it.
5715. And in consequence of their advice you sent in a report? Yes.
5716. You merely reported this. [*Exhibit No. 30.*] "Constable Hill respectfully begs to report for the information of his Superintendent that about 5 p.m., the 18th instant, Senior-constable Quelch called at his residence and asked him in the event of the constable being questioned regarding a certain matter which the senior-constable anticipated would be the subject of a future inquiry, to make certain false statements to shield the senior-constable?" That is the report you made? Yes. 5717

Constable
Edmund Hill.
10 Nov., 1897.

5717. And "The facts in question were as follows :—That about 4.20 a.m. on February the 16th, 1897, the constable met Senior-constable Quelch in plain clothes, coming from a vacant allotment on to the Botany Road, carrying a sack which he said contained sand ; the senior was in sole charge of the division at the time, and at 6 a.m. he was in uniform and took the relief off duty. Constable Whitehair, who was directly opposite, saw the constable stop Senior-constable Quelch. When the senior-constable called at the constable's house he asked him to say, if he was questioned about this matter, that he, Senior-constable Quelch, was off duty at the time, which would be telling a deliberate lie. And he added, ' If you will stick to me I will stick to you ; say this for me, Ted.' Under the circumstances the constable considers it his duty to acquaint the Superintendent of these facts. Edmund Masham Hill, constable, No. 5426." Now this was forwarded to Mr. Read, and by Mr. Read forwarded back to Mr. Lawless. I want Quelch's report on that.

5718. *Mr. Bull.*] There was no explanation of that asked for.

5719. *Mr. Abigail.*] "Forwarded to the Superintendent, I was not previously made aware of this matter. E. Lawless, Inspector, 21/8/97." "Forwarded to Mr. Lawless for Senior-constable Quelch's explanation in writing. G. Read, Superintendent, 21/8/97." Mr. Lawless informs me that he has just obtained that paper from Superintendent Read's office, and that it has never gone out to Redfern for an explanation by Quelch. Seeing that an inquiry was about to be held, the Superintendent held the matter back. (*To the witness*) : Did Superintendent Read send for you when you made that report? Yes, he sent for me—on the following day, I think it was.

5720. You say Superintendent Read, after you sent in that report, sent for you? Yes.

5721. Did you have any conversation with him? Yes.

5722. From the railway works to this vacant allotment out of which Quelch came on the night of the 16th February is how far? To his residence?

5723. From the locality where this sand is alleged to have been obtained by Quelch on that night to his house would be how far? A good quarter of a mile.

5724. And you have to go down by-ways and lanes, have you not. It is a most circuitous route? It is not as straight as it might be.

5725. And you know that he has to go through rights-of-way and through gates, and all that sort of thing? It is not quite as straight as it might be.

5726. And it would be more difficult to carry a bag down those rights-of-way than through any ordinary street? It would be easier to carry it down the main street.

5727. From Quelch's house to the sandhill near the school is only a minute's walk? Yes. They have been carting away sand from there for some time.

5728. Do you know Mrs. Robinson? Yes.

5729. Does she live opposite the Police Station? She does.

5730. Has she had a conversation with you about an alleged conversation? I have not spoken to her.

5731. Do you know these localities, the sandhill in Margaret-street and this sandhill here? Yes.

5732. Is the sand at the end of Margaret-street on the railway premises clean or dirty? Very dirty.

5733. Is that sand at the sandhill near Quelch's house clean or dirty? That is clean, because the people are carting it away.

5734. When you picked this bag up, this chaff-bag, in which Quelch said there were two smaller bags of sand, did it appear to have the same weight as two small 70 lb. sugar bags? I should say it would be fully 1 cwt.

5735. Will you show me along this route on this map where Pogson's shop is? Yes.

5736. You see Pogson's store is marked "A"? Yes.

5737. If, as I allege, for the purposes of this prosecution, this sand was sugar and obtained from Pogson's store, would Quelch have come along Spence's lane or right along here, and got through that vacant allotment? Yes; he could come that way. It is a dark lane.

5738. Of course, as he says that he got the sand from the railway premises at the end of Margaret-street, that would be in a different direction from Pogson's? An opposite direction.

5739. And he would only come down Spence's-lane in an entirely different direction from what he would if he were coming along the lane from Pogson's store? Directly opposite.

5740. And he would still come through this vacant allotment? Yes.

5741. But if he were coming from Pogson's store along Spence's-lane to get on to that vacant allotment he would have to cross Boundary-street? Yes.

5742. Now, if he were coming from the bottom of Margaret-street, in the way that he alleges he came, he would not cross Boundary-street? No; he would not come within 20 or 30 yards of Boundary-street.

5743. *Mr. Bull.*] This, you say, was on the morning of the 16th of February? Yes.

5744. How did you fix that date? Because I noted it down, and so did Constable Whitehair.

5745. What did you note it down upon? On a slip of paper.

5746. Have you got the slip of paper? No; I have not.

5747. Did you in any conversation with different persons say that you could not fix the date? Never.

5748. Did you ever tell Quelch, for instance, that you did not remember the morning, and you could not fix the date? No.

5749. And that that was the only doubt you had? I have no doubt about it. He never spoke to me about it until he came to my house and tried to make me tell a lie. He has dragged me into this, and tried to make me tell a lie. It is very unpleasant.

5750. Did not you tell anybody that at the time you had no doubt it was sand? Yes.

5751. Have you any doubt in the world that it was sand? I have doubts now, since I have been to Mr. Read's office.

5752. Since you have been speaking to Mr. Dacey? No. I can give you my reason for the doubt.

5753. *Mr. Abigail.*] Let us have the reason.

5754. *Mr. Bull.*] Answer my question. You never had any doubt that it was sand until this inquiry began or until something was said in August last? Yes, until something was said by Bath at Jones' store.

5755. Did you not tell Robinson that it was sand? I told him I believed it was sand.

5756. Did not you tell him that you felt the bag and you knew it was sand? Certainly, I felt it and I believed it was sand.

5757. Will you swear you did or did not tell him you had no doubt it was sand? I might have. I do not remember having any particular conversation with Mr. Robinson more than anyone else. 5758.

Constable
Edmund Hill.
10 Nov., 1897.

5758. I suppose it was quite daylight that morning? It was dark that morning.
5759. Dark? About twenty minutes past 4.
5760. Nobody could detect anybody at a distance of 3 or 4 yards? There is an electric light just opposite where I was standing.
5761. Dark at twenty minutes past 4 on the 16th February? Yes.
5762. Sure of that? Yes, quite sure it was a dark morning.
5763. You actually carried this bag across? Yes.
5764. Did not you suggest to Quelch that it was *infra dig.* to see your superior officer carrying sand? No.
- 5765-6. Anything like that? No. He complained about the weight of the bag, and the pain in his back with carrying it, and asked me to assist him.
5767. Did you put it on your back? We both got hold of it. As far as I could judge it would be about 1 cwt.
5768. And you took it across the road? Yes, into that lane.
5769. I suppose you really know the difference between the feel of sand and sugar? There is not a great difference between two thicknesses of bags. I would not say that I believed it was sugar, but I say I have doubts as to whether it was sand.
5770. Since this inquiry. You know Margaret-street? Yes.
5771. Has not sand accumulated there, washed by the rains and left there? Yes, there is plenty of sand there.
5772. You say that if he were coming from Margaret-street on this morning that you saw him he could come and would be as a fact upon that vacant piece of land if he was resting himself? It would be a little out of his way but not much.
5773. But if he was coming from Margaret-street it would be terribly out of his way to pass Pogson's store? Of course it would.
5774. Have you seen any report, or would you like to take it upon yourself to swear that there is any report from Pogson or anybody referring to Pogson's store that that store was entered on the morning of the 16th of February? I do not know. I have only seen my own report that I sent in.
5775. It would be a likely thing for Mr. Pogson to miss two bags of sugar taken from there? He has informed me that he would not miss it.
5776. Has there been any police complaint or any complaint by Pogson? You asked me if it would be likely that he would miss it.
5777. Has Pogson made any complaint or report? Not that I have heard of.
5778. And you do not know that there is any complaint by Pogson of his store being entered or being found open on the 16th of February? No.
5779. How long have you been in the Force out there? A trifle over ten years.
5780. Have you yourself looked at the Occurrence Books; do you happen to know that there is report after report of Pogson's store being found open and broken into? I have not looked up the books.
5781. Did you ever see this entry in the book? I do not remember seeing any entry in any book.
5782. "Mr. Pogson's place broken into on three occasions during the last three weeks. On the 22nd ultimo and 1st and 3rd instant—and on the first occasion ten shillings' worth of coppers stolen. Not identifiable; no person suspected; 3.45 p.m., 4/3/93. Attended to, Sutherland and Moore." [*Exhibit No. 32.*] You know the meaning of that, do you not—if a complaint is made or a report is made of an offence or of a place being found open, usually certain officers are told off to make inquiry? Yes.
5783. You know Sutherland and Moore? Yes.
5784. They were officers in the Redfern Division? Yes.
5785. Speaking of this sandhill, it is Mr. George Hudson's property? I believe so.
5786. Is it private property? Yes.
5787. Is it fenced? Yes.
5788. And with a barbed wire on top of the fence all round? Yes.
5789. How would you suggest Quelch is to get into that—through the gate? I think every policeman knows Mr. Hudson.
5790. I do not know that? I do.
5791. How would you suggest that Quelch should get into that at 3, 4, or 5 in the morning? Not in the morning, in the daytime I would suggest.
5792. On that particular morning it would be impossible? It would not be a very easy job.
5793. You do not suggest that Quelch had a right to go into Mr. Hudson's property, and take sand out without Mr. Hudson's permission? Certainly not.
5794. The sand which is upon the railway premises is all protected too, is it not, the place is all fenced? It is fenced, but there is a gate leading into the railway.
5795. But you would not suggest that Quelch should go into the railway and take the sand, would you? That is what he told me, that a man in the railway filled it up for him.
5796. Have you got sand from Margaret-street? No.
5797. I suppose you will admit that sand washed by water is infinitely clearer than that which you will get in a bank? I am not an expert on sand.
5798. You do not profess to know that? I suppose it would be cleaner, but I do not think it is very much different.
5799. Do you not know that as a rule 40 per cent. of sand is loam; taking sand out of a hill, digging it out with a spade in its ordinary state, do you not know that 50 per cent. of that would be loam? It would certainly be dirty, I think.
5800. You know Pogson's? Yes.
5801. Do you know Pogson's back premises? Yes.
5802. How would you suggest that a man could get out of that with a hundredweight bag of sugar or sand on his back? He could open the gate from the side and get out.
5803. Unlock it? I do not know that there is a lock on it.
5804. To do all that he would require to have keys of Pogson's store? If it is locked, certainly.
5805. Have you any doubt in the world that Pogson's store is locked every evening after business? Certainly; but you asked about Pogson's back gate. I do not know whether it is locked.

- Constable Edmund Hill.
10 Nov., 1897.
5806. Do you happen to know that Mr. Pogson has described that the back gate is locked on the inside in this inquiry? No.
5807. *Mr. Abigail.*] The back door, not the back gate.
5808. *Mr. Bull.*] Is there a back entrance indicating a means of getting into the back of the premises? Do you not know that everything is taken in at the front, right through to the back, and that there is no means of getting in the back—no gate? There is a gate there; I believe so.
5809. You know the premises. I am asking you? I believe so. Pogson can tell whether there is a gate or not.
5810. You have never, in any report that you made to the Department, insinuated or dared to say that it was sugar and not sand that Quelch was carrying? No; I did not think it was.
5811. I suppose, when you make a report to your superior officer, you go as near the truth as you can get? I tell the whole truth.
5812. So that, if you had any suspicion that it was not sand when you made that report, you would have mentioned it? Certainly.
5813. Would you like to say that this was not the 18th of February? It was not.
5814. How many times have you been in Quelch's place? Only once.
5815. When was that? When I went for the canary.
5816. When was it? It was before the Saturday following.
5817. What day of the week was this that you say you saw him with the sand? The 16th.
5818. I am asking you what day of the week it was? I only had the date down as the 16th; but, by looking at the almanac—Mr. Read asked me that question—by looking at the almanac I know it was Tuesday.
5819. I suppose it often happens, or does it happen, that a man leaves a little earlier, possibly, than it is intended he shall, and he is booked up to a certain hour, when, as a fact, he has not been on duty all that time? I do not think so. It would be a very lax way of doing things.
5820. Do you remember a man named Connors being charged with being drunk and disorderly, in Raglan-street, Alexandria? Yes; I think I do. John Connors, I think, it was.
5821. John Connors? Some name like that.
5822. Do you remember when that was? No.
5823. Do you remember that was on the 10th of August last year? I can remember the time I locked him up was some time before the public-houses close.
5824. Some time before 11 o'clock? Yes.
5825. Now, you would have to attend at Court the next morning; would you not? Yes.
5826. Do you remember, as a fact, what your time of duty was during that night? No; under ordinary circumstances, I should have gone off at 5; but sometimes we are not allowed to go off when there are too many men going off.
5827. Do you remember whether you did go off a little earlier? No; I have not the slightest recollection. I only remember Connors' name because he is a bad larrikin.
5828. Was Quelch your senior on that relief, do you remember? I do not remember.
5829. You do not remember whether, as a fact, you did leave earlier than you should have left that morning whilst you were booked up to 6 o'clock? No.
5830. I suppose if you went off a little earlier you would still report yourself at 6, would you not? You would either go off at 5 and have your hour's allowance or else you would go off at 6.
5831. Do you remember when it was you had the conversation with Robinson? I do not remember.
5832. Did you jot that down? No.
5833. That would be rather an important circumstance? I can tell you when the first conversation that I ever had about it was, after Mr. Dacey's speech.
5834. I am simply asking you if you have a recollection of when it was that you had the conversation with Robinson? I have a recollection of about the time.
5835. Can you tell me what month it was in? It was after this affair cropped up.
5836. After Mr. Dacey had spoken in the House? Yes.
5837. And after the *Truth* newspaper articles, I suppose? Yes; I suppose so.
5838. Was it after Mr. Dacey had had a conversation with you on your beat? No; it was not. Mr. Dacey never spoke to me until weeks and weeks afterwards.
5839. You cannot remember the date you had a conversation with Robinson. Tell me the first time you had a conversation with Dacey? I have no recollection; but it was weeks and weeks afterwards.
5840. You have a recollection, if you will try. Fix the time when you say you first had a conversation with Dacey about this bag of sand? I was off duty for about a fortnight with an injured heel, and I suppose it would be about four or five weeks afterwards.
5841. Can you say when it was when you first had a conversation with Mr. Dacey? About six weeks ago, I should say.
5842. Was that in September or October? Either at the end of September or the beginning of October.
5843. Do you remember that it was on the 23rd of August that you had a conversation with Robinson? It might be about that time. I believe it would be about that time. He was in company with Constable McSweeney, in Regent-street, and I was passing, and he sang out something to me about it. He said, "Oh, you saw Quelch carrying a bag, didn't you?" I told him to mind his own business, or something to that effect.
5844. Do you remember that it was on the 15th of September that Dacey spoke to you on your beat, at 9 o'clock at night? I do not remember the date.
5845. Do you remember his being with you on your beat one night at 9 o'clock? Yes.
5846. Where was that? At the corner of Redfern-street and Regent-street.
5847. Was not that after you had had a conversation with Robinson—long after? It would not be long after.
5848. *His Worship.*] After, at any rate? Yes; I had a conversation with Robinson two or three days after that again, and he called to me, and warned me to go down to Mr. Read's office. He said, "Who told Mr. Dacey?" and I said, "Who told you?" I said, "You asked me about it the other day, and I said to you to mind your own business." He said he did not. I said, "Probably the same person who told you told Mr. Dacey."

Constable
Edmund Hill.
10 Nov., 1897.

5849. *Mr. Bull.*] You have been, as a fact, punished occasionally for neglect of duty? Yes.
5850. And for being drunk? Yes. I have had a clean sheet now for over two years.
5851. I notice the last is the 11th of September, 1895; that was for being under the influence of drink on duty? Yes.
5852. *Mr. Abigail.*] You have taken the pledge and kept it ever since? Yes.
5853. *Mr. Bull.*] Is that so? Yes.
5854. How long since you took the pledge? I can tell you. It was very shortly after —
5855. You see that is a circumstance in your life, having been used to taking a nip, that would impress itself upon your recollection? It was in January two years ago. I left it off when I was reported.
5856. Whilst you were punished in September you really did not take the pledge until the following January, four months afterwards? I left off drinking, but I signed the pledge in January.
5857. And you have kept it ever since? Yes.
5858. But I suppose you will admit that you were fined for being drunk more than once? I was not fined for being drunk that time.
5859. The explanation is that you took too much? I was sent out on a beat — [*Interrupted.*]
5860. I suppose you will admit that you were fined £3 for being drunk on duty? Yes. He said it was for not coming into the station after I was told.
5861. And besides being drunk on duty three times, you were found in hotels when you were on duty? I do not think so.
5862. Have you any reason to question the report of the Superintendent's office? Not the slightest. I was reported for coming out of an hotel after hours. I was not on duty at the time.
5863. On the 17th May, 1889, were you fined 20s. for being found in an hotel when on duty? No; I was off duty. I was in plain clothes. I did not have to go on duty until 6 o'clock the following night. That was on a Friday night, and it was 6 o'clock on Saturday before I had to go on duty again.
5864. Do you say you were not fined 20s. for being in an hotel after hours? It was after 11 o'clock, and I was not on duty.
5865. Do you remember this circumstance: do you remember being asked for, or giving Mr. Lawless a report about these circumstances that you have been speaking of? Yes.
5866. Do you remember omitting any date at all from the report, and Mr. Lawless questioning you with regard to that? No. Mr. Read asked me down there. He thought I had omitted a date, but when he came to look at the report he found the date was not omitted. Mr. Lawless never spoke to me about it at all.
5867. I see in the last complaint in September, it was Senior-constable Hogg who reported you? Yes.
5868. This is the official entry, I may tell you, of that complaint: "Being under the influence of liquor when on duty at 8:45 a.m.; also, insolence and disobedience of orders at 9 a.m." Now that is the official entry against you, and you were fined 20s.? I can explain that. That was about the only case that I was ever unjustly treated in.
5869. Do you deny, as a matter of veracity, that you were charged with being drunk three times when on duty? The second time I was charged with being under the influence of drink, not drunk.
5870. Of course that is another way of putting it? If they can just see signs of drink on a man, or fancy they see it, he is reported. I remember hearing a report, five years ago, being read out to me, "Charged with being under the influence of drink." I did not look at the report; but I remember that was the reading perfectly well, and I know on that occasion Serjeant Vane said to me, "Don't admit being drunk; I do not think you were drunk, and I will tell Mr. Lawless so."
5871. I notice a peculiar distinction between two charges following one another: "May 27th, drunk when on duty," Serjeant Bradwell's report; and the next, "Being under the influence of liquor when on duty," Senior-constable Bourke's report? Yes.
5872. *Mr. Abigail.*] Notwithstanding the black list upon which you have been industriously cross-examined by Mr. Bull, you are still considered by no less an authority than Superintendent Read to be a good enough man to be a policeman? I believe so.
5873. And to be a good enough man to give evidence in cases where you are officially prosecuting? I believe so. I have no reason to doubt otherwise. I know all my officers will give me a good character for efficiency, every one of them. They have told me so.
5874. Had you any reason to doubt that it was sand? You were going to give a reason, and Mr. Bull did not give you a chance. Now give it in answer to me? I never had the slightest reason to doubt that it was anything but sand until after I had been to Mr. Read's office, until the first time I spoke to Henry Bath in the matter.
5875. Henry Bath is the man, is he not, who told you he saw Quelch coming from Boundary-street through Spence's-lane? He told me he saw a man the same morning that he saw me.
5876. And it was the same man he saw you speaking to? He did not know it was I speaking to him at the time.
5877. At any rate, he is the man who says he saw somebody pass Boundary-street from Spence's-lane. Yes, he saw the man come down Spence's-lane from the direction up behind Pogson's shop, behind his hay and corn store, where he puts his horses in every morning directly after 4; and when he came down to Botany Road.
5878. *Mr. Bull.*] I object to this hearsay evidence.
- Witness:* That was the only reason—he told me he came in entirely a different direction to what I had been told.
5879. *Mr. Abigail.*] From what you have since been told by Bath you have a doubt? Yes.
5880. You were perfectly satisfied at the time to believe your senior-constable's word that it was sand? Yes, I believed so.
5881. And you did not critically feel to see whether it was sand or sugar? I did not have any suspicion.
5882. If you had had any suspicion you would in all probability have felt to satisfy your mind whether it was sand or sugar? Yes, and I would certainly have called Constable Whitehair across.
5883. But the question of suspecting your senior-constable at that time did not enter your mind? No, I never spoke to Bath until after I had been to the Superintendent's office.
5884. And you know it is a very dangerous thing to make a complaint against your senior officer unless you have corroborative evidence? Unless you have good grounds.

- Constable Edmund Hill.
10 Nov., 1897.
5885. Do you not know that when a senior-constable reports a constable, the constable is never acquitted of the charge, or very seldom? It is a matter of discipline that the senior-constable's word must be taken.
5886. *Mr. Bull.*] I object to this.
5887. *His Worship.*] It simply comes to this: that when a subordinate officer charges his superior he simply takes the risk of proving his charge.
5888. *Mr. Abigail.*] Hogg was a senior-constable? No.
5889. He was not attached to the Redfern Division when he made this complaint about you? No.
5890. But is it a fact that throughout the service a senior-constable from another district is always on duty so far as the constables are concerned? Yes.
5891. And he reported you for being drunk? Yes.
5892. And you retaliated by calling one or two of the inhabitants on the way up to prove that you were sober? When he first made the charge against me he said, "Come into the station with me." I said, "What for?"
5893. *Mr. Bull.*] I object to this.
5894. *Mr. Abigail.*] You were reported for being drunk? Yes.
5895. You went off to the station with this man? No.
5896. He wanted you to go up with him; instead of going up directly with this Senior-constable Hogg to answer his complaint at the Redfern Station you spoke to one or two of the residents? I appealed to one of the men standing at his shop door step at the time. I said, "This is a Sydney man. He is reporting me for being drunk. I want you to take notice of me as he says I am drunk, and he will say I have sobered up in going to the station." Immediately afterwards I met Senior-constable Bourke. I told him what had happened. He said, "I cannot see anything wrong with you."
5897. *His Worship.*] What was the result? I was fined 20s. Mr. Read did not intend to deal with me in the matter of drink, although it is entered against me.
5898. *Mr. Abigail.*] As a matter of fact, this man, Hogg, when he got you to the station, did not make a charge of drunkenness, but altered the charge to one of insubordination for not going to the station immediately? Serjeant Houlahan said he never said one word about my having used insolent language until he found I was not drunk. I also got a doctor's certificate, and he said he could not even detect drink upon me.
5899. *His Worship.*] Yet you were fined 20s. for being drunk? For insubordination.
5900. *Mr. Abigail.*] You keep canaries, don't you? The first one I had was the one Senior-constable Quelch gave me.
5901. Do you not know that you can buy 28 lb. of shell sand for a shilling? Yes. I have never bought any, but believe so.
5902. And that shell-sand is the sand ordinarily kept for canaries to peck at? I believe shell-sand is good for them.
5903. Did Quelch say why the sand was put in two bags? No, he did not say why it was put in two bags. He said he put them in the big bag to carry them.
5904. Did he say to whom the two little bags belonged? He said the man on the railway filled them up, and he put them in the big bag to carry them easily.
5905. Do you remember the "Myall House" case? Yes.
5906. Were you shown the chaff bag in the "Myall House" case? No.

Constable Frederick Whitehair was called and sworn:—

- Constable F. Whitehair.
10 Nov., 1897.
5907. *His Worship.*] What is your name? Frederick Whitehair.
5908. You are a constable stationed where? Police constable, stationed at Redfern.
5909. *Mr. Abigail.*] Do you remember the 16th February last? Yes.
5910. Were you on duty at Botany Road that night? Yes.
5911. Between the hours of 4 and 5? Botany Road is a continuation of Regent-street; yes on that road, Regent-street.
5912. Did you see the last witness, Constable Hill, on that night? On that morning.
5913. And have a chat with him across the road? Yes.
5914. Did you see a man come out from the vacant allotment behind where Hill was standing? Yes.
5915. Did you hear any conversation between that man and Hill? No, I did not.
5916. Do you know who it was? No, I have no idea who it was.
5917. Did you see this man put something off his back? Yes, I saw him put something on the footway.
5918. Did you see Hill afterwards help this man over with this something? No, I did not see that. They were in conversation and I left.
5919. Did you see Quelch that night in uniform prior to 4 o'clock? At 3 o'clock.
5920. He was in charge of your relief? Yes.
5921. Did you see Quelch again in uniform between 5 and 6? Yes, prior to 6 o'clock.
5922. Was he supposed to be on duty from 12 till 6—from 12 midnight on the 15th to 6 o'clock on the morning of the 16th? Yes, he was on.
5923. He took the men in that morning? Yes. Senior-constable Quelch did.
5924. That would be at 6 o'clock? Yes, about 6 o'clock.
5925. That would be the men who had been on duty from 12 to 6 would be taken in at 6 and formally discharged? Yes.

Henry Bath, carter for Messrs. Jones & Co., Regent-street, Redfern, was called and sworn:—

- Henry Bath.
10 Nov., 1897.
5926. *His Worship.*] What is your name? Henry Bath.
5927. What are you? Carter.
5928. Employed where? Jones & Co.
5929. Produce store? Yes.
5930. *Mr. Abigail.*] That is in Botany Road or Regent-street? Boundary and Regent Streets, Redfern.
5931. You are employed by Jones, who has his store at the corner of Boundary and Regent Streets, Redfern? Yes.
5932. *Mr. Bull.*] Which is Boundary-street? It is off Regent-street.
5933. Near what street? It runs right up to Wyndham-street, and across Wyndham-street. 5934.

5934. *Mr. Abigail.*] It is the boundary between Alexandria and Redfern? Yes. Henry Bath.
5935. Do you remember February last, the 16th of the month? Yes. 10 Nov., 1897.
5936. You have to get up pretty early? Yes, we have a stall in the markets, and three mornings in the week we have to get up early, that is Tuesdays, Thursdays, and Saturdays.
5937. Is that why you knew this to be Tuesday? Yes.
5938. Did you see somebody coming down Spence's-lane that morning between 4 and half-past? Yes, it must have been a little after 4. We have side-doors at our store. We stable our horses at the back of the store, and I opened the side doors to let my horse out, and as I opened the doors I saw a party come out of Spence's-lane.
5939. *His Worship.*] One person? Yes.
5940. *Mr. Abigail.*] He crossed Boundary street? Yes, and went through the back of our store. There is a right-of-way that leads off into Margaret-street, I believe. He then crossed Boundary-street.
5941. And up Spence's-lane, and then through this right-of-way? Yes.
5942. That would be through that vacant lot? Yes, through the vacant allotment.
5943. He would get then on to Botany Road? Yes, or Regent-street. Of course, I did not see him go into Botany Road.
5944. You did not see him cross the vacant allotment into Regent-street? Yes.
5945. You saw him go into the vacant land? No. He came out of Spence's-lane, across Boundary-street, into—I could not say what is the name of the other place.
5946. That is still Spence's-lane? Then I closed the side doors; of course, I had let my horse out in the meantime. I had to close my doors on the inside, and walk down from the store; and, as I came out of the front door, I saw a policeman pass on the opposite side. I remarked to myself at the time that I thought it was suspicious. Then I went to the next yard, and put my horse in the van, and as I came out I heard two persons talking across the road, and I backed my van into the gutter in front of the store, and we usually ask for the things to take to the markets, such as potatoes and onions, and after a few minutes I saw two persons cross the road, one carrying a bag.
5947. How was the person dressed? In black, with a sort of soft felt hat on.
5948. Did you see what sort of a thing he had on him? No, I only saw the dark clothes.
5949. Was it a big bag? It was a chaff bag.
5950. Did it appear to be full? No, about half-full.
5951. That was all you saw? Yes. In the meantime, about a minute or two afterwards, the night-watchman passed, Brewin, and I asked him —. [*Interrupted.*]
5952. You had some conversation with Brewin about what you had seen? Yes, I mentioned the fact to him, and as I was talking to Brewin Constable Hill passed. Of course, after Brewin left me, he went on down the Botany Road, the same way as Hill.
5953. Then you had a conversation with some other constable since then? With Constable Hill.
5954. About this? Yes.
5955. *Mr. Bull.*] When do you say Constable Hill spoke to you about anything that had happened or that you had seen? I could not fix the date.
5956. Give us some idea? It may be three weeks or a month ago.
5957. It is not more than five or six weeks ago? No, I should hardly think so.
5958. You say you go to the markets on Tuesdays, Thursdays, and Saturdays? Yes.
5959. My friend gave you a date straight off—the 16th. Why do you fix the 16th? I did not fix upon any date.
5960. You would not like to swear that what you say you saw was on the 16th of the month? No.
5961. But it was on one of the mornings that you go early to your work? Yes.
5962. And in the month of February? Yes.
5963. And, in fact, every month. It is not a question of February? Yes.
5964. All the year round? Yes.
5965. They are the market mornings? Yes.
5966. Which markets? Belmore Markets.
5967. Do you remember what sort of a morning this was? It was no different to any other morning.
5968. I mean with regard to the light? It was dark.
5969. *His Worship.*] Would he be coming from the direction of the railway? I could not say what direction.
5970. *Mr. Bull.*] You know Margaret-street; don't you? Yes.
5971. That would take you down to the railway fence? Yes.
5972. Boundary-street would take you down to the railway fence? Yes.
5973. Do you know Chapple-lane? Yes.
5974. That will take you to the railway fence? Do you mean Chapple-lane the other side of Boundary-street?
5975. Yes? Yes; there is a right-of-way there.
5976. Do you know that that is called Chapple-lane? I did not know that.
5977. I may tell you that it is. Will that take you to the railway? Yes; take you right down into Garden-street.
5978. *Mr. Abigail.*] Chapple-lane is near the back of Pogson's store? Yes.
5979. *Mr. Bull.*] Do you know Chapple-lane particularly? Yes; I do.
5980. I mentioned that as one of the ways by which you could reach the railway? Yes; you can reach the railway that way.
5981. Do you know these premises of Pogson's that we hear so much about? Yes.
5982. Do you know the rear of these premises? Yes.
5983. How can they be approached at the rear? From three different ways, from Raglan-street, from a vacant allotment, and they can be approached from Wyndham-street, through McNamee's-lane, and they can be approached through Spence's-lane.
5984. How do you get into the premises at the rear of Pogson's? I could not say. I know at the next premises there are two large double doors.
5985. Do you know how the place is fenced? There seems to be a sort of shed at the back.

- Henry Bath. 5986. Are there any gates, or anything of the sort, giving entrance into Pogson's from the rear, that you know of? I do not know of any.
- 10 Nov., 1897. 5987. *Mr. Abigail.*] You have been asked about how many ways there are by which you can approach the railway. Do you know where Quelch lives? No.
5988. He lives in George-street, near the public school. If you wanted to get the quickest way to the bottom of Margaret-street, would you think of going right round here, up into Spence's-lane, and round that way? It would be rather a roundabout way.
5989. But if you wanted to get to Margaret-street from where Quelch lives, you would get into Botany Road, and round here, and up that part of Spence's-lane which runs into Margaret-street which is altogether in a different direction to Pogson's shop, and right round to the end of Margaret-street, where the railway premises are? Yes.
5990. The railway premises run right along here, through the municipalities of Redfern and Alexandria? Yes.
5991. So that if Quelch wanted to get sand at Margaret-street, and assuming it was Quelch you saw, he would be going the longest way round? Yes; he would be taking a long way. He would have to go into Garden-street and down Chapple-lane, and get into Spence's-lane and out again, and cross Boundary-street, and cross that vacant allotment, and then into Regent-street.
5992. He would be doing what lost men are accused of doing, walking right round and round, and round, not knowing where he was? Yes.
5993. *Mr. Abigail.*] I am instructed to inform your Worship that this red line is drawn to show the route taken by you in your inspection on Monday last. [*Exhibit No. 31.*]

Constable Maurice Fitzgerald was called and sworn :—

- Constable M. 5994. *His Worship.*] What is your name? Maurice Fitzgerald.
- Fitzgerald. 5995. Where are you stationed? Redfern Police Station.
- 10 Nov., 1897. 5996. *Mr. Abigail.*] Have you been there long? About eleven years and five months.
5997. Do you remember February last? Yes.
5998. Were you on duty in Botany Road? On Regent-street.
5999. That is the other name for it; did you see two men carrying a bag across the road, one of them a constable? No, sir, I did not.
6000. Was a complaint made to you that two men were seen carrying a bag across?
6001. *Mr. Bull.*] I object to that; I object to what anybody said to him on the street.
6002. *Mr. Abigail.*] It is a complaint made to him as a police officer.
6003. *Mr. Bull.*] I object to any conversation he had with anybody else.
6004. *His Worship.*] Was any complaint made to you? By Constable Whitehair.
6005. *Mr. Abigail.*] Now, what was the complaint? Between 4 and 6 in the morning, about the middle of last February I met Constable Whitehair in Regent-street. He said, "There has been a burglary upon your beat; Jones' man said he saw a man carrying a bag."
6006. *Mr. Bull.*] Now, I object to this. Now, it is hearsay evidence.
6007. *Mr. Abigail.*] My friend has put in statements that Pogson's store was found open right back to 1892.
6008. *Mr. Bull.*] They are official reports.
6009. *Mr. Abigail.*] This is an official report too.
6010. *His Worship.*] We cannot have that.
6011. *Mr. Abigail.*] Did you see Quelch? I saw Senior-constable Quelch on the opposite side of the street.
6012. At what time? Just as Constable Whitehair had told me this.
6013. What time was this? I made no note of it, but it was between 4 and 6 in the morning.
6014. What did you do? I approached the senior-constable and I merely reported to him what Constable Whitehair had told me, and Senior-constable Quelch replied, "He knows about that."
6015. Who knew? I inferred Constable Whitehair.
6016. *His Worship.*] Was any report made at the station about it?
6017. *Mr. Bull.*] Did you make any report? I merely reported it to the senior-constable. In these cases I always report the matter to the senior-constable or serjeant on duty.
6018. *Mr. Abigail.*] Quelch was your senior-constable that night? Yes.
6019. And you did your duty by reporting to him? Yes.
6020. And if it should have been entered it was his duty to enter it in the books? Yes.
6021. *His Worship.*] Was Quelch on duty that night? Yes.
6022. It was part of his round? Yes.
6023. *Mr. Abigail.*] Is it a fact that Quelch was the officer in charge of the men that night? He was on duty when I reported that matter.
6024. He was in charge of the relief? Yes.
6025. He discharged you at 6 o'clock? I have not a distinct recollection of it. What I can say is that I reported it to Mr. Quelch.
6026. Is it not a fact that you do night duty once in six months under the same senior-constable? It is altered now.
6027. *His Worship.*] At the time Quelch was seen carrying the bag, he was supposed to be on duty? Yes.
6028. If he were seen at the hour stated by Hill, ought he then to have been on duty? Yes.
6029. *Mr. Bull.*] What date do you say this was? I made no entry of the date of the occurrence. All I remember distinctly is that it was about the middle of last February.
6030. You cannot say whether it was the 16th or 18th of February? I cannot say positively.
6031. You cannot say what date it was? No. The nearest I can recollect is that it was the middle of last February.
6032. You and Whitehair and Hill were on pretty well the same beats all that month? Pretty well.
6033. How many times would you meet Whitehair as a matter of actual duty before 6 o'clock supposing you were both doing your rounds? About twenty minutes or so past 4 would be the regular hour, and then from that time about ten minutes to 6.
6034. That would be twice? Yes.

6035. You know what is called the Bank corner, the corner of Redfern and Regent Streets? Yes.
6036. Were you doing duty on that beat that night? Yes.
6037. Was that a portion of your beat? Yes.
6038. Now, speaking of Hill, what time should Hill be at that corner after 3 o'clock that morning, working seven and eight beats? About half-past 4 would be the regular hour, and a few minutes to 6 o'clock coming off duty.
6039. He reports at that point? If the non-commissioned officer meets him at that point, otherwise not.
6040. If there is nobody there to report to he does not report? No.
6041. But he would in the ordinary course of his duty on that beat meet the other officer? Yes.
6042. *Mr. Abigail.*] You know where Quelch lives? Yes.
6043. You know the sandhill, Hudson's sandhill? There is one at the back of Hudson's house, I believe, between Mr. Hudson's house and Pitt-street.
6044. During the day-time carts are carting the sand away? Sometimes they are.
6045. There is no gate up, is there? I believe a gate has been erected there.
6046. Recently, has it not? Yes.
6047. In February last there was no gate there? I cannot say positively.
6048. *Mr. Bull.*] Speaking of this sand, this is private property enclosed? I do not know who the property belongs to.
6049. Do you not know that the whole thing is enclosed by a fence, and barbed wire, and locked up with gates? At the present time there is a fence around it, and a gate.
6050. Has it not been so for some years—two years, certainly? I cannot really state the time.
6051. Do not you know that Hudson has stored that sand, and uses that particular sand from there in the carrying out of his own buildings. He is a contractor, is not he? He is a contractor.
6052. Would you like to say that any sand has been taken out of that place since Wright's Terrace was built by Mr. George Hudson? I cannot say.
6053. *Mr. Abigail.*] I can say that, for I saw a cartload taken out on the afternoon when I was out there.
6054. *Mr. Bull.*] I am speaking of the place being open and people carting sand out. Would you say that that has taken place during the last two years? I believe it has; sand has been taken out, but I do not know by whom.
6055. When people are not drawing sand out of the place is it not safely locked up? I believe it is.

Constable M.
Fitzgerald.
10 Nov., 1897.

First-class Constable James Christison was called and sworn :—

6056. *His Worship.*] What is your name? James Christison.
6057. And what are you? Constable, stationed at Redfern.
6058. *Mr. Abigail.*] How long have you been in the service? Eleven years now.
6059. How long have you been at Redfern? All the time.
6060. I see you have a stripe, what is that for? First-class constable.
6061. Do you remember one morning in February? I do.
6062. You heard something? I did.
6063. You got a complaint from whom? From Special-constable Brewin.
6064. And did you see Quelch about the complaint? I did not speak to him, but I was going to. I saw him about three minutes to 6 in the morning.
6065. Was he in uniform? He was.
6066. Was that the same morning that Brewin had told you about this? The same morning.
6067. You cannot recollect the exact date? It was the middle of the month of February.
6068. Did you go up to Quelch and speak to him? I was just about to when Constable Whitehair told me it was all right.
6069. And you did not speak to Quelch? I did not.
6070. Did you make a note of the date? I did not.
6071. Do you know that it was between the 13th and the 20th of the month? I do. I know it was about the middle of the month.
6072. Now tell his Worship why you know it? Because he was the only senior-constable out at the time after 3 o'clock.
6073. That is out on duty? Yes.
6074. Is there any other reason? Well, for one reason, because I have been reported.
6075. You were reported by him on the 13th? I was.
6076. And the report was to be heard on the 20th? It was.
6077. And was it during that week that this alleged occurrence took place? It was.
6078. What was the result of this report against you? For meeting another constable and gossiping with him for about five minutes, and walking along the middle of the street.
6079. That was what Quelch complained about? It was.
6080. What was done with you? I was reduced for one week for that.
6081. *Mr. Bull.*] You do not seem to have the kindest feeling towards Quelch? I never had any other feeling but kindness until that occasion.
6082. He reported you on a third occasion didn't he? He did; yes.
6083. On one occasion you were severely reprimanded? I was not severely reprimanded; I was told to go.
6084. Let me tell you I have the official report here signed by the Superintendent. You have been reported by other officers for being in public-houses when on duty, and for neglect of duty? I have.
6085. On this very occasion when Quelch reported you, did not he report you not only for gossiping but for drinking beer with your comrade on the beat? He reported me for being seen near a bottle of beer.
6086. Did not he produce a bottle of beer which had been found near where you were, and which the other constable actually put down after you had each had your drink? No.
6087. At any rate, that complaint was investigated by the Superintendent? It was.
6088. You made your explanation? Yes.
6089. Did the other officer make his? He did.
6090. Who was he? Constable Begg.

First-class
Constable J.
Christison.
10 Nov., 1897.

6091.

- First-class Constable J. Christison.
10 Nov., 1897.
6091. Notwithstanding you each made your statements, and put your own complexion on what you had to say, you were punished? We were.
6092. As a fact you were suspended, were you not? We were not.
6093. Well, then, I notice the whole three have relation to liquor? I know nothing about the liquor.
6094. In this very year, 1897, 12th January. "Being in a public-house when on duty." You were severely reprimanded? I did not hear those words used.
6095. Have you any reason to suppose? I know I was reported.
6096. February 13th, "Idling and gossiping with Constable Begg when on duty from a quarter past 12 to twenty-five past 12; suspended from rank for a week"? That is the one I refer to.
6097. "Being in a public-house when on duty." You were again suspended from rank for a week? Yes.
6098. Do you mean to tell the Commissioner that you have a kindly feeling towards Quelch because he did his duty in that respect? I have no bitter feeling against the man.
6099. When did you first hear of any insinuation or charge against Quelch of having stolen sugar from Pogson's store? I could not tell you. It must have been after the case about the sand. I never heard anything until then.
6100. In fact it is only within the last month or six weeks? That's all.
6101. So that the date you fix is between the 12th and the 20th? It was about the middle of the month I should say.
6102. *Mr. Abigail.*] It is most peculiar that every witness that I have put in the box who has a list against him has had the list yanked out without any trouble at all, clearly showing that the evidence of every witness I have called has been anticipated by Quelch, and he has been prepared with a black list against him. (*To the witness*): Notwithstanding this black list, your Superintendent has thought that you were good enough to be not only a constable but a first-class constable? Yes.
6103. And you are still allowed to do duty, and are continued in the Force? Yes.
6104. That fact speaks for itself. Now, as a matter of fact, in these complaints that have been made against you by Quelch—have either of you been put upon your oath about them? No.
6105. Merely a verbal explanation was made? Yes.
6106. The subordinates are always handicapped by the fact that the complainant is the senior-constable? Yes.
6107. As a matter of fact you requested the Superintendent to put you and Quelch on oath? Yes, both I and the other constable were not allowed that protection.
6108. You were silenced and practically told to leave the room. Being obedient you left.
6109. *His Worship.*] When you first heard of Quelch being seen carrying a bag of sand did you think there was any other charge against him, except the fact of being in plain clothes, when he should have been in uniform on duty? When I first heard this complaint against Quelch the party did not know it was Quelch that was carrying it.
6110. Did you hear any insinuation then that this was sugar that he was carrying? Not at that time.
6111. *Mr. Bull.*] You have been eleven years in the Force? I have.
6112. Where a complaint has been made by an officer against a man under him, have you ever heard of the investigation by the Superintendent being on oath? I never heard of such a thing.
6113. *His Worship.*] The Superintendent has not power to take evidence on oath.
6114. *Mr. Abigail.*] The police can be prosecuted in court, and that is the proper place.
6115. *Mr. Bull.*] That is where some member of the public complains to the Superintendent with regard to the misconduct of a police officer. The Superintendent authorises the issue of the summons, and the man is prosecuted before a magistrate. I am not speaking of that sort of case at all. You have never heard of complaints like this being investigated on oath, have you? No.
6116. To whom did you detail the circumstances which my friend has so glibly asked you here, that you were told to walk out, and go about your business. Have you ever told Mr. Dacey that that was the course of procedure at this investigation of yours? I have not.
6117. Was it the course of procedure? Were you not given an opportunity of making an explanation to the Superintendent? Certainly we were, but we asked if it were possible that we could be examined on oath.
6118. Did not Begg produce a diary. Did not both of you raise a question as to whether the moon had risen or set? Did not Begg produce a diary? He did.
6119. So that there was a real investigation into this charge? Yes.
6120. Was Begg also charged with gossiping? In company with myself.
6121. He was with you? Yes.
6122. And I suppose he was present at this investigation in the Superintendent's office? He was.
6123. I suppose you have undergone some such examination several times; the same course was pursued in each one? Yes.
6124. Nothing different? No.
6125. *Mr. Abigail.*] You have to be on duty at night time? Yes.
6126. And the senior-constable can go into the station and boil his billy while you are out in the street; and the charge is that you and your brother officer were having lunch in the street? Yes, and that is not correct.
6127. *Mr. Bull.*] Have you ever known an instance where Quelch has boiled his billy in the lock-up when you have been outside, and he should have been outside? I have never seen him do it, but I have been told so.
6128. I suppose you know the senior-constables have some advantages over the ordinary constables? They have not to work the beats like we have.
6129. *His Worship.*] Are they supposed to be on duty during certain hours? Yes.
6130. *Mr. Bull.*] When you heard that the senior-constable was seen at a certain hour of the morning carrying a bag, no matter whether it was sand or sugar, what did you think the offence was? I came to the conclusion that the offence was neglect of duty.

Constable John McIntosh was recalled :—

6131. *Mr. Abigail.*] Do you remember the 16th February last? I cannot say that I do.
 6132. Do you know that there is a good deal of talk about two men being seen carrying a bag across Botany Road in February last? Yes.
 6133. Who was your officer during that week? Would you know from the duty book? Yes.
 6134. [*The Duty Book was shown to the witness.*] "Week ending Saturday, 20th February, 1897." Now, do you see Tuesday, the 16th? Yes.
 6135. And you see from Monday the 15th until Saturday the 20th that Senior-constable Quelch was in charge of the relief from 12 till 6 a.m., and from 10 to 12 p.m.? Yes.
 6136. The whole of that week? Yes.
 6137. Were you on duty on the 16th? I do not think I would have been. I would have been on the night shift.
 6138. Then it is not you I want.

Constable
 J. McIntosh.
 10 Nov., 1897.

Senior-constable George Proctor was called and sworn :—

6139. *His Worship.*] What is your name? George Proctor.
 6140. What are you? Senior-constable of Police, stationed at Redfern.
 6141. *Mr. Abigail.*] Just look at this, is this your handwriting? It is.
 6142. Do you look at an entry in the Duty Book on Tuesday, 16th February, 1897? Yes.
 6143. Were you the officer in charge of the station that night and day? I was.
 6144. And the entry you see there, that W. E. Quelch was in charge of the relief from 12 to 6 a.m., is in your handwriting? Yes, that is correct.
 6145. Did Quelch bring the relief in that morning and discharge them? I could not positively swear; I do not remember.
 6146. It would of necessity follow, would it not, otherwise a note would have been made in that book? He should have done. I should have been informed if otherwise.
 6147. Would it not have been improper for him to go off duty between 12 and 6? I should have been informed.
 6148. He should have been on duty between 12 and 6? Yes.
 6149. Were you informed? No.
 6150. If he had been on any special duty requiring the disguise of a jumper and a slouch hat you would have been informed. I should have been informed.
 6151. Were you informed? No.
 6152. Did you have any conversation with Quelch about whether he was on or off duty this morning. Have you had any conversation since? Not that I am aware of.
 6153. *Mr. Bull.*] Were you on station duty in the place of Houlahan in February? Yes.
 6154. From the 3rd to the 18th? I think I went off on the 16th. I finished on the morning of the 16th, and then I went on the streets after that.
 6155. Then you started night duty on the night of the 17th? Yes.
 6156. Do you remember whether Quelch had any cases at the Court during that fortnight from the 3rd to the 16th? I believe he had.
 6157. Do you remember that he had to remain on duty up till 6 notwithstanding that he had those cases in the Court? He had time due to him.
 6158. Could his Court time allowance be taken into consideration until you resumed your duty on the streets on the 17th? It is not usual for it to be done.
 6159. Do you know whether Quelch did, after you resumed on the 17th, take any time off in the morning? Yes, he did after I went on.
 6160. What do you mean by that? Notwithstanding the fact that he would be booked up till 6 o'clock he would be off earlier than that? No, he should be booked off at 4.
 6161. Do you remember an inquest which you had charge of on the 27th. I think it was a charge of abortion against somebody? I remember the charge you refer to, but I could not remember the date.
 6162. That was in Pitt-street? Yes.
 6163. Do you remember what time you left duty that morning to attend the inquest? Did you not leave very early in the morning? Really I cannot remember.
 6164. Try to remember? I cannot remember what duty I was on.
 6165. You were on night duty? I am booked to 6 a.m.
 6166. Do you remember the morning of the inquest leaving very much earlier than 6? There is no doubt I went off on that morning for the inquest, but I cannot swear it.
 6167. You have no doubt that you did leave very much earlier than 6? I believe I did, but I am not sure.
 6168. Are you not booked up for 6? Yes.
 6169. Is it not a fact that when you have duty during the day, notwithstanding that you are booked up for duty until 6 o'clock, it is invariably the custom to leave somewhat earlier? It happens occasionally.
 6170. How many times has it happened to you? I could not remember really, but there is no doubt it has happened.
 6171. Suppose that Quelch had cases coming on in the Court to-day at Redfern and he was on duty from 10 till 6, would it not be a customary thing for Quelch to leave before 6 so as to be able to attend his Court cases? It would, providing there were two non-commissioned officers out at night to remain on with the men.
 6172. You are a non-commissioned officer? Yes.
 6173. And you went on duty on the 17th? I did.
 6174. Who else beside you would be on night duty on the 17th? Senior-constable Quelch and I.
 6175. Who else? I could not tell you, we are the only ones out from 3 till 6 in the morning.
 6176. Then you would be there on the 17th and 18th and right through February? Right through the month.
 6177. Then if, as a fact, he had cases, and it would be necessary for him to leave before 6 on the morning of the 18th, you would be the other officer on duty? I would.

Senior-constable
 G. Proctor.
 10 Nov., 1897.

- Senior-constable G. Proctor.
10 Nov., 1897.
6178. It was suggested by my friend a while ago that you, when on patrol duty, get back to the station in the early hours of the morning to boil your billies to get a cup of tea on the quiet. You know what I mean? Yes, certainly.
6179. Have you ever seen Quelch do that? Have you ever done it yourself? I do it myself.
6180. Would that be considered neglect of duty? Well, we have never had any order not to do it. It is the usual thing among the men.
6181. I suppose so much notice is not taken of your boiling a billy of tea in the lock-up as going to one of the hotels and having a nip. That certainly is not allowed? Well, we never had any order not to do it.
6182. And you know that it is occasionally done? Yes.
6183. *Mr. Abigail.*] I do not see why it should not continue.
6184. *Mr. Bull.*] You say no doubt it has happened that when you or any non-commissioned officers have duty at the courts, it is the habit to leave somewhat earlier. I suppose you go to bed then? Yes.
6185. So that really whilst you are supposed to be on duty occasionally you are asleep? Well, we should not go off without informing the station-serjeant, so that he can mark the book to that effect.
6186. Does not the station-serjeant usually go to bed at 3 himself? Yes.
6187. Well, you could hardly report to him between 3 and 6 o'clock. Who would you report to? The serjeant is generally up in the morning; he is generally up to see the men in.
6188. Take this instance: Do you remember whether you ever reported to anybody the fact that you left off? Were you not booked up to 6 o'clock, and is not that the entry in the book itself? I do not remember.
6189. I suppose it would not be considered a very great breach of duty if you did not? I should think it would. There is no doubt there is a mistake in the entry in the book. There is no doubt the serjeant knew.
6190. I may tell you that all those red ink entries there [*Exhibit No. 33*] are instances where the time is entered up and the officers have not performed that duty, Swan, Edwards, Harrison, Hill, Quelch, Walker, Proctor, Walker, Quelch. These are extracts from book No. 31? There are occasions when the books are entered up in the night before 3 o'clock in the morning. Well, it is possible that a constable after 3 o'clock may arrest somebody, and of course he would go off, and the time would not be looked to, and the alteration might not be made in the morning.
6191. *Mr. Abigail.*] Is it the habit for a constable to go off, say for an hour, to take off part of his uniform, to put on a jumper and a slouch hat and walk a quarter of a mile away from the police station off his beat and to carry something to his own home and then to resume duty with his uniform on? No constable should do that.
6192. And if he did would not that be considered so gross a dereliction of duty that in all probability he would be dismissed the Force? I do not know what the result would be, but he should certainly be reported for it.
6193. Suppose a constable had a case on in the Court this morning at 10 a.m., and he was on duty from 3 to 6 this morning, do I understand you to say that it has been done although it is unusual, for that constable to get off a little after 3 and go to sleep so as to be prepared for his case at 10 a.m.? He should by rights have his time allowed him.
6194. That is he ought to apply to the senior-constable in charge? Certainly.
6195. But you have never heard of an instance where a constable got off for an hour between 4 and 6 a.m., got off duty and came back again within the hour? No, I have never heard of such a thing.
6196. And if he did you would esteem it your duty to report it? I should certainly bring it under the notice of somebody.
6197. Because you yourself would esteem that a peculiar thing to do? It is a thing I never heard of before.
6198. And it would call for immediate explanation? I suppose so.
6199. *Mr. Bull.*] Supposing the constable was allowed to leave duty by his senior officer at 4, or half-past 4? That is the course they generally pursue.
6200. Then would he not as a matter of fact have to come in with his relief at 6 o'clock? I never heard of such a thing.
6201. *His Worship.*] You never heard of that? No.
6202. *Mr. Bull.*] Do you know Constable Swan? I do.
6203. There is an entry here on the 7th January, 1894? Yes.
6204. I see an entry here, "Beats four and six, 10 a.m. to 2 p.m." There must be some special reason for his being left off from 2 p.m. to 5 p.m.
6205. *Mr. Abigail.*] That is the week ending 3rd January, 1894.
6206. *His Worship.*] Have you any entry referring to this particular matter of the 16th February, 1897?
6207. *Mr. Bull.*] I do not know of any. I am asking this to show that there is an irregularity. I see it says, "Beats four and six, 10 a.m. to 2 p.m." The usual practice would be to go on from 6 to 10? In all probability, the constable had some overtime due to him where he had done some work on a previous case. He may have been doing some special duty or duty on the streets, making a special inquiry.
6208. And that would be in the nature of an allowance? Yes.
6209. Would not there be some mention of that? Sometimes they do, and sometimes they do not; but that may account for that four hours.

[*The Commission then adjourned for Luncheon.*]

The Commission resumed at 2.5 p.m.,

Senior-constable John Ingram was recalled:—

- Senior-constable John Ingram.
10 Nov., 1897.
6210. *Mr. Abigail.*] You have been a senior-constable for some years? Nearly ten years.
6211. Would it be necessary for a senior-constable, who was in charge of the relief from 12 midnight to 6 the following morning to ask the leave of the officer in charge of the station before he could go off duty? Undoubtedly.
6212. And if that were done would it of necessity be marked in the Duty Book? I presume so, I certainly would not leave out that.
6213. Have you ever known an instance of an officer getting off without asking? No.

6214.

6214. Have you ever known an instance of a senior-constable who is the only senior-constable in charge of the relief ever getting off duty without permission, say between 4 and 5, just for an hour, and going back on duty? No, I never knew such a thing. Senior-constable
John Ingram.
6215. Even where a constable has a case, say, to be heard at the Court at 10 o'clock this morning, and he is on duty from 12 midnight to 6 this morning, would he be allowed off in order to get sleep and to enable him to attend the Court without special permission? No, certainly not. 10 Nov., 1897.
6216. And even if he had that case to attend to, is it even remotely probable that he would be allowed off for one hour between 4 and 5, seeing that there was no other constable to take his place? If there were no other constable to take his place he would not.
6217. Would he be allowed off for one hour between 4 and 5? No, I never knew an instance of that.

Mr. Biron Pogson, Grocer, Redfern, was recalled:—

6218. *Mr. Abigail.*] You are carrying on business at Botany Road? Yes.
6219. You are a retail grocer, but you have a very large stock at times? Yes. Mr. Biron
Pogson.
6220. Stacked right up the ceiling? Yes. 10 Nov., 1897.
6221. Especially a large stock of sugar? Yes.
6222. Could two or three 70-lb. bags of sugar be taken away from your stock without attracting your attention? Well, certainly it could.
6223. On some occasions I suppose eight or ten could be taken without your knowing? Yes.
6224. Could it be taken away in a night without your knowing? Without my attention was specially drawn to it.
6225. You see that is your shop there marked "A" on the plan. I want you to explain how you get into the back from Spence's-lane? I would have to go through other people's property.
6226. Explain how? At that time it was much easier than now.
6227. I want you to explain it? You would have to go down the back lane.
6228. *His Worship.*] Is there a lane at the back? No.
6229. How could a person get in the back? There was only a fence.
6230. *Mr. Abigail.*] There was only a low fence? Yes. My end is on a slope, and my fence is about 3 feet or 2 feet 6 inches below the earth at the back. My place has been dug down into the earth, and from the back into my place it is very low; but getting back from my place outside it is a little higher.
6231. It is easy for a big strong tall man? Yes.
6232. With a chaff bag on his back? He would have to be a pretty strong man.
6233. You have seen Quelch? Yes.
6234. He is pretty muscular? Yes.
6235. Do you think he could do it? Speaking the honest truth, I dare say he could, because I have always got boxes in my yard; it would assist anybody. It is very little trouble to get on the top of the fence, and then he could drop them down the other side.
6236. Then, you would come right along Spence's-lane to Boundary-street? Yes.
6237. Now, if you proceed past Boundary-street and still continue along that lane, do you remember that vacant bit of land that they are now building on? Yes.
6238. You could at that time have gone right through that, and got into Botany Road? Yes, there was no building there at all.
6239. And in doing that you would have to pass Jones' stables? Yes.
6240. They are right at the rear? Yes.
6241. *Mr. Bull.*] You never reported to the police or to anybody else the loss of two bags of sugar in February last? No, sir, I did not.
6242. And no investigation of yours before or since has led you to the conclusion that two bags of sugar were stolen out of your place on the 16th of February? Well, I do not think there was.
6243. I suppose you would be the person most interested in the loss of any property there? There is no one else to be interested.
6244. Have you the slightest reason in the world to suppose that on the night or morning of the 16th February, or at any time that week, two bags of sugar were stolen out of your place? No, I have not.
6245. The other day you gave evidence with regard to an allegation against Quelch of something having been removed by him from your store. How many times since you have been in business there have your premises been actually found open? I think it is three different occasions.
6246. Three different occasions? Three altogether.
6247. Now, are you not somewhat mistaken about that. You see I read you the other day two, do you remember? Yes.
6248. Are you aware of this: I find an entry in the Police Occurrence Book, a report [*Exhibit No. 32*] "Mr. Pogson's place broken into on three occasions during the last three weeks." The entry I may tell you is dated the 4th March, 1893. "On the 22nd ultimo," which would be the 22nd February, 1893, "on the 1st," the 1st March, "and on the 3rd instant, and on the first occasion 10s. worth of coppers stolen"? That is a mistake altogether. The place was never open three times in succession following so close, otherwise I would have sat and watched at night.
6249. Here is the police report? That is wrong.
6250. The entry is made by Senior-constable Corcoran and attended to by Sutherland and Moore. You know Senior-constable Corcoran? Well, I do not really happen to know him, not by name.
6251. Well, are you surprised that the police actually reported that they had found your place open three times within three weeks? I am greatly surprised.
6252. Are you greatly surprised that Sutherland and Moore were told off to make inquiry? You mean to tell the Commissioner here that you have no knowledge of these circumstances? No, I was not told.
6253. You are a little careless in the conduct of your business there, I think I understood you the other day to say that you did not take stock? I have always got a bit of money in hand; and what about taking stock in a small place like that.
6254. It would be a check upon the persons in the store? I do the indoor work and the men do the outdoor work. I think where people take stock they are cutting things very fine.

- Mr. Biron. 6255. What you mean is that you can always afford to leave a margin for losses? That is it.
 Pogson. 6256. Is it a fact that you have to pass through different persons' properties to get into your place—of
 10 Nov., 1897. course I do not mean people flying over the gates or fences—in fact you have no back gate, have you? No.
 6257. Can you take a horse and dray into your back premises? Not through my own property.
 6258. Can you by any means? I can do it by going through other people's property.
 6259. Have you done that? No.
 6260. Are all your goods taken in through the front entrance to the rear? Not always.
 6261. When they are not, and when they are brought by horse and vehicle, how do you get them into your
 place? I just use Mr. Flynn's place, my next door neighbour. I can only do it while Mr. Flynn is there.
 6262. If anybody wants to obtain access to your back premises they can only do it during the day time
 while Mr. Flynn is on the premises? That is from the front.
 6263. What do you mean by that? From the Botany Road side.
 6264. You know Flynn's side entrance? Yes.
 6265. Are not there large double gates 8 feet high? You mean the front.
 6266. I am speaking of the Botany Road frontage? Yes, there are. That is the front.
 6267. I take it that those gates are locked—you may tell us when? About half-past 6 or 7 o'clock at night.
 6268. And unlocked, when? They start work earlier than we do—about 5 or 6 o'clock in the morning.
 6269. Now supposing you do not go from your place through Flynn's, but that you go over the fences out
 of your place, out into McNamee's lane, do you not go from your place in that case into private
 property? Yes.
 6270. Whose property would that be? Mr. Bunting's, I think.
 6271. Is there not a 7 feet gate with barbed wire across the top of it opening out from these premises of
 Bunting's into McNamee's lane? Yes.
 6272. Are they double gates? I think they are.
 6273. What is your experience with regard to those gates—how are they locked? I could not tell you
 hardly for certain whether there is a lock on them or not. They are closed generally. I am not one to look
 about much in things like that.
 6274. Have you any reason to suppose they are left open at night time? I could not say.
 6275. Don't you know that every night, without any single exception, those gates can be found locked? I
 cannot speak on that because I do not know.
 6276. You will not say that they are not? No.
 6277. So that you suggest that a strong man might get over the low fence into your yard and carry away
 184 lb. weight of sugar over all these fences? There is a much easier way of getting out than that way.
 6278. Which way is that? Well, of course, Mr. Flynn only twelve months ago put a new back to his place.
 6279. Was that this year? It was about twelve months ago.
 6280. What do you mean by that, putting up some new premises? Are not there stables on the two angles
 of that property? No, they are not up next to Bunting's property.
 6281. Are not there stables at the end of Bunting's abutting on Flynn's stables? Cartsheds.
 6282. But are not those stables the whole width of Bunting's yard across at the end and down near Flynn's
 place? Oh, yes, they are there now.
 6283. How would you suggest that anybody could get—would they have to get over that? Well, Flynn's
 gateway I think is only just a latch that you have to lift up and down. I do not think that the back is ever
 locked.
 6284. Anybody getting through there, where would they find themselves? In a vacant allotment.
 6285. The land is fenced? No. It is fenced on both sides, but each end to the back lane and the street is
 completely open.
 6286. That opens on to McNamee's lane, does it not? Yes.
 6287. When you speak of a low fence, on which side of your land is that. Do you know the W.C. on your
 premises, is that the fence you speak of? Yes, it is a low fence.
 6288. Your land dips under the fence? Yes.
 6289. What height would there be from the level of the ground to the top of the fence on the inside of
 your property? About 5 feet 6 inches, from my recollection.
 6290. Of course the two ordinary bags weigh 140 lb., two ordinary 70-lb. bags? Yes, that is the weight.
 6291. Is not there somebody sleeping on Flynn's premises? Well there is, but they are sleeping in a
 peculiar place.
 6292. Do not they sleep in this shed or stable right at the rear of Flynn's? Yes.
 6293. Abutting on this vacant land? Yes; but of course Mr. Flynn has about 50 feet of land, and they
 would sleep more that end than this.
 6294. Your place is opened into Flynn's? Yes.
 6295. Flynn and you in common use the one back yard? Well, it is open, we do not actually use it.
 6296. Of course, your land is immediately behind the store, and Flynn's is alongside it. When did you
 hear it suggested first that you had lost two bags of sugar in February last? Have you ever heard that
 you had? Well, the first I ever heard about the sugar was in the paper.
 6297. You mean in *Truth*? Yes, I would not be certain whether somebody did not mention something
 about some sugar.
 6298. Are you sure that something was ever said in the newspapers with regard to sugar being stolen from
 your place? I do not know.
 6299. Have not you been asked some questions with regard to this investigation during the last five or six
 weeks? Who has waited upon you, as a fact, even with regard to the statements that you made to-day?
 Well, I saw Mr. Dacey once.
 6300. Did you ever tell Mr. Dacey that you had missed two bags of sugar from your store on the night of
 the 16th February? No, I do not think so. I do not think that sugar was mentioned in the paper when
 I saw it.
 6301. As a matter of recollection, I may remind you that it was not mentioned in the paper at all? It said
 a bag of groceries.
 6302. But I suppose you can in all candour say that you did not lose two bags of sugar in February? Well,
 I could not say that I did lose them.

6303. Tell me this, do you remember what time you went to your store on the morning of the 17th, or on the morning of the 19th? What time do you usually go to your store? I generally go there about half-past 7.
6304. And inasmuch as you do all your indoor work, I take it you lock up your place? Yes, myself.
6305. What do you do with the key? I generally carry it in my pocket.
6306. Take it with you? Yes.
6307. And going as you do every morning to the business you unlock the place? Yes.
6308. Speaking of last February, can you recollect any one occasion when, on your going there, you either found the door open, or the place disturbed in any way? Oh, well; I have never found the door open on any other occasions beyond those mentioned before.
6309. I have gone beyond that. I say I want to know whether you have found either the door open or the place in any way disturbed? Well, not at that time.
6310. I suppose you see Quelch on duty at all hours, night and day? I do not say that I have seen him much at night, but I have seen him more in the day.
6311. You shut up your place between 6 and 7, and go home some little distance away? Yes.
6312. You are not much out of a night, are you? No.
6313. *Mr. Abigail.*] You could not say that you lost two bags of sugar on the 16th? No.
6314. And you could not say that you did not, because it was almost impossible for you to miss six bags? Well, of course, you may think it is carelessness; but I generally get 2 tons of sugar in at once. Well, that is sixty-four bags, and I never let my stock run down, so that I will have about seventy there. Of course, I may weigh up ten to-day, and may not weigh up any for a day or two.
6315. *His Worship.*] You cannot say whether you lost two bags of sugar or not? No.
6316. *Mr. Abigail.*] I do not want to ask you whether carts could get through, but I want to ask you whether a pedestrian could get through there at all hours of the night? Oh yes; through Spence's-lane.
6317. You would not be surprised to hear that I and another gentleman walked through there at 12 one night? No.

Mr. Biron
Pogson.
10 Nov., 1897

Mrs. Catherine Robinson was called and sworn:—

6318. *His Worship.*] What is your name? Catherine Robinson.
6319. *Mr. Abigail.*] You are a widow? Yes.
6320. Where do you live? George-street, Redfern.
6321. You live near the Police Station? Yes; opposite.
6322. You know Constable Quelch? Yes.
6323. You cannot read or write; can you? No.
6324. Did he come to you some time ago with a paper, which he asked you to sign? No.
6325. Did he ask you anything about a bag of sand? Yes, I gave him a bag of sand over the gate.
6326. When was this? I cannot tell you.
6327. Will you tell his Worship all he said about this bag of sand? He asked me for a bag of sand to give his canaries.
6328. How long ago? I do not know.
6329. Six months ago? It must be, I think.
6330. It would not be before last February? I could not tell you.
6331. How much was there in the bag? I do not know.
6332. One pound? I do not know.
6333. Ten pounds? I expect —. [*Interrupted.*]
6334. Would it be 20 lb.? I could not tell you.
6335. Where did you get the sand from? It was taken from the watch-house.
6336. You say it is about six months' ago? I could not tell you.
6337. It would not be about twelve months' ago? I do not think it.
6338. Do you remember Mr. Quelch coming to you and asking you something about that sand shortly after that? He said, "Did not you give me a bag of sand?"
6339. What did he say? "Did not you give me a bag of sand?" that is all he said.
6340. Did not he ask you to sign a paper to say so? He knew well enough I could not sign it.
6341. Did not he ask you? No.
6342. Did not you say you could not read or write and could not sign it? No.
6343. *His Worship.*] What time was it he came to you and asked you about the bag of sand? I could not tell you.
6344. Six or seven weeks ago? I did not take any notice; it might be six or seven weeks ago.
6345. What did you say to him? I said nothing.
6346. Did you tell him yes you did remember? Yes, I told him I did remember giving him a bag of sand.
6347. What did he say to you? No more.
6348. Did not you afterwards go over to the station and see Serjeant Houlahan, or one of the serjeants at the station, and say that Quelch wanted you to sign a piece of paper and you would not? I did not.
6349. Did you see somebody recently call Quelch and beckon to him like this and call him into the Police Station? No.
6350. Do you remember Quelch asking you to put your mark to a piece of paper? No, he did not.
6351. When did you speak to him last? I spoke to him yesterday evening.
6352. Where at? In my own yard.
6353. Did he come to your yard to speak to you? No, I was standing at the gate and he spoke to me as he came past.
6354. What did he say to you? I do not know what he said.
6355. You knew you were coming here as a witness? No.
6356. *His Worship.*] Did he speak to you about this case, about the evidence you should give? No.
6357. *Mr. Abigail.*] Did not he ask you about coming here to-day? No, he did not.

Mrs. C.
Robinson.
10 Nov., 1897.

Senior-constable

Senior-constable William Edward Quelch was recalled :—

Senior-
constable
W. E. Quelch.
10 Nov., 1897.

6358. *Mr. Bull.*] You know this charge which is now being made against you, "That, about six months ago, Constable Hill, when on duty on the Botany Road, saw a man crossing the road in a slouch hat, and with a bag of something on his back. Hill approached the man and was astonished to find that it was his Senior-officer Quelch, who said, 'It is all right, Hill; I have been getting some sand for my canaries,'" You live where? George-street, Redfern.
6359. How long have you been living there? About three years.
6360. What canaries have you? I have an aviary standing about 9 feet high.
6361. And in February last what number of canaries had you? I had a number of them.
6362. How many would you say about? I suppose I had about forty then.
6363. It has been a hobby of yours, the same as it is a hobby with other members of the police? Yes.
6364. Mention some of the others who keep canaries. Serjeant Vane has 200; Serjeant Houlahan has a lot.
6365. That forms a pastime? Yes.
6366. And for the purpose of cleanliness, and other purposes in connection with your aviary, you obtain sand, do you not? I do. I always have a large box about that long and about that deep. It is half full down in the yard now.
6367. About 2 ft. 6 in. by 2 ft. and 18 in. deep? Yes.
6368. Sand is essential, is it not, both for the birds and the cleanliness of the aviary itself? Yes; you want a well-washed, gritty sand.
6369. You heard Mr. Abigail suggest this morning that gritty sand could be purchased—did you ever do such a thing? No; because if you purchase sand for your canaries you might as well do away with the canaries at once.
6370. Why? Because there is no profit in them.
6371. *His Worship.*] I suppose there is some profit made in them? Oh, yes. If you do not keep a good class of bird you might as well throw them away altogether. If you do not look after the birds and study and train them as they should be, you would not get more than 2s. 6d. for them. A good bird you can get 30s. or £1 for.
6372. *Mr. Bull.*] Have you occasionally sold some of your birds? Yes; and given them away sometimes.
6373. You know Margaret-street? I do.
6374. Now, in February last, did you obtain sand for your canaries? I did.
6375. How frequently do you get this stock of sand in? About four times a year. I went again in May and got another supply.
6376. In February you got some? I did.
6377. You say you got some more in May? Yes.
6378. Just relate the circumstances of your getting sand in February? When was it? On the morning of the 18th of February.
6379. What day of the week? Thursday.
6380. You have heard a good deal said with regard to the 16th February? Yes.
6381. Were you carrying a bag on your back on the morning of the 16th February? I was not, I was on duty.
6382. Where were you doing duty on the 16th February? In the whole of the district—I was from the 3rd up to the 17th.
6383. What duty were you on in the morning or the night of the 18th? I was on night duty, and having had cases in the Court, on account of my opposite number being on the station I could not get off. I had to attend to the cases, and my time allowance was extended. Senior-constable Proctor came on duty at 10 o'clock, and as soon as he started on night duty it allowed me an opportunity of going off. I went off at 4 o'clock on the morning of the 18th, and also on the morning of the 20th.
6384. Well now, on the morning of the 18th, tell his Worship what you did? On the morning of the 18th, when I went off the station, Senior-constable Proctor remained on duty until 6 o'clock on the morning of the 18th. By reason of my time allowance that I should have had I went off at 4 o'clock.
6385. Where did you go or what did you do? I went home to my house and shifted myself first.
6386. What do you mean by that? Took off my uniform and put on my plain clothes, my soft felt hat, and old jumper.
6387. Where did you go or what did you do? I just had a cup of tea that is generally left made for me on the gas stove, and I went out the back way then.
6388. You do not mean to say that you have a gas stove in your house? One of those little gas rings—then I got my three bags that I generally get the sand in, that is the chaff bag and two littler bags inside.
6389. Where did you go? I went out the back way down Bullanaming-street, through Burns-lane into Botany-street, along Botany-street to the Salvation-lane, out into Regent-street, and along Margaret-street, going, that is crossing from the lane over to Margaret-street, going.
6390. That was the way you went? Yes.
6391. Having the bags with you? Yes, having the empty bags. Then I got the necessary sand then, that I generally carry, about a cwt. I suppose.
6392. What sized bags are these two small bags? There are two smaller kinds of bags than the chaff bag, similar material but smaller, and I generally put the sand in these and put them in one on top of the other, and tie them down tight.
6393. And carry them down tied? Yes.
6394. The larger bag assists you in carrying? The larger bag gives you that much of a grip of the stuff. I retraced my steps until I got to the church at the corner of Margaret-street and William-lane. William-lane is the right name, not Spence's lane.
6395. What time would that have been? That would have been about a quarter to 5, I should think.
6396. Now, on your way, did you see anybody? I walked through the lane until I came to the vacant ground, and on the vacant ground I generally used to have a spell, after carrying it from the bottom of Margaret-street. Whilst I was so spelling, sitting on the bags, Constable Hill passed down the street by the opening out from this vacant ground. Two-thirds of the opening in front was galvanised fencing and the other third was open but there was no fence at the back.
6397. The galvanised fencing is on what street? On the Regent-street front. 6398.

Senior-
constable
W. E. Quelch.
10 Nov., 1897.

6398. You were in this vacant land sitting down on the bags? Yes, with the electric light showing in through the opening. Constable Hill saw me and came in to me.
6399. Now relate the conversation that took place between you and Hill? I told him I had been getting some sand, so of course he could see that I was pretty well winded, and he said, "I will give you a lift," so I said, "I would rather you did not."
6400. He was in uniform? Yes. I said "I would rather you did not." Without any more to say he picked up the bags himself and carried them over to the Salvation Army-lane across the road. I walked alongside him. He dropped the bags then and returned on to his own side of the road.
6401. What did you do? I stood there a second and could see some one about 70 or 80 yards up on the the same footpath going up towards the station way, but who it was I could not tell. It was impossible to identify anybody at that time of the morning. I took the sand home and went to bed.
6402. The sand which you had in that bag you gathered as you described down at Margaret-street? Yes; the sand washes out of all the yards there down to the railway fence and it cannot get through, and then all the heavy rains come down and wash it through the fence like a sieve. Just inside the fence there is a gutter about 2 feet deep, and it thoroughly washes and drains the sand there.
6403. Have you some of that sand here? Is that a sample of the sand? This is a sample of the sand alongside the railway at the bottom of Margaret-street.
6404. That is what you call the washed sand. Is that the description of sand? [*Producing sample of sand.*]
6405. *Mr. Abigail.*] I have no opportunity of knowing where that was got from.
6406. *Mr. Bull.*] You swear that that was a portion of the sand actually got by you from this place? Yes.
6407. When was that got? In May.
6408. Not got specially for this, but a portion of the sand you got from this place, and you have some more in your yard now? Yes; I have half a hundredweight there now.
6409. At any rate, this sand is there even now for anybody to see? Anybody can see it.
6410. There was an accumulation of sand there when Mr. Johnson was there? I showed Constable Hill the sand the day that he came to the place.
6411. You have in that bag another sample of sand. What is that? This is some of the sand from the good old lady who just got out of the box. [*Another sample of sand produced.*]
6412. You did, as a fact, get a bag of sand from the old lady? Yes, I did. I got her grandson to cart it down, and gave him a shilling for doing it.
6413. You can describe what that sand was? Yes. I wanted my yard bricked, and I rooted up the asphalt myself, and built up the back lane, which was a source of annoyance there, with all my spare asphalt, and then I asked a gentleman named Lawson whether he would kindly lay some bricks.
6414. You got some bricks laid by Mr. Lawson? Yes. And I ordered—I think there were £2 4s. 8d. worth of bricks, at 25s. a thousand.
6415. That would be 1,700 bricks? 1,786 bricks from the Warren Brick-works; that is, Bakewell Brothers.
6416. When were those bricks got by you? On 8th July, 1896, I paid for them, and it was the first week in July when they came. As they were brought I carried them through from the front to the back, and these two gentlemen laid them.
6417. *His Worship.*] You say you got the sand for the brickwork? I bought half a cask of cement from Mr. Charles Roberts in Cleveland-street, Redfern, to mix with this sand. I have the cask and the balance of the cement still in my yard this day which I did not use.
6418. *Mr. Bull.*] This sand was some that had been tipped into Mrs. Robinson's yard? A man was charged with stealing sand. He was convicted; and in those cases or with stray horses the Redfern police always put them in her yard. This drayload of sand was also put in her yard, and after the man was convicted he tipped this load of sand in her yard; and as I wanted some sand, and it appeared good sand, I asked the old lady if she would be good enough to give me a bag of sand. She said, "You can have the whole lot," and I asked her grandson, as he was there doing nothing, whether he would be good enough to cart it down. The lad carted it down, and I gave him a shilling for it.
6419. And this sand is a sample of that which you got from the old lady? Yes.
6420. I want you to explain to Mr. Johnson when next you were on duty on the morning of the 18th? I was not on until 10 o'clock on the night of the 18th.
6421. You gave me instructions how long ago in this matter? On the 18th August, in the afternoon, that was the day following Mr. Dacey's speech in the House.
6422. You gave me certain information then? I did.
6423. And you gave me certain dates? I did.
6424. Have you ever spoken of the 13th February as the time when this particular circumstance happened? Never in my life.
6425. Or the 16th? Never in my life.
6426. From then up till now, and until now, the whole of your statement has had relation to the 18th, has it not? Yes.
6427. *Mr. Abigail.*] I object to that.
6428. *Mr. Bull.*] Then, if the circumstances which have been deposed to really occurred on the morning of the 16th, undoubtedly you were on duty all that night, and up till 6 o'clock? I was on duty right up till 6 o'clock, and, as far as I can recollect, I saw Constable Hill at the Bank corner, where he should be at half-past 4.
6429. On the very morning of the 16th? Constable Hill had no right whatever, according to his evidence, to be down where he was at 20 minutes past 4.
6430. On the morning of the 18th, Thursday, you were not on duty at all after 5 o'clock? No.
6431. Until what time at night? 10 o'clock.
6432. Now, just turn me up the entry of your hours of duty on the 18th? "Charge of relief, 12 to 6 a.m. and 10 to 12 p.m. "Charge of relief on Wednesday night, 17th, from 10 to 12. Charge of relief on the morning of the 18th, 12 to 6 a.m. Charge of relief, 10 to 12 p.m."
6433. *Mr. Abigail.*] It is the same all that week according to that book? No, it is not.
6434. *His Worship.*] What about the 16th? It says similar to what I have said.
6435. *Mr. Bull.*] It is not the same entry; in fact, it is from 10 to 6 on the morning of the 16th? Yes.
6436. *Mr. Abigail.*] Then on the 18th, 10 to 12 and 12 to 6? Yes. [*Exhibit No 37.*] 6437.

Senior-
constable
W. E. Quelch.
10 Nov., 1897.

6437. *Mr. Bull.*] What is the entry there with regard to your duty on the morning of the 18th? 12 to 6.
6438. He says that on the whole of the morning of Tuesday he was never off duty a moment, and was back with his relief at 6 o'clock. On the 18th he left at 4 o'clock, and never went back until 10 at night. That is his statement.
6439. *Witness.*] There is a discrepancy in the book. If you look at the 16th February, there you will see Constable Walker booked right up till 6 o'clock. That constable was off at court; he had a prisoner in named Florence Ward.
6440. You heard me ask Proctor? Yes.
6441. With regard to that one entry with regard to Proctor, you remember that Proctor was identified with that inquest? Yes, he went off very early that morning. It was a case of abortion.
6442. What time did he leave? About half-past 3.
6443. And in that book he is entered up till 6 o'clock? Right up till 6 o'clock.
6444. For the information of the Commissioner, you have made extracts from the book there of circumstances within your knowledge? Within my knowledge.
6445. Not matters that you searched the books for, but circumstances within your knowledge? I came to the conclusion, when I saw the discrepancies in this case here, that I could have found a dozen more. I found two instances there where I have been booked off under this new order about closing shops. I went off two mornings at 4 o'clock, and it is booked up there right up to 6 o'clock. The serjeant in charge of the station goes to bed at 3 o'clock. He makes up that book before he goes to bed; so, after 3 o'clock, when he has gone to bed, he does not know what takes place. One of the senior-constables might take their time off, and, naturally enough, having made up the book to the night before, he never looks at the book any more, and never alters it. It is quite reasonable. I should, perhaps, be subject to the same irregularities myself.
6446. Now, on the night of the 17th, Proctor went on duty? Yes.
6447. He had been from the 3rd to the 17th in charge of the station? He had been the serjeant in charge of the station. Serjeant Houlahan had been on leave for a month or three weeks. He came back and took up his usual running, and Senior-constable Proctor was my opposite number out at night time. He came on, and, of course, I, having my time due to me, then took my time off that was due to me.
6448. *His Worship.*] What time did the senior-constable go off duty on the 16th? He would not go off until 10 o'clock.
6449. *Mr. Abigail.*] Who was the officer in charge of the station on the 18th? He would be Serjeant Houlahan, I think—either Senior-constable Shaw or Serjeant Houlahan.
6450. *Mr. Bull.*] Hill had every opportunity, had he not, of finding out what you were carrying? Yes.
6451. Do you remember any remark that he made at the time, either whilst you were sitting on the bag or whilst he was carrying it across the road? The only remark he made was something about it being heavy, and something about "You cannot carry that far."
6452. *His Worship.*] You did not bring the relief in on the morning of the 16th? Yes; I did. I was on right up to 6 o'clock.
6453. On the morning of the 18th did you bring the relief in? No; I did not.
6454. Who was there on the morning of the 18th? Senior-constable Proctor.
6455. But you say that, although he had made the entry, he was not actually there? He would be out in the streets then, and would march the relief off, and the other serjeant would be in bed then, and there would only be a constable in the station—unless, in consequence of some order, Senior-constable Shaw was there.
6456. You say you did not bring the relief in on the 18th. There must be somebody in the station that could say whether you brought them in or not? That would be Serjeant Houlahan in the station on the morning of the 18th, and he would be in bed.
6457. Whom would the relief report to? Who would muster them? Senior-constable Proctor.
6458. *Mr. Bull.*] You say that at 6 o'clock Houlahan would be in bed? Yes.
6459. I asked Proctor distinctly with regard to the relief on the morning of the 16th. There is no dispute in the world that Quelch was the officer in charge of the relief on the 16th. You heard the statement made by Bath? Yes.
6460. Did you understand where he said he had seen you, or he had seen a man? I understood well.
6461. What was the nearest point that you were to Pogson's store during the time that you were going for and returning with that sand on the morning of the 18th? The vacant allotment of ground.
6462. Whether the morning was the 16th as they say it was, or the 18th as you swear it was, were you near Pogson's store that morning? Not at all.
6463. Is there any foundation in the world for this insinuation or allegation that you were carrying in that bag then two 70-lb. weight bags of sugar? Nothing in the world.
6464. This is not the first time the allegation or insinuation was made? It has been insinuated in every charge before the Commission.
6465. And you heard my friend this morning say that whether it was sand or sugar, it did not matter which, you had committed a distinct neglect of duty by going off and going on again? Yes.
6466. *His Worship.*] You did not pass the store did you? No, I did not go near it.
6467. *Mr. Bull.*] You have described the course you took and the way you went to and fro? Yes.
6468. Now, did you afterwards have a conversation with Hill. You explain to his Worship, Mr. Johnson, what these back premises of Pogson's are. You have made an examination of them since? Yes.
6469. And you have formulated a plan? I have.
6470. And does this truthfully show the location? Exactly as it is now.
6471. Was it in the same condition in February? Yes.
6472. You show here the condition of those premises in February last? Yes.
6473. *His Worship.*] Mark on that plan [*Exhibit No. 31*] the track you took? [*Witness marked on the plan in blue the track he took from his residence to the foot of Margaret-street, and in red the course he took on the return journey with the sand from the foot of Margaret-street to his residence in George-street.*] This is the public school. There is a terrace of houses here. That is my house. [*Marked B on plan.*] I came out at the back lane there. That is the private lane that I built up. I proceeded by the private lane by Bullanaming-street, down Bullanaming-street to Burns lane, round Burns lane into Botany-street, across Botany-street to the opposite side, up Botany-street to a lane right opposite the Salvation Army Barracks.

There

There is a lane then goes right through into Botany Road or Regent-street. From there I went to Curtis's Presbyterian Church, at the corner of Margaret-street, then straight down Margaret-street to the sand. After obtaining the sand I retraced my steps again until I got to William lane, behind the Presbyterian Church, along William lane to Absalom's vacant land, where I rested. [*Vacant land marked C on plan, blue cross where Quelch rested.*] This is the end where the opening is. All this end is galvanised fence to there. That is the frontage to Botany Road or Regent-street. There Constable Hill saw me. He would be coming down this street, Botany Road. Constable Hill should be at this corner of Redfern-street and Botany Road at half-past 4 that morning. When Constable Hill came in he picked up the bag and carried it out right across this private lane leading from Botany Road into Botany-street. I then picked up the bag and carried it the remainder of the way home, retracing my previous steps.

Senior-
constable
W. E. Quelch.
10 Nov., 1897.

6474. Here is Pogson's store, here? Yes.
6475. The nearest point that you would be to Pogson's store at any time would be at the corner of that lane and Botany-street, would it not? Oh, no; you see I would have to come round here, a long way round.
6476. The nearest point, as a matter of actual distance, that you would be to Pogson's would be at the corner of this lane—Burns-lane—opening into Botany-street? Yes.
6477. But, to reach Pogson's, you would have to still traverse Botany-street, and down Raglan-street, and up Botany Road to Pogson's frontage? Yes.
6478. Then you were not at any point south of this vacant piece of land? Not a bit.
6479. From Botany Road to Pogson's? Not a bit—not a foot.
6480. And now, how often, would you say, have you gone to this place in Margaret-street for sand? About four times a year.
6481. How many times do you think you have got sand from there? I should say I have got it about fifteen or sixteen times.
6482. And those fifteen or sixteen times have extended over how many years? Between three and four years.
6483. Now, with regard to the sand which old Mrs. Robinson was asked about, when was it that that sand was obtained from her? In July, 1896.
6484. There is no doubt in the world about that? No doubt about it.
6485. It was got for that job which you have described those bricks were obtained for, and the work itself was done in July? Yes.
6486. And that sand was used for that cement, and with those bricks? Yes.
6487. It has been suggested to you that there was some sand in some property of Mr. Hudson's nearer to your house? It is a different sand altogether, on private property, fenced in with a barbed wire fence and a locked gate.
6488. During the whole time you have been there have you ever obtained sand there? Not a handful.
6489. Is it a natural sand? There was a paddock where he has a terrace of about ten houses adjoining his large private house, and Mr. Hudson has rented this paddock from the F. A. Wright family, and he runs his horses, poultry, and cows in this paddock, and there has been a little sign up "Key with Mr. James, close by." When Mr. Hudson bought this ground he built this terrace, and when mixing the mortar for that terrace they dug certain holes out to get the cleanest sand for the terrace. That is the only thing I have seen the sand used for. I do not think he would sell you the sand.
6490. It is an excavation? Yes.
6491. It is not a sand mound, is it? No. Mr. Hudson had to search to get good sand for his buildings. The terrace was built for sale and sold.
6492. Have you ever on any occasion either asked for or obtained sand free from that place of Hudson's? Never asked for any at all.
6493. For the purpose of your canaries? Not at all.
6494. When did you have a conversation with Hill? I came straight from your office on the afternoon of August, the 18th, the day after Mr. Dacey spoke in the House.
6495. Where did you see Hill? In Union-street.
6496. Up to that day, the 18th August, did Hill ever fix the day as the 16th? Never.
6497. You had never seen any date fixed by him? Never; I asked him.
6498. And in the conversation you had with him that day, what did you say to him? I asked him whether he could give me the date that he saw me fetching some sand for my canaries. He said he could not give me the date. He then asked me what I wanted the date for. I told him I had just come from my solicitor's office, and by what I had heard pass in the House it appeared to me that some individual was not very particular what they said, or what they accused me of, but I wanted him to give me the date that he saw me, and he said, "What do you want to trouble about it for? What is there in it." He said, "Big-mouthed McSweeney came to me and asked me about it."
6499. Is that a police officer? Yes.
6500. Is that a nickname of his? No; that is how he expressed it; "And I told him to go and mind his own business, that he was only a mischief-maker amongst the men. What harm is there in it? A bit of sand, and you were off duty, and in plain clothes. I know that, and no one else can say any different." I then said to him, "Well, I want you to remember the circumstance as much as ever you can, as no doubt there will be an inquiry into the matter, and I will have to call upon you as a witness," so he had better stand up like myself. He then said in answer to that, "Well, I can only tell you the same, or anybody, as I have just told you now." I believe the next day Constable Hill gave in a report. [*A report was handed to the Commissioner, Exhibit No. 30.*] That is not the report. The night of the 18th August going on duty at 10 o'clock I brought the circumstance under the notice of Inspector Lawless before starting out on the streets.
6501. What time would that be? 10 o'clock.
6502. You drew the inspector's attention to certain circumstances? To having interviewed Constable Hill.
6503. And did you relate the conversation to Lawless that you had had? Yes, that I interviewed Constable Hill, and I related the circumstances to him. That same night at 11:15 p.m.—at that time I was going off sick, I was bad with my head, I suffered with my head and my bowels; I have a head complaint and a bowel complaint. I am subject to inflammation of my bowels, and it affects my head. I met Constable Lambert

Senior-
constable
W. E. Quelch.
10 Nov., 1897.

- Lambert at the corner of Botany-street and Raglan-street at 11.15 p.m. I then had a conversation with Constable Lambert with reference to Pogson's shop. I asked Constable Lambert whether he recollected the time that I found Mr. Pogson's shop door open, he said, "Yes." I told him then the same as I told Constable Hill about having consulted my solicitor, and I was going to call on him as a witness. Constable Lambert then said, "It is in the book, and I am prepared to go on my oath and corroborate you in that part." Not another instance did he mention with reference to Mr. Pogson's shop. Not another sentence did he utter.
6504. You have a plan there which you say is accurately drawn showing the location of the premises there? Yes.
6505. I want you to describe what these premises are and what facilities a man carrying two bags of sugar weighing 140 lb. would have to get out. First of all, is there a back entrance into Pogson's? None whatever.
6506. How do people obtain back entrance into his premises? The only way they could obtain admittance into Pogson's from McNamee's-lane is either by getting over Mr. Flynn's fences, about 6 or 7 feet high into Mr. Flynn's yard, and then by Mr. Flynn's yard into Pogson's yard.
6507. How many fences would they have to get over? A 7-foot double-gate barbed-wired and locked; and that would bring them over into another private yard, a cottage yard, and from that private yard they would have to get over another private fence to get into Mr. Pogson's yard. That is coming from McNamee's-lane. Then getting sideways from Mr. Pogson's yard they would have to get over two 6-foot fences to allow them to get into the second cottage, and then if that back gate was locked they would have to come out still in Botany Road, four doors from Mr. Pogson's shop. Then to come out of Spence's-lane you can get in the cottage yard at the back, and if the gate was unlocked there you could pass through that gate into the same lane, and you would still have to get over a 6-foot fence. After you have got over those fences there and these fences here you can pass through the side of this cottage, and that would bring you out into some vacant ground partly built upon adjoining the back of those cottages on to some vacant ground here. Then there is still another back gate 8 feet high, locked, that brings you out into Spence's-lane. Each side of that gate—this side there is a large two-storied stable, and that side is a stable which I suppose is about 20 feet, and about 10 to 12 feet high.
6508. Those are the obstacles which are in the way of people getting in and out? Yes.
6509. Now, you have heard Mr. Pogson's statement? Yes.
6510. Has Pogson ever made any statement to you, or have you heard any statement made by Pogson with regard to his shop having been looted on the night of the 16th or 18th? I have never heard such a thing. I have had many a most friendly conversation with Mr. Pogson since then, night and day.
6511. Now, it has dawned upon us, up till now, at any rate, that there is not the very best feeling towards you amongst some of the men up at Redfern? That is quite feasible. That is fully shown here.
6512. Take the last witness, Christison. Do you remember my asking him with regard to some complaint made by him? Yes.
6513. You heard him insinuate that a charge upon which he was convicted by the Superintendent was unfounded, and that he asked that the evidence might be taken on oath? I remember something about the taking of evidence on oath, but each constable was given the fullest opportunity in writing to explain their case and everything else, and they were also given the fullest opportunity in the Superintendent's office. I found these two constables gossiping together off their beat with a bottle of beer, drinking. As soon as they saw me coming, Constable Begg dropped the bottle of beer behind the corner. I picked it up.
6514. *Mr. Abigail.*] You see the unfairness of this, your Worship.
6515. *His Worship.*] I think you had better stop all that.
6516. *Mr. Bull.*] You heard me asking whether as a fact he had not been found not only gossiping, but with his friend Begg having a draught from a bottle of beer? Yes.
6517. *His Worship.*] You heard the evidence of Bath. Did you pass the place where he keeps his horses? No.
6518. You heard his evidence that he saw you pass there? He saw a man.
6519. Carrying a bag. You say you did not pass that way? No, your Worship.
6520. He could not have seen you? No, your Worship.
6521. Could he have seen you from his place? He could not have seen me at all from the direction I came, because behind these stables—I think he swore that his stables come up to Spence's-lane, they do not—there is a double-fronted cottage behind the stables at the corner of the lane, a weatherboard cottage.
6522. You say you did not pass within sight of his stables? No, your Worship.
6523. *Mr. Bull.*] On the mornings of Tuesday, Thursday, and Saturday there were numbers of people passing at all hours, carrying all sorts of things? Going on Botany Road Tuesdays, Thursdays, and Saturdays you will see all sorts of people carrying all sorts of things—baskets and bags, and all sorts of things.
6524. What time do the fish markets open? Every morning.
6525. What time? Four o'clock. There are two markets within 200 to 300 yards away, Mr. McFadyen's and Hudson's Fish Markets.
6526. Then the Belmore Markets are at the Haymarket? Yes.
6527. Was there any necessity in the world for your being down where Bath says he saw a man carrying a bag? Not at all. If I had gone down in that direction I would have to have gone, I suppose, about half a mile out of my way.
6528. Suppose, for the sake of argument, you had got what you had at Pogson's, how far would you have had to carry that by the road they say they saw you? A good deal further. Carrying it the way they say I went, I would have had fully 300 yards to go.
6529. I suppose you usually pick the nearest way home if you have anything to carry? Most decidedly that is the nearest way home that I took. The only difference would be this: that coming down this way would enable me to have a rest in the vacant allotment.
6530. *Mr. Abigail.*] You will admit at once that, if for the sake of argument, it is assumed that you were coming along Spence's-lane and crossing Boundary-street, that it would be right, and just, and probable to call upon you for some explanation of why you were in that locality? If I were there, decidedly.
6531. You were the constable in charge of the relief all that week? Yes; all the week.
6532. You knew exactly where the men ought to be on different stations on that beat? I do; the whole distance.
6533. So that, if Constable Hill should have been there, as you say now he should have been, at the corner of Redfern-street, near the Australian Joint Stock Bank, at half-past 4, and you wanted to avoid him, you would have best avoided him by coming down here and resting there to give him time to pass? There was nothing to be afraid of.

Senior-
constable
W. E. Quelch.
10 Nov., 1897.

6534. You can see, assuming what I say to be correct, you could have escaped in that way had you wished to? If I wanted to escape Constable Hill, of course I could. I could have gone half a dozen ways to escape him.
6535. Why did not you, knowing that Constable Hill had done wrong in being outside that vacant allotment and talking to a constable, why did not you report him for being here outside that vacant allotment instead of up there at 4.30. You see you are such a stickler for gossiping and neglect of duty, why did you not report him for neglect of duty. You did not report him; did you? I never saw him gossiping. I never saw Constable Whitehair.
6536. Why did not you report Constable Hill for being outside this vacant allotment when he should have been up there at 4.30? Senior-constable Harrison lives out in the Beaconsfield Estate. That senior-constable has to be called for duty at 6 a.m. The constables on this ground are allowed a certain privilege in order to be on that corner earlier. We generally give them half an hour. That would give them to 4 o'clock. This very week in particular Senior-constable Harrison was not to be called. He was doing special duty. He did not come on until 9 o'clock. He was on special duty collecting the school returns, therefore Constable Hill had no right to be on that corner until half-past 4.
6537. That is what I say. You knew that and did not report him? I have only found out this since.
6538. When you came out of that vacant allotment and chatted to Hill, why did not you then immediately look at your watch. Why did not you say, "Hill, you ought not to be here"? I was off duty. I do not report men when I am off duty.
6539. Who was in charge? Senior-constable Proctor.
6540. In charge of the division? Yes.
6541. Were not you in charge of the relief also? That is what I say. I was home. Senior-constable Proctor remained on.
6542. You admit that it was quicker for you to have gone this way, when you got to Botany Road to have gone right across Botany Road by the Presbyterian Church? Yes.
6543. When you went that way you had the empty bags, nothing to carry? Yes.
6544. Why did you on your return take the longest way round with the full bags? To have a spell.
6545. Could not you have had a spell in the Botany Road or Boundary-street? It is not usual for a police officer to be seen carrying things early in the morning.
6546. That is what we say. Why did not you stop here behind the church. It would have been away from the public gaze. Why if you wanted a place to spell at did you not spell there, just at the back of the Regent-street church? Because the railway men nearly always pass down there, and I wanted to get away from the public gaze.
6547. Then why did you not come a little way down here in this lane and spell there? I carried it as far as I was able.
6548. From this point there right down there in that lane to where you have put your blue cross [*marked C on map*] is much farther than if you had gone round here and got to there? Very little further.
6549. Now, if you wanted to get out of the public gaze why did not you take this road, and when you got out of the public gaze in that lane (Salvation Army-lane) why not take your spell there? No. It is very much used, and right at the very bottom of it there is an electric light.
6550. But you know that Hill says here that where he was standing there was an electric light, which shot its rays right across that vacant allotment? Oh, no; it does not. Nothing of the sort. It shoots its light diagonally across.
6551. Now, you had been on duty from 10 to 6 the previous night? Yes.
6552. You went on duty at midnight, and worked up to what hour—that is, assuming that you are correct about the 18th? Four o'clock.
6553. Now, this was at 4.20; do you say that in twenty minutes you could have got from the station to your home, had your tea—which you say was prepared by the aid of the gas-ring, put your uniform off, your slouch hat on, your jumper, got your bags, went right down here, filled your sand up, and came back, and you were very tired, and had to spell, and you did all that in twenty minutes? I did not say that.
6554. But the others do? The others say it. It was near 5 o'clock, and that is what Constable Hill told me on the night of the 18th of August; that would bring him right from his starting point.
6555. That is a little thing that escaped your attention? Nothing escaped my attention.
6556. That is what we say. You were so tired that you did not want to go on for another two hours duty; you wanted to be relieved, so as to do your court case in the morning. Why did you choose this particular hour of the morning to go for the sand? I always chose that time.
6557. Do you always take the same route? Yes.
6558. And always spell exactly in the same place in the paddock? Yes.
6559. Have you ever been seen there before? Yes.
6560. Whom by? Civilians have seen me.
6561. Can you produce a policeman who has seen you there before? No; I can produce plenty of civilians who have seen me there.
6562. And yet you say you rested there because you did not want to be seen. Can you produce one civilian who has ever seen you, or give the name of any civilian who has ever seen you? If I had known such a thing as this was coming to the front, I would have had plenty of them.
6563. Can you produce a policeman? No.
6564. The fact is you never had collided with these police officers before? No.
6565. Do you remember that Hill has sworn here that when he saw you he said, "Hallo, what's the matter?" and that you said that you were getting some sand for your canaries? I said, "Oh, I have got some sand for my canaries."
6566. Did you say you had got the men down at the railway to fill it up for you? That is absolutely a fabrication.
6567. You were on friendly terms with him. You actually gave him a canary? Whom could I get at that hour of the morning to fill them up for me?
6568. That is not an answer. Have you brought your bags here? No.
6569. Have you got them at home? Yes.
6570. Then you say that that is pure fabrication when Hill says you told him that? It is.
6571. Are not you changing your ground now? No; I never said such a thing.
6572. Do you know of anybody who has seen you getting sand in Margaret-street abutting on the railway premises? I do not know of anybody.

Senior-
constable
W. E. Quelch.
10 Nov., 1897.

6573. How much sand do you say you had in these bags? About 1 cwt.
 6574. Would a bag 2 feet by 3½ feet hold that weight? Yes, it would.
 6575. Why did you think it necessary to go to Mrs. Robinson's and remind her that you had got some sand from her? When I see certain officers belonging to the Redfern police over there trying to coax her about something — [interrupted].
 6576. You thought you would go over and see? Yes.
 6577. And you reminded her that once upon a time you had got a bag of sand there? I admit I got a bag of sand there.
 6578. Why did you think it necessary to remind her about that when you say now you had bought that in 1896? I knew the woman was going to be subpoenaed as a witness.
 6579. But, at that time, you did not know there was going to be an inquiry? When I went to Mrs. Robinson's this Commission had almost started.
 6580. When did you go? I suppose about four or five weeks ago. I went into the station the other night and brought the serjeant out to see one of these "sand" men yarning to this old lady.
 6581. Is it not a fact that finding you were cornered about this Margaret-street sand you thought you must have two strings to your bow and must run poor old Mrs. Robinson in? No.
 6582. Did not you try to mystify the old woman so that you might bring her here? No.
 6583. You have been there to Margaret-street for sand fifteen or sixteen times? Yes.
 6584. When were you there last? May.
 6585. Have you been since? No.
 6586. And yet you say you go four times in the year, although for six months you have not gone for a fresh supply of sand? No.
 6587. But you see on your own showing you were there in February and in May, and should have been there three months ago? Yes.
 6588. And three months ago there was no hint about a commission? It was hinted pretty straight to me long since.
 6589. Is that why you did not go there? I won't go any more, I will get somebody to fetch it for me.
 6590. You got enough sand in May to last you six months? I have had enough to do to attend to other matters without attending to the birds. I have had to trust to my wife and my little boy.
 6591. The birds have had to look after themselves? Yes.
 6592. Have you ever been on this sand hill of Hudson's? Before it was fenced in?
 6593. How long ago was that? Years.
 6594. How many years? It might have been five or six years ago.
 6595. How do you know that the sand there is not good enough for canaries? It is a dirty class of sand.
 6596. Can you remember it since years ago? Yes.
 6597. But you know it was used for building purposes? I do.
 6598. You know it must be pretty good to be good enough for that? No, they had to dig pits to find sand fit enough.
 6599. Was not the vegetation barely taken off—the top layer—and then beautiful sand laid open? There was no beautiful sand about it; I can bring witnesses here that will tell you that they had to dig holes to get at good sand.
 6600. Is not this gate of Hudson's like a railway gate, that anybody can get through? Not at all.
 6601. Why did you think it necessary, after reading this speech in the paper, to go and see Mr. Bull—you did not waste any time about it? No.
 6602. And immediately you came from Mr. Bull's office you met Hill? Yes.
 6603. Did not you go deliberately to see him? I went down that way.
 6604. Why don't you say straight that you wanted to go to Hill, and you went to Hill's street; you know he lives in Union-street? He lives at the corner of Union-street.
 6605. You had a chat with him? Yes.
 6606. You went down to see him? I did.
 6607. Why did you think it necessary if there was nothing in it to go down and have a chat about it? Did not you go down to make a friend of him? No.
 6608. Because you had given him a canary? No.
 6609. Did not you tell Mr. Bull that? Since I told him.
 6610. Will you tell me why it was that Hill was not asked a question about this alleged conversation that you deposed to, where you said, "Can you fix me the date?" and he said, "No, I cannot," and he said, "Why do you want to trouble about it, there is nothing in it"? Why did not he give it in his own evidence?
 6611. Why did not you ask him about it? Because Mr. Bull did not choose to ask him.
 6612. You met Constable Lambert? Yes.
 6613. Is that the same Constable Lambert who gave evidence against you in that case of Pogson's? Yes.
 6614. So that you thought Hill and Lambert were truthful enough men to be called in your behalf as witnesses? Yes.
 6615. But finding that they could not give the evidence you wished them to give for you, you now wish to insinuate that they are not witnesses of truth? I do.
 6616. You have had no quarrel with Hill? No.
 6617. And you have had no quarrel from that time until to-day? No, I cannot say I have. I have not spoken to him.
 6618. Do you think it at all likely, is it a reasonable or proper thing to believe that Hill would come into the box and tell a distinct lie to injure you? I do.
 6619. What is his motive? I do not know. He has said certain things.
 6620. You think he would tell a distinct lie to injure you, and you do not know what his motive could be? I do.
 6621. You say you did not come along here, but you heard Bath say he saw somebody come along there, and you say, "Oh, there were plenty of fishermen about," and you insinuate that it was a fisherman? There are plenty of people pass there in the morning.
 6622. Have you ever seen fishermen carrying big bags on their backs? Yes.
 6623. Chaff bags? Yes.
 6624. Full of fish? Yes, I have seen them carrying fish.

Senior-constable George Proctor was recalled :—

Senior-
constable
G. Proctor.

10 Nov., 1897.

6625. *His Worship.*] You have the Duty Book for the 16th, 17th, and 18th February? Yes.
6626. You see that in the 16th, 17th, and 18th Senior-constable Quelch is entered there as on duty from 12 to 6 a.m.? On the 16th, 17th, and 18th, yes, sir.
6627. Do these entries absolutely represent the time that he would be at the station? They do.
6628. Would you be at the station when the relief came in at 6 o'clock on these mornings? I am not positive that I was up and saw them in on these mornings.
6629. You are not positive that you were there on Thursday, the 18th, at 6 o'clock, to see the relief brought in by Senior-constable Quelch? I think I was bringing them in myself on the 18th.
6630. Did Quelch bring them in on the 18th? We would be both together most likely.
6631. Do you recollect the fact, whether you did or not? Would you mind my looking at the book to see if I was on myself on that morning. [*Book was handed to witness.*]
6632. It has been said that the entry might be made before you left? On the 18th I should have brought in the relief with Quelch, or myself.
6633. Are you certain whether Quelch was there or not? I will not swear it.
6634. But on the 16th he was? He should have been.
6635. Do you recollect whether he was there on the 16th? I would not swear, and I would not swear he was not there.
6636. *Mr. Bull.*] Do you remember Quelch being off one morning early? Yes; he was.
6637. Can you say what morning that was? That was one or two mornings after I started night duty.
6638. When did you start night duty? On the night of the 17th I went on at 10 o'clock—from 10 to 12. That brought me out from 12 to 6 on the morning of the 17th. On the morning of the 18th I was on station duty till 10 a.m.
6639. *His Worship.*] Are you in a position to say that he mustered the watch at 6 a.m. on that morning? I had done station duty on the morning of the 16th, from 12 to 6 a.m. I did not come on again that day, but on the next day I came on from 10 to 12 o'clock at night, starting night duty, and then that brought me out from 12 to 6 a.m. on the morning of the 17th.
6640. You are not in a position to state that he was there with the relief at 6 a.m.? I would not swear that.
6641. *Mr. Abigail.*] You would swear that he was not? I would not swear that he was not. I have no recollection.
6642. *Mr. Bull.*] Do you remember the circumstance that he was off duty one morning, and immediately after you went on night duty again? I know that.
6643. Do you remember the circumstance of you going off yourself early on the morning of the 19th? Yes, I went off one morning early.
6644. Do you not remember that Quelch went off again on the 20th? He went off one or two mornings that month I know.
6645. *His Worship.*] Did you see him on duty at 6 a.m. on the 16th? I would not swear that he came in or did not.
6646. But it was his duty to do it? It was his duty to do it.
6647. That entry was made before 6 o'clock that morning? Yes; there is no doubt that I did bring the relief in on the morning of the 18th.
6648. *Mr. Bull.*] Do you remember, then, that on the 19th you were off and he was on, and he was off on the 20th and you were on? I am not sure, but I know he did go off one morning after that: "18th February, 1897, charge of relief 12 to 6 a.m. and 10 to 12 p.m.;" "19th February, 1897, charge of relief 12 to 6 a.m. and 10 to 12 p.m.;" "20th February, 1897, charge of relief 12 to 4 a.m. and 10 to 12 p.m.?" That is correct.
6649. You now say that there is no doubt in the world about it that you had charge of the relief on the morning of the 18th? I believe that.
6650. You will venture upon oath about that now? I would not like to venture upon oath, but I quite believe it is correct.
6651. Now I refer to the entry of Saturday, the 20th. Does this bring the matter to your recollection that on the morning of the 18th Quelch was off, and the 19th you were off, and on the 20th he was off? "18th February, 1897, S.C. Quelch, charge of relief 12 to 5 a.m. and 10 to 12 p.m.;" and "19th February, 1897, S.C. Proctor, charge of relief 12 to 5 a.m. (off for Court) and 10 to 12 p.m.;" and "20th February, 1897, S.C. Quelch, charge of relief 12 to 4 a.m. and 10 to 12 p.m.?" There is no doubt that is correct.
6652. *His Worship.*] Then that entry there might not actually be a fact although it was made? There is a possibility that it was a clerical error.
6653. *Mr. Bull.*] Did not you say in answer to me some time ago when you were called that the serjeant in charge makes up his books up to the time when he goes to bed, which is 3 a.m.? It is generally. Serjeant Houlahan and myself—we do generally when we are there. Senior-constable Shaw does not.
6654. *His Worship.*] They are made in anticipation? Yes.
6655. And there might be some alteration in the morning? Yes.
6656. *Mr. Bull.*] Can you see an alteration here in the book where it has come to the knowledge of the officer that the man has been off duty and the entry has been altered accordingly? I know, for my part, when I am on station duty and I find that a man has locked up a prisoner after the books are made up, and that he goes off, I make the correction afterwards before I go off.
6657. You really believe that on the morning of the 18th you attended to the relief yourself? I might say this, I being the senior officer would be in charge of the relief even though Quelch was there. I would have the responsibility of the relief. I am not sure whether Quelch was there that morning. I could not swear one way or the other.
6658. *Mr. Abigail.*] You would say you did not know he was off duty, or else a note would have been made.
6659. *Mr. Bull.*] Your evidence is that one or two nights after you went off duty Quelch went off duty? Yes, that was so.

[The Commission then adjourned.]

MONDAY,

MONDAY, 15 NOVEMBER, 1897.

[The Commission resumed its sittings at 10 a.m., at the Central Police Court.]

Present:—

WHITTINGDALE JOHNSON, ESQUIRE, S.M. (SOLE COMMISSIONER).

J. R. Dacey, Esquire, M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, Solicitor, appeared in support of the charges on behalf of Mr. J. R. Dacey, M.L.A.;
Mr. C. Bull, M.L.A., Solicitor, appeared on behalf of Senior-constable W. E. Quelch.

Charge No. 8 (continued):—

Mr. Abigail: Whitehair is going to be called because he made a note of this particular date.

Mr. Bull: I object to this. My friend has called every witness he could call with regard to this charge. I gave him no information at all of what date I intended to show it was. Now that we have shown that they must have been mistaken in the date, my friend wants at this stage to do what I submit was never done in the course of judicial investigation before—hear our case, get evidence showing that it must have been the 18th and they must have been mistaken, and then call a witness who has already given evidence to produce evidence which might be fabricated, and put him now in the box at this stage, with what object in the world?

Mr. Abigail: My object is to get at the truth. It will be for your Worship to say whether this piece of paper has been fabricated, or whether this man did truly and honestly make a note of the date on a piece of paper which he has kept since.

Mr. Bull: I object to this evidence being called at this stage. I can show a conversation between Mr. Dacey and himself after the adjournment here on the last day, and does not your Worship see how dangerous this would be?

His Worship: I want everything that will throw light on it.

Constable Frederick Whitehair was recalled:—

- Constable F. Whitehair.
15 Nov., 1897.
6660. *Mr. Abigail*.] Do you produce a memorandum which you made with reference to this sand case? Well, in reference to a man carrying a bag, yes.
6661. And appertaining or having relation to the evidence you gave here the other day in this case? Yes.
6662. Just produce it to his Worship? [*Witness passed Exhibit No. 34 to his Worship.*]
6663. *His Worship*.] That is the man you saw carrying a bag at this particular place? It was reported that there was a man evading me in a paddock, and I asked the constable who it was.
6664. Was the man that you saw Quelch? I could not say that.
6665. *Mr. Abigail*.] Constable Hill said that he was speaking to this man on the other side of the road when Quelch came over, and Whitehair immediately left after seeing a man and Hill carrying this bag of sand. Then your Worship remembers that you have the other evidence to clear up any doubt as to whether it was Quelch or not that Hill spoke to, but Quelch says it was on the 18th and not the 16th. (*To the witness*): You deposed to seeing Constable Hill and a man on the 16th February last, carrying a bag of sand across the road? No; just talking at the gateway.
6666. And you saw the man that Hill was talking to with a bag? Yes.
6667. Did you make an entry? Yes.
6668. Hand that to his Worship again? I asked Hill who this man was at a quarter to 6.
6669. You had a conversation subsequently with Hill about what you had seen? Yes.
6670. And in consequence of that did you make this written memorandum? On the 16th, yes.
6671. And did you make that memorandum on the day that it bears date? Yes.
6672. What date was that? The 16th February.
6673. Did you make that after you had spoken about the matter to Christison? After I went home. I was on night duty then.
6674. *His Worship*.] Did you show it to anybody? Not at the time, not up till latterly.
6675. This is the memorandum you made—"On the morning of the 16th February, 1897, Constable Hill stopped Senior-constable Quelch dressed in an old Water Police jumper and a felt hat, carrying a bag which he said contained sand for his canaries. Jones, the produce merchant's man, also saw him coming out of Absalom's paddock, supposed he was a burglar. (Signed) Frederick Whitehair, constable. Special constable Brewin also near at hand. F. Frederick Whitehair."
6676. *His Worship*.] Did you speak to Quelch? No, sir.
6677. *Mr. Abigail*.] You say you made that out on the 16th? Yes.
6678. On the very morning that you saw Constable Hill speaking to the man with the bag? Yes.
6679. In Botany Road? Yes.
6680. And you made it out after you had had a conversation with Hill? Yes.
6681. From whom you heard that the man was, as he alleged, Quelch? Yes; as he said.
6682. And you have already deposed that you had suspicions in your mind when you went on your beat again? Oh no, I had no suspicions of Quelch at all.
6683. What did you say? Of course after I saw this man I did not see Hill until a quarter to 6, but previous to that I heard of this man in the paddock from a night-watchman, and I thought if a robbery had been reported Mr. Lawless was sure to call the men on the adjoining beats together, and I made a note of that to explain it.
6684. *Mr. Bull*.] What robbery? There was no robbery.
6685. *Mr. Abigail*.] He heard from Brewin that a supposed burglar was about. Brewin did not know who the man was; and he heard that a man came from the paddock, and thinking that Mr. Lawless, hearing of the robbery, would be bound to call the men together on the adjoining beats, he made that note. (*To the witness*): Did you have this paper with you in the Court the other day? Yes.
6686. You had had no previous chat with me? No.
6687. You had not seen me in the matter, had you? No.
6688. *His Worship*.] When did you hand in that report to Brennan? Not to Brennan; I never spoke to Brennan about it at all. I merely wrote that for my own protection in case Mr. Lawless called me up.

6689. *Mr. Abigail.*] But if you see anything suspicious are you not supposed to report it? I only heard that from Hill; but afterwards, hearing it was Quelch, I did not report it. It was on Hill's side of the beat. Constable F. Whitehair.

15 Nov., 1897.

6690. You say it was the 16th? I have no doubt it was the 16th.

6691. Now I am going to throw some light on this from the book itself. It is a thing that escaped my attention until I had my attention particularly drawn to it. You look upon the Duty Book during the week ending Saturday, 20th February, 1897; you see an entry, "Saturday, 20th, W. E. Quelch, senior-constable, charge of relief, 12 to 4 a.m.," not 12 to 6 a.m.," as in other cases? Yes, I see that.

6692. You see the previous entries, from the Sunday to the Friday, inclusive, show that Quelch's duty was from 12 to 6 a.m.? Yes.

6693. What I am submitting that for is to show that if he were off at all that week he was off that day.

6694. *His Worship.*] It is sworn he was off both days.

6695. *Mr. Abigail.*] In so far as the book can help me, I submit that the only entry showing an alteration in the duty is that entry of the 20th, and not of the 18th.

6696. *Mr. Bull.*] Quelch had no conversation with you, either on the morning of the 16th or the 18th, had he? In reference to this, no.

6697. Neither with regard to sand or canaries? No.

6698. And at the time when you saw this person, whom you say was carrying a bag, you had no knowledge that it was Quelch? No knowledge whatever.

6699. Not any? No.

6700. And it was only in consequence of something that was said to you afterwards that you came to the conclusion that it might be Quelch? Well, I would not have come to the conclusion had I not asked Hill.

6701. It was only in consequence of something said to you by somebody that you came to the conclusion that it was Quelch;—when did you write this? On the 16th, between 6 and 7 in the morning.

6702. Really after you had gone off duty? Yes.

6703. You had spoken to nobody, nor said anything to anybody with regard to this at that time? That it was Senior-constable Quelch—no; I never said that at all.

6704. You made no such report to anybody? No.

6705. When was the first time that you showed this to anybody? I could not say exactly, but it was this month.

6706. So you kept that in your pocket all that time? Yes.

6707. *His Worship.*] But when you went off duty that morning, did you know then that it was Quelch? Only from what Hill said.

6708. Did you know then it was Quelch? Before 6 o'clock.

6709. *Mr. Bull.*] "On the morning of the 16th February, 1897, Constable Hill stopped Senior-constable Quelch dressed in an old Water Police jumper." Hill told you this, of course? Yes.

6710. You did not observe that? No.

6711. "And a felt hat, carrying a bag, which he said"—which Quelch said—Quelch had no such conversation with you? No, none whatever—not with me.

6712. "Which he said contained sand for his canaries"—something which Hill told you? Just as Hill told it to me.

6713. "Jones, the produce merchant's man, also saw him"—Hill told you that? No; Brewin told me that.

6714. "Carrying a bag out of Absalom's paddock, supposed he was a burglar"—this was what somebody told you? Yes.

6715. Where did you get this piece of paper? At home.

6716. Was it a spare piece of paper at the time that you wrote upon it? It was rather bigger than that. It is worn out.

6717. It was a waste piece of paper? Yes.

6718. Nothing of other writing on it? Oh, yes; there was.

6719. It was not a waste piece of paper then? Well, it was amongst a lot of old pieces of paper.

6720. Was it a waste piece of paper? Yes; it was.

6721. It did not contain a memorandum of anything already written upon it? No.

6722. It was a piece of paper amongst a number of other pieces of paper? Yes.

6723. And this was not written upon it? No.

6724. Has not this been cut from something else? Yes; I will explain that.

6725. Do not you see that there has already been writing on the piece of paper from which this has been torn? Yes.

6726. You see a capital there? Yes.

6727. Well then, your statement that this was a waste piece of paper was not true? Well, I did that the same morning. I will explain that.

6728. It is not true, as you said a while ago, that this was a waste piece of paper taken from amongst a number of other papers? No.

6729. You say now then that this was cut from some other piece of paper on which there was writing already? I wrote what was on the top as well the same morning.

6730. Well then you cut this from some other memorandum that you had made? Of course I cut off the top part of it, but what was written on top, I wrote the same morning.

6731. It had no relation to this entry? It only had relation to this — [Interrupted.]

6732. It had no relation to this entry? Not to the sand at all.

6733. Have you the other piece of paper from which this was cut? I could not say.

6734. Do you think you could find that anywhere? No; I do not.

6735. Do you think you could if you tried? I do not think I could.

6736. If you have in your mind what it related to, you can perhaps find it for us? I can tell you what was written on it.

6737. I prefer the piece of paper? I do not think I can find it.

6738. Did you tear it up? I might have; I laid it aside somewhere.

6739. It was a memorandum you made the same morning? Yes.

6740. Would it have borne some date? The same date.

6741. You do not think you could find that piece of paper? I do not think so.

6742.

Constable
F. Whitehair.
15 Nov., 1897.

6742. Do you want this Court to believe that this was written on the 16th February last, all that writing on this piece of paper? Yes.
6743. All that writing between those two crosses? Yes.
6744. Everything was written, as a fact, on the 16th? Yes.
6745. I notice a peculiar piece of writing which you have got on this;—"Signed Frederick Whitehair, Constable. Special-constable Brewin also near at hand, F. Frederick Whitehair";—When did you write that? The same morning. Of course I was only scribbling. I never intended it to be seen by anybody.
6746. *Mr. Abigail.*] You say that you had written something on top of the paper first? Yes.
6747. What had it relation to? Hill was about a quarter of an hour before his time, and I said I would report him for it, and I scribbled that down on this too.
6748. You were going to give an explanation of something to Mr. Bull just now;—what was that? Hill was a long way ahead of his time, and when I saw him I said, "Hallo, you are early," and in leaving him I said, "I will have to report you for this," and I was just scribbling this down on a piece of paper.
6749. Have you any doubt that Hill spoke to you on that morning? I have no doubt he spoke to me.
6750. Have you any doubt that on that morning, the morning of the 16th February, 1897, Hill spoke to a man? Yes; he spoke to a man.
6751. Whom he afterwards told you was Senior-constable Quelch? Yes.
6752. *Mr. Bull.*] I object to any further examination of this witness.
6753. *His Worship.*] Did Jones personally speak to you about it? No; I never spoke to him.
6754. Now, how did you hear on the 16th that Jones had seen him? Brewin came to me the same morning, and he told me that Jones (Bath?) had seen the man.
6755. *Mr. Abigail.*] That was on the 16th too? Yes.
6756. Now, you were on duty on the 17th and 18th? Yes.
6757. The same week? Yes.
6758. Is it a fact that this occurred on the 17th or 18th? No; this bag of sand business occurred on the 16th.
6759. There can be no doubt about that? No doubt about that.
6760. *His Worship.*] Who mustered the watch on the morning of the 16th? Senior-constable Quelch.
6761. Anybody else? No other constable.
6762. *Mr. Abigail.*] Who was at the station on the morning of the 16th? I could not tell you that.
6763. The man in charge, I mean? I think it was Proctor; I am not sure.
6764. *Mr. Bull.*] Who mustered the relief on the morning of the 18th? That I could not tell you.
6765. *His Worship.*] I mean, who was present when the relief came back in the morning of the 16th—the men collected at the station after the beats were over? The Senior-constable collects the men.
6766. Who was there on the morning of the 16th? I do not think there was anybody there.
6767. Was Quelch there? He takes us in from the meeting point.
6768. He took you in? Yes; he came in with the relief.
6769. *Mr. Bull.*] Quelch said he was on duty on that morning, but not on the 18th.
6770. *His Worship.*] Do you recollect who was there on the 18th? That I could not say. I never see the duty books.
6771. *Mr. Abigail.*] Your memory has only been impressed with what occurred on the 16th by making this entry of the conversation you had, and what you saw? That is all.
6772. And there can be no doubt that it was the 16th, can there? No; it was the 16th.
6773. Beyond any question or possibility of doubt, is that so? Yes.
6774. *Mr. Bull.*] You were on all that week? Yes; and all that month, I fancy so.
6775. *Mr. Abigail.*] The fact was, that it was the peculiarity that Quelch was off duty and doing something not part of his duty that impressed it on your mind? Well, it did.
6776. *His Worship.*] When did you suspect that this was sugar and not sand? I never suspected that at all, your Worship.
6777. *Mr. Abigail.*] It is not for him to suspect it. I will show it was that.

Inspector Edmund Lawless was recalled:—

Inspector
E. Lawless.
15 Nov., 1897.

6778. *Mr. Bull.*] You know Constable Hill? Yes.
6779. You remember some matters of report with regard to a complaint or allegation against Quelch with reference to his carrying this bag of sand? Yes.
6780. Now, first, did Hill make any report to you with regard to what he alleged he had seen? I cannot remember the date, but I think it was on the 18th.
6781. Of what? I think it was on the 18th of last month. It was just after the publication in *Truth*.
6782. Do you remember Quelch seeing you after having called upon me? Yes.
6783. You have heard Quelch say that he saw me on the 18th August? Yes.
6784. You were giving Quelch some advice then? Yes.
6785. Do you remember seeing Hill the next day? I think it was the next day.
6786. That would have been August, not last month? Yes; on the month after that was published in the paper.
6787. Mr. Dacey spoke in the House on the 17th, and the matter was published and appeared in the newspapers of the 18th? Yes.
6788. Was it not in consequence of what Quelch said to you that he spoke to Hill, or that you saw Hill? Hill, first of all, gave me a report.
6789. When was that? I think it was on the 18th.
6790. Or 19th? 18th or 19th.
6791. Hill gave you a report subsequently to Quelch's speaking to you? Yes. I read that report.
6792. You read that report which Hill supplied you with? Yes, and I returned it to him, and I said, "This is very indefinite; there are no dates or anything in it. You had better give me another report, and mention the particular dates when this took place." So I handed it back to him.
6793. You have not heard Hill say, but I may tell you that Hill has sworn — [Interrupted]? Of course I was not in here.

Inspector
E. Lawless,
15 Nov., 1897.

6794. *Mr. Abigail.*] I object to a question like that.
6795. *Mr. Bull.*] I am going to ask if this statement is true.
6796. *His Worship.*] He can ask if a statement made to him by a witness is true.
6797. *Mr. Bull.*] Did Hill, as a fact, give you a report in which no dates of any description were mentioned? Yes.
6798. You called his attention to the report being indefinite, and fixing no dates? Yes.
6799. If Hill says that he gave you no such report, is that statement true? Certainly not.
6800. He did give you a report in which there was no date. What did you do with that? I handed it back, and said I could not forward an indefinite statement such as that.
6801. When next did he make any report to you? I think it was on the following evening. He then gave me another report in which the dates were fixed. I then spoke to Constable Whitehair.
6802. Hill then gave you, about a week afterwards, a report in which a date was mentioned? Yes.
6803. And then you say you spoke to Whitehair? Yes. I said "How do you fix the date?" and he said "I made an entry in my book." I said "Where is it?"
6804. Did Whitehair produce any book? He then produced a memorandum book, and he showed me what appeared to me—it was dusky in the yard—I was standing in the door of the station, and he said "here it is"—and it appeared to be written in rather large characters in the book, but not one word was said about a piece of paper.
6805. Do you mean a pocket-book? Yes; generally constables carry a pocket-book.
6806. A note book? Yes.
6807. Did Whitehair in any conversation that he had with you produce such a piece of paper as is produced to-day, or make reference to it in any way? No. I may say that previous to my giving evidence I had spoken to the Commissioner while Hill was giving evidence.
6808. Was it anything like that which Whitehair produced? No; I never saw that paper.
6809. This is the first time you have seen that piece of paper. [*Exhibit No. 34.*]? Yes.
6810. And when making the remark to you he certainly made no allusion to a piece of paper like that? No.
6811. And showed you a book in which you saw there was some entry, and it was dusk? Yes. I made a remark to the Superintendent — [*Interrupted.*]
6812. When did you make that remark? In reference to Hill's report, I stated that I had handed him back his report in the first instance, that it was not definite enough, and I got another.
6813. There is no doubt about this, this is the very first time that ever you have heard Whitehair say, or produce such a piece of paper as is produced there? Certainly.
6814. Were you in Court the other day when he was being examined? No; I think not.
6815. Of course you have appreciated long before now that these charges against Quelch are as much an attack against the administration of the Police Department at Redfern as against Quelch?
6816. *Mr. Abigail.*] I object to this question. This has nothing whatever to do with this Commission, or the text of it.
6817. *His Worship.*] I certainly thought you had intimated that all along.
6818. *Mr. Bull.*] You were here, were you not, when Mr. Abigail, in the initiation of this Commission, made the distinct statement that, in addition to an attack upon Quelch's honesty and veracity, they also intended to attack the administration of the Department at Redfern.
6819. *Mr. Abigail.*] I did not say that. I said that it was to enter into the want of subordination in the Redfern Police Force in particular.
6820. *Mr. Bull.*] Is not that the administration of Mr. Lawless' division? [*Witness.*]: Which I may say has been the outcrop of this inquiry. There has been greater disorganisation than ever I had seen before. There seems to be a sort of agitation going on among the men which I cannot stop.
6821. Is it not a fact that since this inquiry began, and many of these men have been called, they have taken more "side" than before? I never knew them take "side" before. This has been a most impertinent inquiry on one side, and, as far as I can see, a religious inquiry, and I make no doubt about it.
6822. *Mr. Abigail.*] Now I want the meaning in full of your last observation that this is a religious inquiry;—what do you mean by it;—under what instructions or upon what facts have you been influenced in coming to such a ridiculous conclusion? Because I find that the principal complainants—the principal men who have given evidence in this—appear to be of different religious opinions.
6823. What are they—Wesleyans, or what? No; they are not.
6824. What are they? As far as my information goes they are Catholics.
6825. What sort of Catholics are they? They call them Roman Catholics.
6826. What is Quelch? I believe Quelch is a Protestant.
6827. And what is Lambert? I believe Lambert is a Protestant.
6828. Then you see the religious fervour has not reached Lambert, because he is a Protestant and Quelch is a Protestant;—what religion is Hill, Mr. Lawless? I do not know.
6829. Is he not a Protestant? He goes to the Catholic Church, I am told. I do not know whether he is a Protestant or not.
6830. *Mr. Bull.*] He is a Protestant turned Catholic.
6831. *Mr. Abigail.*] Is he not the son of a Protestant clergyman? He may be.
6832. Do not be in a hurry to get away? Well, sir, I am not in a hurry at all.
6833. Now, what is Whitehair? I believe he is a Catholic.
6834. Now, do you not know that he is a Protestant? I do not.
6835. Do you know him to be a Catholic? I believe him to be a Catholic.
6836. What reason have you to believe him to be a Catholic? I believe there is an entry in the book to that effect.
6837. Did you turn it up? No; I have not turned it up.
6838. You have simply come to the conclusion that there is a good deal of sectarian interest in this inquiry, simply from the fact that so many of your subordinate constables are against the senior officer? Yes.
6839. I suppose you will admit that a Roman Catholic is as capable of telling the truth as a Protestant, or even as an Orangeman? Certainly.
6840. Is this man Quelch an Orangeman? I do not know.
6841. Do you not know it, sir? No.

- Inspector
E. Lawless.
15 Nov., 1897.
6842. And are you not assisting to fan this sectarian feeling? I do not know he is an Orangeman, he may be; possibly he is.
6843. *Mr. Bull.*] He is not an Orangeman.
6844. *His Worship.*] We will have no more of this sectarian business.
6845. *Mr. Abigail.*] What is Senior-serjeant Bell? I do not know.
6846. Is not he a Protestant? He says so.
6847. Do you not believe him to be a Protestant? I do not know. I do not know anything about his belief.
6848. But you say you believe so-and-so to be Roman Catholics? I am allowed to believe what I like.
6849. Won't you mention your belief about Senior-serjeant Bell? I do not know.
6850. Are you so timid about your belief, simply because he comes here and says you are a liar? No.
6851. Is that the reason why you are so timid or so fearful in coming to an opinion about Senior-serjeant Bell's religious belief? I do not know. I do not know anything about his religious belief.
6852. What are you? I am a Church of England Protestant, but I do not attend the Church of England.
6853. You are a Church of England Protestant, but never attend church? I generally go with my wife to the Wesleyan.
6854. You are frequently called upon to defend your subordinate officers? Yes.
6855. And it frequently happens that the oaths of policemen are assailed on the grounds of untruthfulness? Yes.
6856. And you defend them? Yes.
6857. And you do it irrespective of their religious beliefs, do you not? Certainly.
6858. Now, as a matter of fact, you know Mr. Duncan, the *Herald* reporter? I do.
6859. Did you not tell him this: that you personally never recommended a Roman Catholic for promotion, and never would? I never said such a word, because I have done it, and the man himself gave evidence to that effect in this Court, Senior-constable Corcoran. I gave him as good a recommendation as I could give to anyone.
6860. Is the question of religion ever inquired into in matters of this kind? Never.
6861. And who told you in this inquiry anything to justify you in coming to the conclusion that there was some sectarian bitterness in this inquiry? Nobody has told me.
6862. So it is just from your own observation? I have formed that opinion.
6863. *Mr. Bull.*] Is Mr. Dacey a Protestant? I do not know.
6864. Is it not a fact that most of the publicans out there in your division who complained with regard to Quelch's conduct are Roman Catholics?—
6865. *His Worship.*] I think the police under their rules are not allowed to belong to the society of Orangemen? To no political society, but to a benefit society.
6866. *Mr. Abigail.*] It is a fact is it not, that the majority of the publicans in your division who make complaint with regard to Quelch, and in fact the two publicans who are mentioned in the charges here with regard to Quelch's adopting certain disguises, are of the nationality or religion that you speak of, Roman Catholics? I could not say.
6867. Neither of them are.

Constable Frederick Robinson was recalled:—

- Constable
F. Robinson.
15 Nov., 1897.
6868. *Mr. Bull.*] Are you a first-class constable? No, an ordinary constable.
6869. You know Constable Hill? Yes.
6870. And I understand that recently you had a conversation with Hill with reference to this charge which is made against Quelch with respect to a bag of sand? It was two or three months ago that I had the conversation.
6871. Where was it that you had the conversation? It was in front of Hill's house in Phillip-street.
6872. How did the conversation come about? Constable Connor had been sent down to me with some message, and Hill came outside on the footpath, and then this subject cropped up.
6873. And you had a conversation with Hill about it. Tell us if you can remember precisely what the nature of the conversation was that you had with Hill? Yes. I can remember it precisely as I made a note of a portion of the conversation at the very time.
6874. Have you got a note-book with you? I have, with the note that I made at the time.
6875. Where is your note-book. I understand that you write shorthand, do you not? Yes.
6876. Can you tell us without referring to that? Yes, I see it is on Monday, the 23rd August last, at 10-15 a.m., he said that he had helped Senior-constable Quelch with the sand, to put it on his back or some way or other, and that he felt the sand, and it felt—his words were, "it felt like sand." It felt like two bags, one inside the other, and it did feel like sand. Well, I jocularly said to him, "Now, remember you are on your oath, will you swear that it was not sugar?"
6877. You commenced a cross-examination? Yes; just in fun.
6878. Have you ever had a suspicion in your life with regard to this being sugar? Not the slightest.
6879. Go on? Hill replied, "Yes; I swear it was not sugar, for it felt like sand."
6880. Well, do you remember, will you kindly read the note that you have made of that? The note that I have in my book is—"Monday, 23rd August, he said he felt bag of sand that Quelch had, and it felt like a bag of sand, and like two bags, one inside the other. Constable Connor was present. This was at Hill's house, at 10-15 a.m."
6881. That is the whole of that entry? That is all that I entered at the time.
6882. Had you any conversation with Hill with any relation at all to this matter? Well, yes; I have had other conversation with him.
6883. In any of these conversations which you have had with him has he ever insinuated or said — [Interrupted]? I have a note.
6884. Have you got a note there of some other conversation? I have.
6885. Give us the date of that;—in any conversation that you had with Hill since, has he asserted that this was sugar, and not sand? No; he did not say for certain that it was not sugar; but he said a few nights ago almost the same thing—that it "felt like sand."
6886. When did he say that? A few nights ago.
6887. *Mr. Abigail.*] Do you make notes of every conversation you have with everybody else? I frequently make notes.

Constable
F. Robinson.
15 Nov., 1897.

6888. Can you turn up in your note-book a note you have made of a conversation you have had with any other constable about something independent of your duty;—you have got a shorthand note there, and you can write shorthand? I have notes I have made conversing with several constables.
6889. *Mr. Bull.*] Turn up any one note, just an indiscriminate entry.
6890. *Mr. Abigail.*] Can you remember making a note of any other conversation of any other police officer or any civilian except on matters appertaining to your duty? I cannot recollect anything at present.
6891. How long have you had that book? I have only had this book a few months.
6892. How many months—six months? Two or three months.
6893. What is the date of the first entry, and the date of the last entry? In this book. I have notes made at the beginning of the year.
6894. What is the last? But those notes are not in this book.
6895. I want to know the date of the first entry and the last entry in that book? The first entry in reference to this case?
6896. The first entry in that book? Is the 23rd August.
6897. Give me the date of the first entry on page 1 of the book? These are all private matters.
6898. When was that written on the first page of that book? I cannot say. They are the names of people that I had to take for riotous behaviour, and so forth.
6899. Well, when does it refer to? There is not any date here. There is, "Thomas Smith, 11, George-street, Waterloo."
6900. What is that? That is the 21st November, 1889, but that is nothing with reference to the police business.
6901. There is the 29th April, 1897? Yes.
6902. I presume you are still using it? Yes.
6903. I will see if Mr. Garlick can read the entry you have just read. Otherwise I will not admit it. Mr. Garlick, will you kindly read this?
6904. *Mr. John Garlick, L.S.W., Vic., (Sworn Shorthand Writer to the Commission)* read:—"Monday, 23rd August. He said he felt bag of sand that Quelch had, and it felt like a bag of sand, and like two bags, one inside the other. Constable Connor was present. This was at Hill's house at 10.15 a.m."
6905. *Mr. Abigail.*] Were you as friendly with Quelch on the 25th August as you were with Hill? I have never been friendly with Senior-constable Quelch.
6906. Why did you make a note of this? I have made notes of different matters—for no particular reason.
6907. And yet you cannot show me an entry you have made outside your official duties of any other occurrence? I think not.
6908. When did you tell Quelch this? He did not know this until I handed him my evidence in writing to give to Mr. Bull.
6909. Did he ask you for it? He did not.
6910. And although you were not on friendly terms with him you actually handed him your written evidence so that he could give it to Mr. Bull? Yes.
6911. When did you do that? When this inquiry started.
6912. Since the inquiry started? Yes.
6913. Why did you, on the 25th August, if you had no suspicion in your mind that it was not sand, why did you jokingly and facetiously put Hill on his oath, and say, "Will you swear it was not sugar"? I cannot give any reason.
6914. Did not you want to make out, as all the other policemen in the district wanted to make out, that it was sugar, and not sand? No.
6915. In putting that question to Hill were not you influenced by the common rumour that this was sugar, and that Quelch had taken it from Pogson's? I never heard any rumour at all.
6916. You only did that as a joke? Yes.
6917. Why did you not say "tea," "rice," or "flour"? Because sugar and sand are something similar.
6918. And it is very difficult to tell t'other from which, is it not, when you are feeling through three bags? No.
6919. Have you ever tried it? Yes.
6920. You have been in trouble, too, haven't you? No.
6921. Did you not have to refund 5s.;—did you not ever get a 5s. fine which you alleged you had paid to Bell? I did.
6922. When you were asked for the fine did not you deny that you had received it? I did not.
6923. Did not you afterwards, when McIntosh said he saw you take it, suddenly remember you took it, and say you had handed it to Castle? I did not.
6924. Did not you say you handed it to Mr. Underwood? I said Mr. Underwood first of all.
6925. Did not he deny, and then did you not have to refund it? I did have to refund it because the mistake was on my part.
6926. *Mr. Bull.*] Underwood is not the clerk now? No.
6927. He left shortly after? He had to leave shortly after.

Constable G. H. Edwards was recalled:—

6928. *Mr. Bull.*] You know Constable Hill? Yes.
6929. Do you remember Wednesday, the 27th of last month? Yes.
6930. Do you remember having a conversation with Hill, or his making some statement to you? Yes, he said something to me.
6931. Where was that that he said that to you? Out in the yard.
6932. Out in this yard here (Central Police Court Yard)? Yes.
6933. What was it Hill said to you? He said that possibly Quelch might want me to swear that I was left in charge of Pogson's shop.
6934. I want your Worship to take particular notice of this. (*To the witness.*): Hill said to you that possibly Quelch might want you to swear that you were left in charge of Pogson's shop, and that, of course, he knew you were not, and you would tell the truth and say you were not? I said I do not think Quelch would ask me to swear any such lie.
6935. Had Quelch at that time insinuated or asked anything of the sort? He never mentioned the case to me at all.

Constable
G. H.
Edwards.
15 Nov., 1897.

Constable
G. H.
Edwards.
15 Nov., 1897.

6936. Has it been said from first to last that Quelch did leave you in charge of Pogson's store? 'That is the first I heard of it.
6937. Showing the interest which Hill had in the matter, that is what he suggested to you? Yes.
6938. He thought it might be possible that Quelch might ask you to swear that, a lie—something which Hill himself knew to be a lie? Yes.
6939. He suggested that Quelch might ask you to swear that lie? Yes.
6940. And did he ask you to tell the truth with respect to that? Yes.
6941. And the truth would have been that you were not so left? Yes; I was not left.
6942. *His Worship.*] At the time Lambert was there?
6943. *Mr. Bull.*] I suppose so. (*To the witness.*): Did you say this to Hill;—did you tell him that you would not tell a downright lie like that for any man? Yes; not even for my brother, I said.
6944. And did you also tell him that you were perfectly certain that Quelch would not ask you to do any such thing? Yes.
6945. Was that during this inquiry, after this Commission began? Yes. I think it was the first day.
- NOTE:—His Worship asked Inspector Cotter to see Constable Whitehair and ask him for the note-book which Inspector Lawless stated that Whitehair had shown him. After inquiring of Constable Whitehair, Inspector Cotter informed his Worship that Constable Whitehair stated that Mr. Lawless must have been mistaken, and that he had never made an entry in a note-book, but that the entry which was shown to Inspector Lawless was that on the piece of paper produced in the Commission. [*Exhibit No. 34.*]
6946. *Mr. Dacey.*] Did Mr. Quelch ask you for this note that you handed him with regard to the conversation you had with Hill;—you have handed in a statement here to Mr. Bull, written? Yes.
6947. How did you come to do that;—did Quelch ask you for it? No; he did not ask me for it.
6948. Then you gave it spontaneously? Yes.
6949. You are taking no interest in this matter? No.
6950. You have had several conversations with Quelch? Well, I have had one or two conversations with him, such as they were, and I will tell you what they were for, to get certain dates.
6951. Before this inquiry started, with reference to the evidence you were to give? Never with regard to any evidence.
6952. Will you swear in that box that you did not have a conversation with Quelch;—have you the effrontery to stand before me and say that you did not have a conversation with Quelch before this inquiry started with regard to the nature of your evidence? No; not with regard to the evidence. I never arranged with Quelch or anyone as to what evidence I should give.
6953. You did not state you did not know on which side you were to give evidence on? I might have stated that to some of the men; I would not swear that.
6954. You said it to some of the men? I have no recollection. I might have done. Everybody was talking about the case when it came on first, and I might have said so. I do not deny it.
6955. *His Worship.*] You mean to say you did not know on which side you were to be called? I did not say any such thing, but it might have meant that.
6956. *Mr. Bull.*] You really did not know which side was going to call you? No.
6957. *Mr. Dacey.*] You did not know which side you were going to give evidence on?
6958. *Mr. Bull.*] You are subpoenaed by both sides? Yes.
6959. Since this inquiry commenced, and whilst the inquiry has been sitting, have you seen Mr. Dacey outside speaking to the witnesses? Well, I have seen him talking to some of the men.
6960. Some who were called and some who were to be called? Yes.
6961. I do not say there is any harm in it, but it only shows that conversations are carried on. Are you certain that you never said to Mr. Dacey that you did not know in whose favour to give evidence? I do not remember saying that to Mr. Dacey.
6962. I suppose Mr. Dacey has importuned you like he has all the other police officers? —
6963. *Mr. Dacey.*] He has not.
6964. *Mr. Bull.*] Do you remember a conversation with Mr. Dacey on the Sunday before this inquiry commenced with regard to the evidence you were going to give? Yes.
6965. Where was that? That was in Redfern-street.
6966. He saw you and spoke to you whilst you were on your beat? Yes.
6967. The 17th of last month—October? Somewhere thereabouts; it was last month.
6968. Well, perhaps you will tell us what transpired between you and Mr. Dacey then; did he make some reflection or some insinuation against your statement at that time and ask you how you were going to give your evidence, and whether you were going to be a friendly witness or not? I remember him saying he thought I was going to be a friendly witness, and my answer was that I was partial to neither side, and I was going to speak the truth whether it was for or against.
6969. Did not he tell you that he was informed that you would be a friendly witness—friendly, of course, meant a witness against Quelch? I do not know whether he said he was informed or not. I would not be certain as to that.
6970. Do you remember some gesticulation of Mr. Dacey's, tapping his chest in some demonstrative way, and making a statement to you—I mean with regard to what you were going to say? [*Witness did not answer.*]
6971. *His Worship.*] Do you recollect anything? I do not recollect that, your Worship.
6972. *Mr. Dacey.*] Do you remember on the Sunday in question my telling you that all I wanted you to do was to speak the truth? Yes, Mr. Dacey.
6973. *Mr. Bull.*] That is all you have done? What?
6974. Told the truth? That is all I am doing as far as I can.
6975. I think I got from Whitehair this fact. I do not want to call evidence upon the matter if your Worship remembers it. I think Whitehair has admitted that he made no report that morning at the police-station. I am doing exactly what Mr. Abigail has done on one or two occasions. I want to get from your Worship whether you are satisfied up till now that Whitehair made no report of the matter before 6 o'clock that morning, or at 6 o'clock?
6976. *His Worship.*] He stated himself he did not.
6977. *Mr. Bull.*] Has he not said to-day that he spoke to nobody about it until somewhere about 7 o'clock and after that conversation he wrote something down?
6978. *His Worship.*] Yes.

Senior-constable W. E. Quelch, was recalled :—

6979. I do not want to go over the ground with regard to whether this was the 16th, or 18th ; but I want you to speak with regard to the days in addition to the 18th when you were off duty? On the morning of the 3rd August, 1897, I went off duty to the Summons Court. I had a lady named Mrs. Murphy summoned under the new order for keeping her shop open. On Tuesday, the 3rd August, 1897, I went off duty at 4 o'clock to attend the Summons Court. Senior-constable
W. E. Quelch.
15 Nov., 1897.
6980. You mean 4 in the morning? Yes.
6981. What is the entry with regard to that? I am booked up to 6 a.m.
6982. *Mr. Abigail.*] We will admit that there are inaccuracies in the book.
6983. *Mr. Bull.*] I may tell my friend that we have taken from the books,—I have here in red ink, taken from the books, these absolute instances of the inaccuracies of the entries where officers who have been told off early in the morning are still entered up to certain hours, and I will give evidence of this unless my friend admits it. [*Exhibit No. 33.*]
6984. *Mr. Abigail.*] I will admit all that.
6985. *Witness.*] On the 16th May, 1897, I was booked off at 3 o'clock in the morning but was on duty till 6. I was the only senior-constable out.
6986. *Mr. Bull.*] Actually the only senior-constable on duty? Yes, in May, this year. There it is, Sunday, 16th day of May, 1897, "Charge of relief 12 to 3 a.m." I was on duty until 6 o'clock that morning. I was the only senior-constable out. I have another entry here where a constable is booked off to the Police Court on a Sunday morning. [*Exhibit No. 33 was then handed in.*]
6987. *Mr. Bull.*] All that is evidence to show that at any rate these books cannot be relied upon.
6988. *Mr. Abigail.*] That ends the main charges with this exception, I want to recall Constable McIntosh with regard to a conversation—we were only instructed about this this morning—with regard to a conversation he had with Quelch on this point: Your worship will remember that Coghlan has sworn that on that first day, Monday or Tuesday that Quelch came in, he was shown all round the place and was told to keep an eye on it and Quelch has sworn that that is not so. Constable McIntosh, I am instructed, will swear that Quelch told him that morning that he was told to keep an eye on the place.
6989. *His Worship.*] Very well.

Charge No. 6 (continued).

Constable John McIntosh was recalled :—

6990. *Mr. Abigail.*] I want you to take your memory back to the night of the attempted robbery on "Myall House." I think you gave evidence in that case? Yes. Constable
J. McIntosh.
15 Nov., 1897.
6991. You were on duty outside? Yes, I was.
6992. Did Quelch meet you that night? Yes.
6993. What time? Between twenty minutes and ten minutes to 9.
6994. What did he say to you? I reported "All right" to him. I met him at the corner of Pitt and Cleveland streets, and he said that the Government store had been broken into, and he said, "Do you know where 'Myall House' is?" I said "Yes." "Well," he said, "Round at the back of that." I said, "I did not know there was a store there," and he said, "For all the years that I have been in Redfern I did not know myself until a few days ago, until I was shown over it." And then I went up with him to the place.
6995. Did he tell you that Coghlan had told him to keep an eye on it? He did not say that to me.
6996. What did he say? He just simply said he did not know the place was there until he was shown over it.
6997. Did he tell you that Coghlan, the clerk there, had told him to watch the place when he was there the previous Monday? No, he did not say that.
6998. Did he say that he had been there the previous Monday? He said that he had been shown over it.
6999. Now, Quelch swears that he never was shown over it.
7000. *Mr. Bull.*] Quelch swore that he was never taken upstairs in that place. He swears that from where he was standing certain articles were pointed out to him.
7001. *His Worship.*] He did not tell you that he was asked to keep a watch? No, he did not say that to me; he said he was shown over it.
7002. *Mr. Bull.*] Do you know that there was a report at the Redfern Station, "Stolen, between midnight, the 31st ultimo, and 8 a.m., the 1st instant"—which means 1st January, 1892,—"from 'Myall House'" — [*Interrupted*]? I was not in the police for years after then.

Charge No. 11.

"Drunkenness in the Redfern Police Station."

Constable John Cubitt was called and sworn :—

7003. *His Worship.*] What is your name? John Cubitt. Constable
J. Cubitt.
15 Nov., 1897.
7004. What are you? Constable.
7005. Stationed at Redfern? Yes.
7006. *Mr. Abigail.*] Do you remember the 14th November this year, about 5:40 p.m., having your attention called by a civilian to Senior-constable Quelch whilst on duty—by Mr. Spearman? I remember the occurrence, but I do not remember the date.
7007. Did a Mr. Spearman call your attention to Senior-constable Quelch? He did.
7008. Tell us what was said and what you saw.
7009. *Mr. Bull.*] I object to anything that Spearman said to this man if Quelch was not there.
7010. *Mr. Abigail.*] Spearman pointed out Quelch to you? He was not close beside us.
7011. *Mr. Bull.*] Could Quelch hear a word that was said? No.
7012. *Mr. Abigail.*] Your attention was called to Quelch? Yes.
7013. And a complaint made about his state, was it not? Yes; I was coming down Redfern-street, I think, to the best of my belief, at that time, and Spearman was standing on the opposite side of the street.
7014. *His Worship.*] Who is Spearman?
7015. *Mr. Abigail.*] A resident there.

Constable
J. Cubitt.
15 Nov., 1897.

7016. *Mr. Bull.*] An ex-policeman and an ex-publican? He said, "Hullo," or "Hi, Cubitt, do you see Quelch drunk?" I made no reply. I saw the senior-constable walking ahead of me, along the Redfern Park fence in the street.
7017. Along Redfern-street? Yes.
7018. *Mr. Abigail.*] Near the Park? Yes.
7019. Did you go over to him and talk to him? I kept my own side of the street to, I think it was, opposite Mr. White's, the baker, to the best of my belief. I reported to him.
7020. Did you notice his state? I did.
7021. Was there any justification for Spearman's complaint? Well, in my opinion, he might have had a glass.
7022. Was he hanging, clinging to the fence when you saw him? No; he was not. He was walking along.
7023. *His Worship.*] Was he on duty? On duty.
7024. *Mr. Abigail.*] Tell me this:—He was your senior-constable on that beat? He was.
7025. And he was on duty? He was.
7026. And you say, in your opinion, he had had a glass—that is the way you put it? Yes.
7027. And you reported to him what Spearman had said, did you not? I did not.
7028. How did you report it to him;—what do you mean by reporting it to him? I reported my duty as "All correct."
7029. And was it then that you noticed that he had had a glass? Yes; I thought that.
7030. Why did you think so? Well, I formed an opinion.
7031. From what you saw of him—from your observation of him? Yes.
7032. And from your conversation with him? I had no conversation with him. I reported, "All right."
7033. He never answered you? Yes, certainly.
7034. You did have some conversation with him? That is all.
7035. And from your conversation and your observation of him you concluded that he had had a glass? He said, "All right, Cubitt." That was all the conversation.
7036. *Mr. Bull.*] He said, "All right, Cubitt"? Or words to that effect, Mr. Bull.
7037. *Mr. Abigail.*] Did you see him up at the police station afterwards? I did at 6 o'clock.
7038. What state was he in then? He was sitting down.
7039. Was he crying? Yes; he was sobbing.
7040. He was still on duty? Well, they were going off at 6 o'clock.
7041. Up till that time he was on duty? Yes.
7042. And in his uniform? Yes.
7043. And sitting down sobbing? Well, going off at 6 o'clock.
7044. Did Spearman come to the station when you were there? He did not.
7045. Did Margoschis, the pawnbroker, come to the station at the time you were there? He did not.
7046. *Mr. Bull.*] What time would this be? 6 p.m.
7047. *Mr. Abigail.*] Was Sergeant Houlahan there? Yes.
7048. Was Constable Moore there? Well, I did not observe Constable Moore.
7049. Was Constable Edwards there? Yes; he went off on the relief with me.
7050. Were Constables Ridley and McSweeney there? They might be; I could not say.
7051. Was Sergeant Vane there? He was.
7052. Did you hear any conversation with Sergeant Vane and anybody else? I did not.
7053. Did you not hear somebody (one of the officers) say, "Hallo, what's up with Quelch," and did not Vane say, "Oh, it's all right, poor fellow; his wife is dead"? I did not hear the remark.
7054. *Mr. Bull.*] You did not hear Vane say, "All right; his wife is dead"? I did not.
7055. *Mr. Abigail.*] Was Quelch not only sobbing, but boohooing, as a man would when drunk? I did not hear boohooing. It was a low crying and sobbing.
7056. He was sitting down, with his head like that [*indicating*], sobbing? I did not take particular notice of it, because we were going off duty, and I got "Right turn; dismiss," and I took no particular notice.
7057. How long have you been in the Force? About eight years in New South Wales.
7058. Anywhere else? Yes.
7059. Where? The city of Glasgow, Scotland.
7060. How long? Very nearly three years.
7061. In the whole of your police service have you ever seen a senior police constable before in the state in which you saw Quelch, sitting down in the police station with his uniform on, and sobbing like a child? Well, I might not know the circumstances of the case.
7062. Have you ever seen it before in your life? I did not know the circumstances.
7063. *Mr. Bull.*] You do not fix this date that my friend has given you, the 14th February? I do not remember the date. I remember the occurrence, but I did not make any note of the date.
7064. You did not write anything in a pocket-book or up your sleeve or on a spare piece of paper? I did not.
7065. Do you know whether it was known in the station at that time that Mrs. Quelch was ill? Yes, I knew it; he had a lot of trouble at home.
7066. Did you know as a fact that at that very time, not only was she (Mrs. Quelch) almost at the point of death, but that a child of his was also very ill? Yes.
7067. Do you know that at this very present moment, and during the time that this inquiry is going on, every day possibly means Mrs. Quelch's death—a repetition of an old illness? I know she is ill.
7068. You know she is dangerously ill? Yes, and she was seriously ill at that time.
7069. I suppose if a communication was given a man during the night when he was on duty that she was worse than usual, and probably would not live till morning, it might have some effect on him? It might.
7070. It would, certainly, with a man who is fond of his wife;—it would trouble you? Yes.
7071. *Mr. Abigail.*] Would you fly to drink? I cannot say.
7072. *Mr. Bull.*] You heard the question put to you by Mr. Abigail;—was he hanging on to the fence, clinging to it? He was not.
7073. From the morning that you saw Quelch, when Spearman spoke to you, and during the whole of that morning, was there any approach to anything of that sort? He was walking along the street.

7074. As if sober? On his duty.

7075. And when you met him and reported to him he intelligently took your report and gave you an intelligent answer? And walked away.

7076. Was he near his home at that time? No, he was not; he was nearer to the station.

7077. But his home is only a very short distance from the station? Yes.

7078. You do not know whether that very morning, between 4 o'clock and 6 o'clock, a report had been sent him in regard to the danger of his wife's life? No; he may have got it.

7079. At any rate, it was a well-known fact and circumstance in the case that for weeks before she had been so ill that she might die any day? Yes; she was dangerously ill at that time.

7080. Do you know as a fact, that one of his children, his eldest daughter, is now lingering and has been ill for months, and possibly may die to-day? Yes, I know that.

7081. Is it not a fact that that sort of trouble has been over Quelch for some time? Yes.

7082. *Mr. Abigail.*] That will do. When you have trouble may you have a friend.

7083. *Mr. Bull.*] You have trouble now, your wife is very ill? Yes.

Constable
J. Cubitt.
15 Nov., 1897.

Sergeant Thomas Vane was recalled:—

7084. *Mr. Abigail.*] Do you remember the 14th February last? I remember it.

7085. Do you remember your attention being called to Senior-constable Quelch's state whilst in uniform and on duty at the police station, and it was alleged that he was drunk, and your attention was called? No, he was not.

7086. It was alleged? Nobody called my attention to him.

7087. Did you see him there? I saw him there, yes.

7088. Was he crying? I was on reserve that afternoon and Sergeant Houlahan just relieved me and the relief came in, Senior-constable Harrison, I believe.

7089. What time was this? 6 o'clock.

7090. In the afternoon? Yes.

7091. Well? He came in with the relief and went round in the dock and put his head down on the rails of the dock and began crying.

7092. And did not somebody say to you, "Hallo, what's up with Quelch; look at him?" No; there was no one as I recollect spoke; we all looked at him. We did not know what was the matter with him.

7093. Was not your attention called to it Sergeant Vane, and did not you say, "Oh, his wife is dead; he has just heard his wife is dead, poor fellow"? I did say that. We all looked at him, and I said "I suppose his wife is dead."

7094. Did not somebody say "Why! he's drunk"? No, there was no one mentioned such a thing.

7095. And did not he say then that he had taken an overdose of laudanum for neuralgia? No, he never spoke.

7096. After that you left? I left him there with Sergeant Houlahan.

7097. Did Margoschis come in and report the occurrence afterwards? Not while I was there.

7098. Did not he meet you in the street and report it to you? No, I never saw him; I was in the station all that afternoon.

7099. Just think again. When you were off duty, on your way home, did not Margoschis see you about Quelch, and say he had seen him in the street drunk in his uniform, and he was a disgrace? I do not recollect seeing Margoschis.

7100. Did not you say to Margoschis, "It is all right. His senior officers have seen him, and you need not make a complaint"? I do not recollect seeing Margoschis.

7101. You will not admit that you saw Margoschis and had a conversation with him about the matter? I do not remember seeing the man that day at all. I knew he had had a lot of trouble, and we all thought that that was the thing, and that his wife was dead. He had been complaining about his head that day.

7102. Are you sure it was not pains in the stomach he was talking about, and not pains in his head? I did not see him at all that day.

7103. Did you not see him going out on duty at 2 o'clock? Oh, yes.

7104. And then you did not speak to him since? No.

7105. Now you look upon the duty-book for the week ending 15th February, 1895, and the entry Friday, the 14th February, 1896, and you see Senior-constable Quelch was in charge of the relief from 6 till 10 a.m. and from 2 to 6 p.m. on that day? Yes, Harrison was out with him.

7106. *Mr. Bull.*] It matters little when it was, whether it was this year or last year, but you remember the circumstance? Yes.

7107. *Mr. Abigail.*] Since February, 1896.

7108. *Mr. Bull.*] It was, I suppose, the circumstance that whilst Quelch was in the station at the time of relief at 6 in the evening, there is no doubt in the world about it he was crying? Yes, he was crying.

7109. And making, what my friend has asked the last witness, a drunken boo-hoo in the station? No, he walked in as well as the rest of the relief, and when he came in he laid down his head and started crying.

7110. And when he walked in he put his head on his arm, so, and started crying? Yes.

7111. Were you there when he came in? Yes.

7112. Would you say that Quelch was in any sense drunk? No, he was not drunk.

7113. Did it appear to you that he was even under the influence of liquor? I never had the slightest thought about that. When I saw him the thought struck me that his wife might be dead, and that was his trouble.

7114. Do you know that his wife had then been ill for weeks, dangerously ill, so ill as to be near death? Yes, I know he had been up with her night and day for weeks.

7115. Is it a fact that on the 27th, 28th, and 29th he had actually been off duty, sick himself, in consequence of his continuous attendance upon Mrs. Quelch? Yes; I knew he had been suffering from his head.

7116. Half the 26th, the whole of the 27th, and 28th, and 29th of January last year? Yes.

7117. You were his superior officer for some time? Yes.

7118.

Sergeant
T. Vane.
15 Nov., 1897.

- Sergeant
T. Vane.
15 Nov., 1897.
7118. And you were also doing duty with him as a senior-constable;—do you not know that he frequently complained of his head? At that time he did.
7119. In the early part of last year? Yes.
7120. And also of an inflammation of the bowels; almost a chronic inflammation of the bowels? I could not say anything about it.
7121. Do you remember this;—do you know this as a fact, that the police doctor ordered some special head dress or hat which Quelch was to wear to relieve the aches and pains in his head? Yes; I recollect that.
7122. You know he wore that for some time? Yes.
7123. Have you ever seen him drunk on duty? No; I have not. That was the only time that I ever saw anything approaching the influence of drink.
7124. The only time you ever saw anything on his part through which people might say he was approaching the influence of drink? Yes.
7125. And that, when he has had very long duty—special duty? Yes.
7126. At any rate, you say that when he came in at 6 o'clock, he came in as right as anybody else? I would not have noticed him had he not laid his head on the rail and begun crying.
7127. *Mr. Abigail.*] The station is only about two minutes' walk from his house? About that.
7128. And this was at 6 o'clock, the hour that he dismissed the men? Yes.
7129. So that if his wife was so dangerously ill, he showed his concern by sitting down there crying? I do not know how long he stopped there.
7130. When you left, you left him there? He was there.
7131. Mr. Bull asked you was he drunk, and you said, with a peculiar inflection of your voice, "Oh, he was not drunk";—now, did not you mean to infer that he was not dead drunk? I had not the slightest evidence that he was under the influence.
7132. Will you swear, from what you saw—and remember that there are others that are going to be called who saw what you saw, and more;—will you swear that you did not know and did not believe him to have had some drink? Not that day, I did not.
7133. When? On the following day, finding that his wife was not dead, I thought he might have been under the influence of drink, after what I had heard.
7134. Then you came to the conclusion that he must have had some drink? Oh no; I never smelt it on him, and I could not say it was drink.
7135. You thought he might have had some drink, by his actions? By his actions, I thought he might have had some.
7136. And you still think so? I do, yes.
7137. Do you not know that at one period of his police existence he was on strike duty at the mines at Clifton? I do not know anything about that; I know he was on strike duty, but I was not there.
7138. Do you not know that he earned a reputation there for the amount he consumed? No; I do not.
7139. And that, on one occasion, the other police officers actually had to tie him down, he was so drunk—they were afraid he would hurt himself and others? No.
7140. Do you not know that that was current report? This is the first I heard of it.
7141. *His Worship.*] Is there any record of drunkenness against him? No.
7142. *Mr. Abigail.*] Do you know Senior-sergeant Bradwell? I do.
7143. Do you not know that he states that Quelch was so mad drunk down at Illawarra, Clifton, that he was actually put in irons? Senior-sergeant Bradwell never speaks to me, and it is not likely he would tell me any such thing.
7144. Do you know a man named Wilson? I know Senior-constable Wilson and Constable Willson.
7145. Did you ever tell him that you would give £20 to save Quelch in this inquiry? No, I did not.

Mr. Alexander Margoschis, pawnbroker, Regent-street, Redfern, was called and sworn:—

- Mr. A.
Margoschis.
15 Nov., 1897.
7146. *His Worship.*] What is your name? Alexander Margoschis.
7147. What are you? Pawnbroker.
7148. *Mr. Abigail.*] Carrying on business where? Regent-street, Redfern.
7149. You have been a resident there how many years? Seventeen years.
7150. Carry your memory back to February, 1896, the 14th? Yes.
7151. Did you see Senior-constable Quelch on duty on that day? Not that I know of.
7152. Do you remember making a complaint to anybody about his state? Yes.
7153. Whom to? To Sergeant Houlahan.
7154. Where did you make the complaint? At the station.
7155. Did you go up to the station purposely to make it? Yes.
7156. Prior to going to the station, what did you see? I did not see anything; it was mere hearsay.
7157. You heard something? Yes.
7158. And went and made a complaint. What was the nature of the complaint? I heard that Quelch was drunk in the street, and I went up and asked him if it was true and if he had come into the station in that way, and Houlahan said the Inspector was there, Mr. Vane. So I asked Houlahan—there were more than Houlahan in the station—I asked him if he saw him himself, and he said, "Yes." I asked him if there was any chance of any information being laid. He said, "Inspector Vane considered the man was all right." I said, "Did you see him?" "Yes," he says. I said, "Would you go in the witness box and swear that he was sober?" and he would not answer me, and I asked him if there were any others present, and he said, "Yes."
7159. And you spoke to Vane? No; I asked him if there was any chance of any information being laid, and he said "No." Mr. Houlahan referred me to Mr. Lawless, and I told him it was no use going to see Mr. Lawless.
7160. *His Worship.*] You simply acted from what you heard? Yes.
7161. *Mr. Abigail.*] And from a sense of public duty? Yes.
7162. This was a matter of public duty? I would not say that. I consider the man ill-treated me; that is the truth, and there is no use denying it.

7163. What was the ill-treatment that you complained of? In the first place, he laid an information against me, and I saw Mr. Lawless, and he said that there should be no summons issued, and I came down to Mr. Read and there had been a summons issued. Of course, I broke the law, and I was fined for it. This man strung his duty very high.

Mr. A.
Margoschis.
15 Nov., 1897.

7164. *Mr. Abigail.*] You thought it was a good opportunity of showing what sort of man the constable was? Yes.

7165. And if Houlahan had been at all frank with you, you would have laid the information, would you not? Yes.

7166. Why did not you go to Mr. Lawless? Because I knew it was no use.

7167. Why? Because he had not kept his word with me with regard to the information laid by Quelch against me about having taken a pledge not according to the Act. I knew it was no good going to Lawless. It is known all through Redfern — [Interrupted.]

7168. What is? Why, Quelch. His name stinks there because of his over-officiousness. People will not come because they are afraid to come; they are afraid of Lawless. The police are afraid of Lawless themselves. They know if they speak against this man what they know they have a good chance to get discharged.

7169. Is that the reputation that Lawless and Quelch have in that neighbourhood? It is—the two of them.

7170. And is it a further matter of common report that even the police are afraid to make a complaint about Quelch and Lawless? Yes; if it is put to each constable, and he tells the truth, he will say so.

7171. Quelch is so capable and upright, and God-fearing and honest, that he has got this reputation? I do not know about his honesty and the God-fearingness, but he is disliked throughout the district.

7172. Can you give me an instance of any other man in the Force except Lawless — [Interrupted]? I do not dislike him. The man has not interfered with me for the last two years. I did not wish to come here.

7173. *Mr. Bull.*] You admit frankly that you went up to the station because you had heard something, and you were very anxious to drag him down by prosecution if you could get an information? I thought he was a man who had done wrong and ought to pay for it.

7174. Was not there a little feeling in your mind that you would like to pay him out for prosecuting you? Certainly.

7175. You know he had charged you with using insulting words to him? Yes.

7176. You were defended by Mr. Levien? Levien pleaded guilty. You were there, too.

7177. Did you not plead "Not guilty" at first, and then, when he called a number of civilian witnesses to prove the language, did not you withdraw your plea of "Not guilty" and plead "Guilty"? Mr. Levien did.

7178. Your solicitor did? Yes.

7179. And you were fined £2 for using this insulting language to Quelch? Yes.

7180. And you had to pay the civilian witnesses? Yes; he smiled at it. It is a treat to that man to sit on anybody. It is a fact.

7181. Do you not know this: That he had complained — [Interrupted]? I got him a £5-note reward. Did he tell you that? Before Lawless came there he was a good man.

7182. Do you not know this: That the pawnbrokers in the same district complain that people that they turn out of their places, and refuse to take pledges from, go to you, and that you insist on taking these pledges? No.

7183. Do you not know that, in consequence, Quelch and other police officers were told off to simply overlook your business? I do not think so.

7184. Were not you, as a fact, on the 24th April, 1895, charged with taking in pledges during prohibited hours—at forty minutes to 7 in the morning? Forty to 8. That man used to go down with me to have a drink, and act as a friend to me. Everything must be looked at. That is right; you are perfectly correct.

7185. You were fined for taking in pledges just as a publican is fined for opening before hours? Yes; I am the only one that has ever been fined in the Colony. Look at him (Quelch) smiling now. That is the way for a man. He looks it. The man has no business to be a constable—not at Redfern, at any rate.

7186. Would you like to see him out of Redfern? What was he removed from the Water Police for?

7187. I may tell you that Mr. Abigail is here to attend to this business, not you? The man shows it himself. He cannot look at anybody who is speaking.

7188. What you said a while ago is that you know nothing about his honesty? I do not.

7189. What you do say is that he suffers from over-zeal? Is it zeal to carry fish up the street in uniform?

7190. I suppose, if a man's wife was ill, and she liked a little fish, there would be no harm in his taking a fish in his hand for her?

7191. *Mr. Dacey.*] It is against the regulations.

7192. *Mr. Bull.*] Would you like to say that he was on duty at the time that he was carrying this fish in his hand? I do not know.

7193. That is the character of information that Mr. Dacey has got hold of.

7194. *Mr. Dacey.*] That man is unsophisticated, you can see it.

7195. *Witness.*] I think the police are afraid to speak.

Constable Edmund Hill was recalled:—

7196. *Mr. Abigail.*] Do you remember a complaint from a Mrs. Brown on the 14th February, 1896? No.

Constable
E. Hill.

7197. I think I have made a mistake, this is not the witness I wanted.

15 Nov., 1897.

Constable Nicholas Moore was called and sworn:—

7198. *His Worship.*] What is your name? Nicholas Moore.

7199. You are a constable of police, stationed at Redfern? Yes.

7200. *Mr. Abigail.*] How many years? Six and a quarter.

7201. Were you in the Police Force prior to that? I was nearly nine years in the city of Liverpool Police Force in England, and held the position of sergeant for four years?

Constable
N. Moore.

15 Nov., 1897.

7202.

- Constable N. Moore.
15 Nov., 1897.
7202. Can you carry your recollection back to 14th February, 1896;—do you remember something that occurred then? I do. I did not take notice of the date. I could not recollect the date. I know it is early in 1896.
7203. You know the circumstances I am referring to—Quelch's alleged drunkenness? Yes.
7204. Were you on duty at the police station on that occasion? I arrived at the police station at about ten minutes past 6 to a quarter past. I had been at the superintendent's office.
7205. Did you see Quelch there? Constable Quelch was sitting in the prisoner's dock.
7206. What was he doing? He was crying.
7207. Loudly? In an extraordinary manner.
7208. Was it a boo-hoo? Yes.
7209. Was it a cry of anguish or a cry of drunkenness? I could not describe the cry; it was a most peculiar way of crying; and when I arrived at the station, I asked the sergeant, Sergeant Houlahan, what was the matter with him. He said, "They tell me his wife is dead." Naturally I went over to him. I bent over—there is a rail in front—and I told him that I was very sorry to hear that his wife was dead. He did not deny it. He looked up at me. I do not know now what he said, but I saw that there was something the matter with him.
7210. What did you see was the matter with him? I took him to have been taking drink.
7211. From what you saw and from what you smelt? Yes; I stooped right over him and I did not take notice of that, because under the circumstances I thought a man would feel grieved.
7212. And it was the general opinion of the men there? Yes; every one sympathised with him in the station.
7213. Was anybody else there? The sergeant was there; I think only the sergeant.
7214. What sergeant? Sergeant Houlahan. When I arrived I spoke to him and he mentioned that his wife was dead; that he was informed by Sergeant Vane that his wife was dead.
7215. How long did he stay there after you got there? I had work to do; I had to do various things, and of course I had to leave the station. I think I went into the cells, and shortly after went to my tea.
7216. Leaving him there? I left him there, but he must have gone out shortly after.
7217. He had been on duty from 2 to 6; you found him in this state that you described at a quarter past 6? From ten minutes to a quarter past 6; it would be earlier than 10.
7218. So that he could not have been home until ten past 6, if he went off duty at 6;—you spoke to him, and he did not deny that his wife was dead, and notwithstanding that he still remained crying in the station? Yes.
7219. Up to the time that you left did he do what you would suppose any man would reasonably have done—did he go home to see whether it was true or not? If a man was in great anguish he might not act in the same way as another one.
7220. He stopped there? Yes.
7221. After you went out did you meet Constable Edwards, later on? I did. I am not positive, but I believe that Constable Edwards met me going to my tea out of the gate.
7222. Did he say anything to you about Quelch? I did not speak to him about Quelch but he came to me and he said — [Interrupted.]
7223. *Mr. Bull.*] I object to that.
7224. *Mr. Abigail.*] Did you receive a complaint about Quelch—do not tell us what it was—from Edwards that very night? I did not receive a complaint from Edwards. I was in the station when Mr. Margoschis called at the station—of course the sergeant was in charge, and I was there at the time he came and complained at the station.
7225. Was Mr. Lawless there? I did not see Mr. Lawless. He was not there at the time that I was there.
7226. *Mr. Bull.*] You did not hear Quelch say that his wife was dead? No, I did not.
7227. I suppose it was known then in the station that his wife had been very ill, and was then very ill, if not dead? Senior-constable Quelch had told me previously that his wife was ill, and it did not astonish me then.
7228. And I suppose, having that in your mind, and then some other person in the station saying, "We understand his wife is dead," you attributed his then condition to that? I thought that he had taken drink owing to his affliction, and I sympathised with him.
7229. Do you know, as a fact, that he had been ill himself for some months before that, suffering from serious pains in his head? I could not say that.
7230. Do you know that he had been unceasing in his attention to his wife when off duty? I know that he had spoken to me about his wife being ill.
7231. Do you know that in consequence of his wife's illness and the affection of his head he had been absent on the 26th, 27th, and the 28th of the previous month? I could not say; I know he was off.
7232. Do you know that he was then complaining of neuralgic pains in the head? Not at that time.
7233. Do you know that Dr. Paton had actually ordered him some particular make or shape of hat to relieve his head? No.
7234. You did not see him coming in? No.
7235. You did not see him leave? I did not.
7236. You did not know that Margoschis was there making some complaint? That was not the same day. I think it was a few days after.
7237. You say it was not the same day? No.
7238. Are you quite sure of it? I could not swear, but I believe it was the next time I came on duty.
7239. That would be two days after? Yes.
7240. The day of Margoschis coming there was not the same day of your mentioning these circumstances? I won't swear that positively, but that is my impression.
7241. You see you have actually volunteered that information;—did you see Margoschis there on the day that you have been speaking of? I think Mr. Margoschis called on the next time after I came on duty, but I would not be certain.
7242. When would that be? Two days after.
7243. You would be off the next day? Yes, and the following day I would come on again.
7244. You think it was when you came on again that Margoschis called? I believe that was the time.

Constable George Henry Edwards was recalled:—

7245. *Mr. Abigail.*] Do you remember Valentine's Day, the 14th February, 1896;—we are now inquiring into the alleged drunkenness of Quelch? Yes.
7246. Were you on duty on that day? Yes.
7247. Were you in the police station when Quelch was there? Yes.
7248. At 6 o'clock. Yes.
7249. You were part of the relief then that was dismissed at 6? Yes.
7250. By Quelch? Well, we were not dismissed by Quelch, we were dismissed by the sergeant in the station.
7251. By Sergeant Vane? No; the man in the station. Whether it was Sergeant Houlahan or Senior-constable Shaw I would not be sure.
7252. Did you see Senior-constable Quelch? Yes.
7253. What was he doing? He was sitting down in the station.
7254. That is in the little prisoner's dock? Yes.
7255. What was he doing? Sitting down holding his head.
7256. Was he crying—sobbing? I could not say he was crying. I do not know. He had his head down.
7257. He was sitting down holding his head? Yes.
7258. Did you not go over to him and ask him what was the matter? No.
7259. Did you have any conversation with him? Yes; out in the street, I think.
7260. That was prior to coming in to be dismissed? Yes.
7261. What did he say? He said he had a lot of trouble; his wife was very sick, and his head was bad.
7262. *His Worship.*] Did you consider him drunk or sober? At that time I must say I considered him under the influence of drink. It might have been the sickness, the suffering in the head.
7263. *Mr. Abigail.*] And immediately you got into the station you saw him then sitting down? Yes.
7264. He did not tell you his wife was dead, did he? No.
7265. And he did not tell you that he heard that his wife was dead? No.
7266. And all the while you were there you did not hear any message that his wife was dead? No.
7267. And did he sit down there immediately he came in after being dismissed with the other relief;—did he sit down where you saw him and put his hands to his head? That is before we came in.
7268. Yes, before? Yes.
7269. In fact, did not you say that he had been talking such damn rot to you that you had made up your mind he was under the influence? No; I did not say that "he talked damn rot."
7270. As a matter of fact, you say this: That he spoke to you in the street, and you must say that at that time you had made up your mind that he was under the influence of drink? I thought at the time he was.
7271. *His Worship.*] Did it appear to you that something was troubling him? He appeared to be troubled. He was crying outside, but he was not crying in the station when I saw him. I did not see his face.
7272. *Mr. Bull.*] My friend has fixed the 14th February last year;—you are really going to pledge your oath that this took place then? I do not remember the date.
7273. You remember being on special duty at Prince Alfred Hospital? Yes.
7274. Do you remember watching a man who had attempted suicide? Yes.
7275. A man named Davey? Yes.
7276. Now, on the 14th February were not you there the whole time on duty at the Prince Alfred Hospital watching Davey? I could not say; I did not make a note of the time.
7277. Whilst you were there at the hospital watching Davey were not you there from 6 in the morning to 6 at night—special duty? I would not be sure whether it was 6 at night till 6 in the morning, or 6 in the morning to 6 at night.
7278. Here it is in the book, "6 a.m. to 6 p.m."
7279. *Mr. Abigail.*] Does not that bear out what he says;—he says he came into the station at 6 p.m. when he was dismissed?
7280. *Mr. Bull.*] What time would you leave the hospital when you were coming off? About 10 minutes to 6.
7281. Where would you go to then? Straight to the station.
7282. *Mr. Abigail.*] You would get there at 6 o'clock.
7283. *Mr. Bull.*] You would walk all the way to the station? Yes.
7284. It is a deuced good walk? Yes; I would get there about ten minutes past 6.
7285. I suppose at this time you knew that Quelch's wife was ill;—did you not know it was a matter of general talk in the station how ill she was and had been? I did not know.
7286. *Mr. Abigail.*] You had a conversation with Quelch when he came out of the station? No.
7287. Before? Yes.
7288. What time? About a quarter to 6.
7289. *Mr. Bull.*] How could that have been if you were on duty at Prince Alfred Hospital;—it shows at once that you are making a mistake in the date? I was on my beat that day.
7290. *His Worship.*] There is no doubt he saw the occurrence. There is a mistake in the dates. There is no record against Quelch of drunkenness. These witnesses all state that he appeared to be under the influence of drink. Under the circumstances he may have had some drink. I want the evidence of the superior officers as to what they saw and what they thought of it.

[The Commission then adjourned until 2 p.m. the next day.]

Constable
G. H.
Edwards.
15 Nov., 1897.

TUESDAY, 16 NOVEMBER, 1897.

[The Commission resumed its sittings at 2 p.m. at the Central Police Court.]

Present:—

WHITTINGDALE JOHNSON, Esq., S.M. (SOLE COMMISSIONER).

J. R. Dacey, Esq., M.L.A.; Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared in support of the charges on behalf of Mr. J. R. Dacey, M.L.A.
Mr. C. Bull, M.L.A., solicitor, appeared on behalf of Senior-constable W. E. Quelch.

Charge No. 11—continued.

Mr. Edward Spearman, livery stable proprietor, Redfern, was called and sworn:—

- E. Spearman. 7291. *His Worship.*] What is your name? Edward Spearman.
 7292. What are you? I am a livery stable proprietor.
 16 Nov., 1897. 7293. Where do you live? 32, Redfern-street, Redfern.
 7294. *Mr. Abigail.*] You have been a policeman? Yes.
 7295. What station were you attached to? Redfern.
 7296. When did you leave the Force? Over eight years ago now.
 7297. How long were you in the Force? About thirteen months.
 7298. Since that you have been a publican? Yes; I have been in a hotel.
 7299. Will you carry your memory back to 14th February, 1896, with reference to a complaint you made about Senior-constable Quelch to a constable of the name of Cubitt? Yes; I remember it well.
 7300. Just tell His Worship, will you, did you see Quelch prior to seeing Cubitt? Yes.
 7301. Where? At the corner of Redfern and Elizabeth streets, about twenty minutes to 6 in the evening. I saw him going along. I had a stable just at the "Albert Hotel," and I was waiting for a sulky to come in, and saw Senior-constable Quelch coming along, and thought he seemed very peculiar. I just walked up to a man named Lenten, who was standing at the corner, and had a conversation with him, and called his attention to Quelch.
 7302. You called his attention to Quelch? Yes; I looked again, and saw Quelch catching hold of the fence.
 7303. What fence? The park railing.
 7304. Describe how he was catching hold of it? Just like that [*indicating.*] He would walk along about 2 or 3 yards, and then stop and catch hold of it again.
 7305. Did he do that once or several times? Several times during the time that he passed the length of the park.
 7306. Was he in uniform? Yes, he was in uniform. Constable Cubitt was standing over under Mr. Abel's, the grocer's.
 7307. You made a complaint to him? Yes, I made a complaint to him.
 7308. How far were you away from Quelch? Well, I was about 100 yards.
 7309. You were on one side of the road, and he was on the other? Yes.
 7310. And did you make a complaint to anybody else? That was all.
 7311. Only to Cubitt? Yes.
 7312. *Mr. Bull.*] Did you notice whether, when you say he took hold of the fence, he laid his head down on the fence? He did not put his head on the fence.
 7313. He just took hold of the fence so? Yes.
 7314. And then you say he walked along? Yes.
 7315. You mean he let go of the fence, and then walked on a little way? Yes.
 7316. How far had you seen him walking before he took hold of the fence at all, as you described? About 50 yards.
 7317. Mr. Abigail has fixed the 14th February;—are you swearing to that date? No, I am not swearing to that date.
 7318. You take the trouble to swear to anything? No.
 7319. Mr. Abigail has fixed you to the 14th February;—what day do you say it was? I do not say it was the 14th February. I remember the 14th February. I do not say it was on the 14th February.
 7320. Are you swearing to that;—do you say that this which you describe you saw—do you say that you saw that on the afternoon or evening of the 14th February? I will swear that I saw Constable Quelch about twenty minutes to 6 o'clock at night in the month of February.
 7321. You are not confining yourself to the 14th? Not to the date.
 7322. You will find that on the shorthand deposition which is being taken, you fixed yourself to that date? I did not understand that; I could not swear to that date.
 7323. You did not take the trouble to hear Mr. Abigail's question? I did not take notice of the date.
 7324. Mr. Garlick, will you kindly turn back and read Mr. Abigail's question, and the answer?
 7325. *Mr. J. Garlick, L.S.W., Vic. (Sworn Shorthand Writer to the Commission)* read:—"Will you carry your memory back to February 14th, 1896, with reference to a complaint you made about Senior-constable Quelch to a constable of the name of Cubitt?" "Yes, I remember it well."
 7326. *Mr. Bull (To the witness).*] Now you say it was some time in the month of February, but you do not confine yourself to any particular day? I would not swear the date.
 7327. It was about 20 minutes to 6 in the evening? Yes.
 7328. You and Quelch have not been friendly for some time, I take it? Well, we have not been friendly altogether.
 7329. How long have you had an unfriendly disposition towards Quelch? Since the time that I joined the Police Force.
 7330. You mean eight years ago? Yes, I mean nearly ten years ago.
 7331. And you have carried that disposition towards Quelch right up to to-day? Well, I have had good occasion to.
 7332. But you do, as a fact? Well, I do not know.

7333. Are you kindly disposed towards Quelch? I am not kindly disposed towards him. E. Spearman.
7334. You know Margoschis, do you not? Yes; I know Margoschis. 16 Nov., 1897.
7335. Have not you and Margoschis and a few more out in the Redfern division been striving your utmost for some time to hunt Quelch, or, at any rate, to bring some disgrace upon Quelch to get him out of the district? I have not lent my hand to anything to try to get him out of the police. I have no occasion to be afraid of Quelch or any other police.
7336. Outside any question of feeling, did not you charge Quelch on one occasion with having used insulting or other language to you? Yes.
7337. What was the result of that? The case was dismissed.
7338. And you appealed, did you not? Yes.
7339. Did not the matter come on to the Sessions? Yes.
7340. And you were unsuccessful there, were you not? I may tell you that I did not appeal.
7341. Did the matter come on to the Sessions? It was not through me that it went to the Sessions.
7342. Who took it there? Mr. Crick.
7343. He was your solicitor? Yes; but it was not through my wish.
7344. If Mr. Crick acted for you and that matter went there, I will take it for granted that it was at your instance;—the matter went before the Judge and was decided against you, and you had to pay all costs? No.
7345. Are you sure? Yes.
7346. Quite sure? Quite sure.
7347. *His Worship.*] How did the case go to the Quarter Sessions if it was dismissed?
7348. *Mr. Bull.*] The fact is that there was a dismissal and costs granted against him, and against that portion of the order Mr. Crick appealed, and the result was that the appeal was either disallowed or was withdrawn or lapsed, and Spearman had to pay the costs which had been awarded against him by the Magistrate.
- Witness:*] Quelch had to pay his own costs.
7349. Had not you to pay the costs which were allowed by the Magistrate against you? I had to pay 1 guinea.
7350. You paid 2 guineas, which were allowed by Mr. Smithers, the City Magistrate? I think it was 1 guinea.
7351. You will find it was 2 guineas;—you have identified yourself with this matter against Quelch a good deal, have you not? No, I have not.
7352. Where are your stables? At Elizabeth-street, Redfern.
7353. Have not you taken every opportunity, and do you not take every opportunity whenever you see Quelch on the road, or on the street, to make insulting remarks or insulting gestures to him? I think it is all the other way.
7354. Do you not? No, I do not.
7355. *Mr. Abigail.*] Does he? Yes, on more occasions than one.
7356. *Mr. Bull.*] You remember the publications in *Truth*, and you remember *Truth's* reference to these charges and statements made by Mr. Dacey in the House? Yes.
7357. Did you post a copy of *Truth* on the outside of your stables for the general information of the people passing there? Yes, I did.
7358. I suppose that is an evidence of your disinterestedness;—why did you do that—you might just as well be candid and tell us? Well, I thought it was a thing the public should see.
7359. I suppose you know that Mr. Norton makes this assertion, that his newspaper, *Truth*, has the largest circulation of any other newspaper;—have you read that in *Truth* itself? No, I have not.
7360. Did you post up more than one copy of *Truth* on your stables, just think? Yes, two.
7361. Who supplied you with those? Myself.
7362. Do you mean to tell me that you went to the expense of buying two copies? Why wouldn't I.
7363. Did you? Yes.
7364. Why did you? To read it.
7365. You have told us already that you thought it was a matter that the public should have notice of? Yes.
7366. Is that the reason why you posted both copies on the outside of the place? It was not the outside.
7367. I do not care whether it was—it was to enable the general public to see it? Oh, no; it was not.
7368. Have not you already sworn it was—was not that your answer to me? It was not in the street.
7369. Where was it? It was on the stable door.
7370. I suppose when you shut up your stables the people from the outside could see what was posted on it? No, they could not.
7371. Now, you know Mr. O'Donnell? Yes.
7372. A gentleman who is identified with a charge against Quelch? Yes.
7373. Did you take one of the persons identified or connected with the *Truth* newspaper to the door? Well, I did not take him.
7374. Were you along with a fellow who did? Yes, I was with them.
7375. You might just as well blurt the truth out because I will get it out from you you know? Yes.
7376. Who was with you? I forget who it was.
7377. You took him down to Mr. O'Donnell? No, I did not take him; he came to me to introduce him to Mr. O'Donnell.
7378. You accompanied him? Yes.
7379. And you went into O'Donnell's along with the editor of *Truth*? That is right.
7380. And that was in relation, I understand, to some charge which was intended to be made against Quelch of embezzling or sticking to Government moneys, was it not? Yes.
7381. Is that the only interest you have taken in this matter? Yes.
7382. I do not want to annoy you very much, Spearman? I am not annoyed very much. I can tell you the gentleman's name—Mr. Forder the sub-editor of *Truth*.
7383. When was that? He came to my house one night and asked me if I — [Interrupted.]
7384. I have simply asked you when that was that you accompanied Forder to Mr. O'Donnell's? I could not tell you the date.
7385. Was it after you posted *Truth* up outside, or before? I could not tell you.
7386. Do you not know it was afterwards? I think it was afterwards. 7387.

- E. Spearman. 7387. I suppose you will admit that when you were a publican you had not a clean sheet? Well, I was fined once—I was fined twice.
- 16 Nov., 1897. 7388. What were you fined for? I was fined once for using obscene language.
7389. And were you not fined also for Sunday selling? Yes; twice.
7390. I suppose your language was very choice? I could not tell you.
7391. Were you drunk when you made use of it? I had had a few drinks.
7392. I suppose you really do not remember making use of the bad language? I did not. It was a little family affair, and I had had a few drinks.
7393. You were so drunk that you did not remember what you said? I had had a few drinks.
7394. You do not accuse Quelch of that prosecution, do you? No.
7395. And the Sunday selling—when you were fined £3 with costs;—was that at Quelch's instance? I think Quelch was with Sergeant Vane at the time.
7396. I suppose you know that Vane and Quelch used to do duty together? Yes; I know that.
7397. *Mr. Abigail.*] They are known as "The Twins," are they not? The "Siamese Twins."
7398. *Mr. Bull.*] You really accused Quelch, at any rate, of being along with Vane at the time the information was laid? I never did.
7399. But you say it now. You believe Quelch was along with Vane—Vane at any rate was the prosecuting officer? Yes.
7400. And you believe Quelch was with him? Yes. I believe he was, but I could not swear that he was.
7401. I see since you have left the hotel and have been keeping a stable, you have been fined too? Yes.
7402. That was a repetition of the language? That was under great provocation.
7403. And whether that was so or not the Magistrate took that view of the matter, and fined you exactly the same as you were fined in the first instance? £1.
7404. And 4s. 10d. costs? Yes; but it was under very great provocation. It was the policeman's fault there is no doubt about it.
7405. You mean that the policeman had provoked you? Yes.
7406. Who was the policeman? Senior-constable Corcoran.
7407. I suppose he had said something to you which annoyed you and excited you, and then you said this offensive thing? Well — [Interrupted].
7408. You ought to know better than that, you have been a policeman for eight or nine years? It was under great provocation.
7409. Showing a further interest of yours in this prosecution against Quelch, you have been in frequent conversation with Mr. Dacey over this matter? I have seen Mr. Dacey once or twice.
7410. Well, showing the interest that you take in the matter, you yourself personally drove Mr. Dacey on the day when the Commissioner visited the district? Yes; I did.
7411. You accompanied Mr. Dacey wherever he went? Yes; I did.
7412. I suppose that was to see that Mr. Dacey did not make a mistake in going to the wrong place;—what was your object in going? I thought I would like Mr. Dacey to go and see where the sand came from, up over the hill.
7413. But you have not given any evidence about that, you know nothing about it, do you? Very little.
7414. My friend has not asked you anything about that.
7415. *Mr. Abigail.*] I am — [Interrupted].
7416. *Mr. Bull.*] I suppose you will if you think he knows anything.
7417. *Mr. Abigail.*] You make no secret of it, you are interested in this. You are only too glad to get a chance to show Quelch in his true colours? Yes; I think it is time that somebody showed him in his true colours.
7418. And apart from the interest that you take in the matter do you not esteem it to be part of your public duty as a citizen? Yes.
7419. *His Worship.*] I think that is a very unnecessary question to ask in the face of his evidence. The whole of the evidence shows that it is a private grievance so far as he is concerned.
7420. *Mr. Abigail.*] Whether you are prompted to come here to give evidence of this occurrence from private spleen or personal vindictiveness towards Quelch, is there any doubt that what you have deposed to—so far as the occurrence that you have related goes—is there any doubt of the truth of it? So far as the occurrence goes it is true.
7421. Was he drunk or sober? He was drunk, and I called Constable Cubitt's attention to it.
7422. What did he say to you?
7423. *Mr. Bull.*] I object to that.
7424. *His Worship.*] You said that you saw him walking 50 yards before he came to the fence? Yes.
7425. Was he staggering and walking in a drunken way? Yes, he was.
7426. *Mr. Abigail.*] As your description, graphic as it was, of his drunken vagaries, cannot be photographed on the depositions, just describe in words how he was going;—you described he was lurching on the fence? Yes.
7427. Was he lurching, moving about, to the fence and from it? That is what drew my attention to him. He was rambling through the street, and just as he crossed Elizabeth-street I came up to the corner. The stable was about 20 yards from the corner. I came up, and just as I came Senior-constable Quelch was getting hold of the fence just like this — [Indicating].
- 7427½. He ought to know, he has been a policeman and a publican.
7428. *Mr. Bull.*] You have been drunk? I have been sober this last two years.
7429. Are you prepared to say whether it was actual drunkenness or whether it might have been caused by illness? I should say it was drunkenness.
7430. *Mr. Abigail.*] Do you think if he had had a pain in the big toe, or a pain in the head, it would have caused it? I do not think so.
7431. Or do you think it was an overdose of laudanum? If he had had an overdose of laudanum he would have sat down.
7432. You make no secret of the fact that you are rather glad to have an opportunity of being able to fasten guilt upon him? Well, yes; I think it is fair to the public.
7433. It is fair to you also to get out some explanation of the cause of your ill-feeling towards him; what caused it? Well, in the first instance, of course, I joined the police, and I was on duty in Botany-road, and Sergeant Vane, then a senior-constable, sent me over to arrest a man behind the "Balaclava." There was a man who said there were two men getting into his house. 7134.

7434. *His Worship.*] This evidence is quite unnecessary, and I will not have the depositions cumbered with it. E. Spearman. 16 Nov., 1897.
7435. *Mr. Abigail.*] I am not contesting the fact that he is prompted by vindictiveness or ill-feeling, but I want to show that he is perfectly justified. *To the witness:* While you were in the Police Force he tried to borrow some money from your wife? Yes.
7436. And your wife refused? Yes.
7437. And there has been a good deal of ill-feeling since then? Yes, there has.
7438. With reference to this appeal, did you appeal? I did not.
7439. You did not appeal? No.
7440. Did you know anything about the appeal until you were told to go to the Court? Well, yes, I knew.
7441. As a matter of fact, did you give evidence then before the Judge at the Sessions? No.
7442. Was there any evidence taken at the Sessions? Not a word.
7443. As a matter of fact, the appeal was withdrawn? Yes; the appeal was dismissed.
7444. For want of a prosecution; you did not prosecute? The appeal was dismissed.
7445. *Mr. Bull.*] The Judge ordered that the appeal could not proceed because it was on a question of costs. *To the witness:* You were asked to resign, were you not? Yes.
7446. And you did? I did so. I would like to tell your Worship what Sergeant Vane said yesterday, referring to me coming down in the tram with a constable.
7447. *His Worship.*] I will not hear it.
7448. *Mr. Abigail.*] Why should Mr. Bull get out a certificate of demerit against a witness, and then the witness be disentitled to give an explanation of it,—why should a certificate of bad character go down in the depositions? It is insinuated that he had to resign. *To the witness:* Why were you asked to resign? Because I assaulted the senior-sergeant's brother. Sergeant Vane yesterday made very serious imputations against my character. He said he had got the record of all my history. Through Mr. Vane and through Quelch I lost £500. I think I have just as good a character as Vane or Quelch.
7449. *Mr. Bull.*] You see what my friend is letting this Commission drift to. He wants to get something that was said by Vane outside.
7450. *His Worship.*] I decline to hear any more about the matter.
7451. *Mr. Abigail.*] If Vane said that to him it was in the nature of an intimidation, "Don't give evidence because we have got your record," and this is a peculiar thing, and I meant to refer to this before, but I did not feel justified, but now I do. When the subpoenas were applied for your Worship said very properly and to save expense that as a number of the witnesses subpoenaed by us had been subpoenaed by the other side the police should serve the subpoenas. Now, it is a peculiar and significant thing that for every witness I put in the box, Quelch has a record already prepared, and it is very clear that Quelch has been handed a list by Mr. Lawless, and the two have produced all the evidence they can.
7452. *His Worship.*] I cannot go further into this.
7453. *Mr. Abigail.*] I directly accuse Inspector Lawless of doing all he possibly can in a partisan way to get Constable Quelch out of his trouble, and I will go further, and at the conclusion I will conclusively show in such a way that the Inspector cannot get out of it, that he is hand and glove with the senior-constable.

Sergeant John Houlahan was recalled:—

7454. *Mr. Abigail.*] I want you to take your memory back to the month of February, 1896, and I might tell you that this Court is now inquiring into the alleged misconduct on the part of Senior-constable Quelch, referring to a charge of drunkenness on his part whilst in the Redfern Police Station. J. Houlahan. 16 Nov., 1897.
- Now, can you locate the date? No; I could not tell the date.
7455. *His Worship.*] You remember the occurrence? Yes.
7456. *Mr. Abigail.*] Do you remember something occurring? Yes.
7457. Of the nature of which I have described? Yes.
7458. Now tell his Worship all that you know about it? I went to my dinner at 2 o'clock, and was relieved by Sergeant Vane at the station. I came back, leaving Sergeant Vane in charge of the station, a few minutes before 6. Senior-constable Quelch was in the dock crying very loudly, with his face buried in his hands. I asked Sergeant Vane what was the matter with him, and he told me that his wife was dead or dying, I could not be sure which, but I think it was dead. I sympathised with the man, of course, and took no notice of him. The relief went in and came back. Mr. Lawless came in. I took no particular notice of him, and he left some time after that.
7459. *His Worship.*] Quelch left? Yes.
7460. Did you see him leave the station? Well, I never noticed him leave the station until he was passing the window. At that time, when the relief is going in and out, there is always a great deal of noise, and I did not take particular notice.
7461. Did he walk like a sober, or a drunken man? He seemed very peculiar. I only just got a glimpse of him.
7462. *Mr. Abigail.*] Was he crying like a sober, or a drunken man? He was crying in a peculiar way.
- 7462½. Let us have your candid opinion. Let us have what you know in your own mind what was the state of this senior-constable on this occasion. Was he drunk or sober from what you saw of him? Personally, I would not like to swear that; but if what I heard afterwards was true—[*Interrupted*].
7463. *Mr. Bull.*] You were asked to give evidence of what you heard and saw that day? Personally, I did not take any notice of him, because I was thrown off my guard from what Sergeant Vane told me.
7464. *His Worship.*] Did you know of any circumstances that would affect him? I heard his wife was ill, and on that account I had great sympathy with the man.
7465. *Mr. Abigail.*] How long did he remain in the station crying? About ten or fifteen minutes, I think. I could not tell how long he was in before I came there.
7466. He did not seem to be at all anxious to go and see if it was true that his wife was dead? —
7467. *His Worship.*] He was not told his wife was dead.
7468. *Mr. Abigail.*] If he was sober, and was told his wife was dead, would he not have run across home at once, but if he was drunk and cute enough to sham the sick man, would not he have done what he is said to have been doing? —
7469. *His Worship.*] Did you ever see him drunk before either on duty or off? No. That is the only time I ever saw him in that state. 7470.

- Sergeant J. Houlahan.
16 Nov., 1897.
7470. *Mr. Abigail.*] Did you ever see any other constable in the whole of your life act as he did? No.
7471. You say he was crying aloud? Yes.
7472. Was he boo-hooing? He was.
7473. *His Worship.*] I suppose you want to make out he was crying drunk.
7474. *Mr. Bull.*] Whilst the witness has sworn that he did not take any notice of it. He said he did not take very much personal notice of it.
7475. *His Worship.*] It does not follow that because a man is crying from anguish of heart that he is drunk. He may or may not be. If he was in the habit of getting drunk he would be very careful not to cry out.
7476. *Mr. Abigail.*] I have not been in this world half the time that you have, but I have a greater experience than you, yet I have never seen such a big man as that crying like that, except he was drunk.
To the witness: Do I understand you to say that you did not take particular notice of him personally? Yes; I took no notice of him personally.
7477. But from the slight notice you did take of him, you came to the conclusion that, to say the least, his conduct was very peculiar? I did.
7478. That is the term you used? Yes.
7479. *His Worship.*] There is no doubt there is something to be explained.
7480. *Mr. Abigail.*] Do you know who had told Sergeant Vane that Mrs. Quelch was dead? I could not tell who told Sergeant Vane. He told me that, and that threw me off my guard so as not to look at him at all.
7481. *His Worship.*] Was it not your duty, if you thought he was drunk, to have reported him to the Inspector? Sergeant Vane was in charge of the station, and he put me off my guard altogether. If I thought he was drunk myself it would have been my duty.
7482. *Mr. Abigail.*] You did not even take the trouble to examine personally? No.
7483. You had a particular reason for that? Yes.
7484. Because Sergeant Vane was there? Yes.
7485. You will admit, will you not, that the utmost good feeling exists between Sergeant Vane and Quelch? I believe so.
7486. A feeling that might be properly described as being somewhat paternal? There is no doubt about it; yes.
7487. Is it not a fact that the good feeling existing between Sergeant Vane and Quelch is more than the ordinary feeling between superior and subordinate officer? Well, really, I could hardly say; it is not a thing for me to answer; there is not the slightest doubt about it that they are rather intimately friendly.
7488. *His Worship.*] Was it your duty or Sergeant Vane's duty to have reported him if he was drunk? Sergeant Vane's, because he was in charge of the station.
7489. *Mr. Bull.*] If you thought he was drunk, would it not have been your duty to have reported Sergeant Vane as well if he did not report him? Yes.
7490. *Mr. Abigail.*] You did not want to incur the displeasure of reporting either? No. If he was drunk he had a better chance of noticing him, because he came into the station whilst Sergeant Vane was on duty. If he had come in while I was in charge I would have taken particular notice of him.
7491. Because Sergeant Vane did not report Quelch for being drunk, Quelch could not have been drunk. You would not say that, would you? No.
7492. *Mr. Bull.*] Are you and Vane friendly? Yes; we have been together for twenty years.
7493. There has always been the very kindest feeling between you two men? Yes.
7494. Now, is not this the fact, that you did not take particular notice of Quelch during the ten minutes that you were in the station? I did not personally.
7495. You could not do in it any other way. It would be a good deal like seeing somebody with your own eyes? It was the crying I took most notice of.
7496. Something was said to you by Vane, and what you say is that that induced you to take no further notice of it? No; I sympathised with the man.
7497. *His Worship.*] Then Vane would be likely to know more about it than you do? Yes, Vane was in the station.
7498. *Mr. Bull.*] Whilst you were in the station about ten minutes Vane would have been there much longer? He was there from half-past 2 until 6.
7499. You did not say it was the 14th February? I do not know the date.
7500. Did anybody tell you yesterday that it was not the 14th? No; nobody ever spoke a word to me. I did not want to speak about the matter to anybody at all.
7501. *His Worship.*] I do not think the date is material; the fact is there.
7502. *Mr. Bull.*] Would you be surprised at all to know that you were not on duty at all at 6 on the 14th February? I can tell by the books.
7503. *His Worship.*] The date is not material as to what occurred in the station.
7504. *Mr. Abigail.*] I will admit that your client ought to know whether he was drunk on the 14th, 15th, or 16th.
7505. *Mr. Bull.*] Did you know as a fact that Quelch had been for some time, just immediately preceding these circumstances that you speak of, off sick, suffering from his head? Really, I could not tell you now, but if you look at the occurrence-book you will see it. I have no knowledge of it.
7506. Have you heard him complain of pains in his head? No.

Constable Eaton Ridley was called and sworn:—

- Constable E. Ridley.
16 Nov., 1897.
7507. *His Worship.*] What is your name? Eaton Ridley.
7508. What are you? Constable, stationed at Redfern.
7509. *Mr. Abigail.*] How long have you been in the Force? Eleven years last May.
7510. Do you remember the month of February, 1896, in connection with this charge against Quelch for drunkenness in the station? I could not say whether it was in February. I remember the occasion.
7511. Were you on duty on that day? I came on duty at 6 o'clock at night.
7512. Were you in the station when Quelch was there? He was sitting in the dock when I came in the station.

Constable
E. Ridley.
16 Nov., 1897.

7513. Just tell us what you saw, will you? When I first came in the station I heard somebody sobbing inside in the station. I went to the window and looked in, and saw Senior-constable Quelch sitting in the dock. He was crying. He had his face in his hands. I asked what was the matter, and some of the men waiting there to fall in told me that his wife was dead. That was all.
7514. Did you see him? Only sitting in the dock.
7515. Did you notice his condition, whether he was drunk or sober? Well, I did not see him standing up, and I did not see him except with his hands to his face.
7516. From the crying did you come to any conclusion? I could not swear that he was drunk, but I inquired at the time.
7517. Would you say that he was sober? I did not think he was at the time, but I could not swear.
7518. *His Worship.*] Did he seem in great distress about something? Yes.
7519. *Mr. Abigail.*] Crying loudly? Yes.
7520. Was it the cry of a man suffering from extreme anguish, or the cry of a man who had suffered from overloading himself with too much liquor? I could not say.
7521. *His Worship.*] Have you ever seen him in a state of intoxication before or since? No.
7522. *Mr. Abigail.*] You were satisfied, when you heard that his wife was dead, as to his condition? Well, you see, I had heard something before I came in.
7523. What had you heard?
7524. *Mr. Bull.*] I object.
7525. *Mr. Abigail.*] Had any complaint been made to you? No.
7526. You had heard something about Quelch before you came into the station? Yes.
7527. And then when you saw him, in the light of what you had heard, did you then think he was drunk or sober? I did not think he was sober, but I thought he was suffering from the effects of his wife's illness, and, of course, combined with what I had heard.
7528. Did you think it was partly due to over-indulgence and the shock of his wife's death? That is what I thought it was.
7529. You thought it was partly due to one and partly to the other? Yes; but from what I heard myself I could not swear that he was drunk.
7530. *Mr. Bull.*] From your own personal observation you came to no conclusion? No.
7531. *Mr. Abigail.*] Then after you left the station you heard something else? Yes.
7532. Then did you come to any conclusion of his state from what you had seen, and from what you subsequently heard? Well, of course, from what I had heard; I could not form a conclusion on what I saw, and as what I saw was — *[Interrupted]*.
7533. *Mr. Bull.*] Inconsistent with what you heard? Oh, no; but I did not see sufficient to form an opinion.
7534. *His Worship.*] I suppose you will say that a man may be crying from distress of mind without being drunk? I think so.
7535. *Mr. Abigail.*] You certainly say that from what you saw, superadded to what you heard, you think he was suffering from the effects of liquor?
7536. *His Worship.*] You say it might have been one or the other, or both combined? From the conclusion I came to at the time, I did not think he would have cried in the manner in which he did unless he had been drinking, but I did not see sufficient to lead me to conclude that he was drunk.
7537. *Mr. Abigail.*] Was it a peculiar kind of crying, peculiar to drunken people? No; I could not say that.
7538. *Mr. Bull.*] You are not a senior-constable? I am not.
7539. You have been working very hard for eleven years in that direction, have not you? It does not look like it.
7540. What do you mean? I suppose the first promotion you would get would be that of senior-constable? First-class.
7541. You are not even a first-class constable yet? No.
7542. I suppose there is an amount of jealousy in the Redfern station towards Quelch? I do not know that there is any jealousy.
7543. Do you not think there is? No, I do not think so; as far as I am personally concerned I am not jealous.
7544. Are you very much in Quelch's company in official duty? As little as possible.
7545. What do you mean—that you are not friendly disposed or kindly inclined towards him? I have no ill-feeling as regards him privately, but officially I have as little to do with him as possible.
7546. In fact, I suppose the truth is he has reported you occasionally? He has.
7547. *Mr. Abigail.*] It makes you careful.
7548. *Mr. Bull.*] He has even reported you for being under the influence of drink? No.
7549. For being in a hotel? Yes.
7550. I suppose these little things tend—it is only human after all—to make things unpleasant? There is no doubt it makes things unpleasant.
7551. Tell me this—Can you fix a time at all for this occurrence that you are speaking about? I cannot. I should say it is about two years ago.
7552. If it was in February, 1896, it will not be two years until next February? I say “about.”
7553. Do you remember at that time whether Quelch had been off on sick-leave? I could not say.
7554. I suppose the books would be better evidence than your recollection? Undoubtedly.
7555. You have really no recollection of whether he had or not? I never heard of it.
7556. *Mr. Abigail.*] You have been asked about jealousy, and say you have as little to do with Quelch as possible; that is the experience of most of the police there? I could not say anything about the experience of other men.
7557. Do you not know as a matter of common report that the other constables say plainly that they have as little to do with Quelch and another officer as they can? For their own safety.
7558. They have as little to do with him for their own safety as possible? Yes.
7559. Beyond Sergeant Vane and this good old sergeant here, who would not quarrel with anybody—that is, Sergeant Houlahan—and Inspector Lawless, and Constable Dukes, the experience of all the other police is exactly as you have expressed it? I could not speak for the experience of the other police.
7560. As a matter of common repute there, is not that so? Amongst the men, as far as my knowledge goes, he has not many friends.

- Constable
E. Ridley.
16 Nov., 1897.
7561. Even amongst those who are his seniors in rank? Yes.
7562. So that there could not be any jealousy there? No.
7563. He has, it is a matter of notoriety in the Police Force at Redfern, been most successful in securing promotion? Yes.
7564. *Mr. Bull.*] That is the cause of the whole of this inquiry.
7565. *His Worship.*] Then he must have some friends.
7566. *Mr. Abigail.*] Any man can get promotion if he will sacrifice his manhood.

Senior-constable William Edward Quelch was recalled:—

- Senior-constable
W. E. Quelch.
16 Nov., 1897.
7567. *Mr. Bull.*] You have heard a good deal in this inquiry directed to the 14th February, 1896? The case was centred on that right up till last night. Something has cropped up since.
7568. The whole of the investigation and inquiry up till 1 o'clock yesterday had relation to some misconduct of yours on the 14th February, 1896? Yes.
7569. And up till the time that the inquiry ceased yesterday every one of Mr. Abigail's questions and all statements made by witnesses had relation to that date? Yes, to the 14th February.
7570. You heard Mr. Abigail say over and over again, "Do you remember the 14th February? Yes. So there is no mistake about the time? He gave the date at the opening of the charge.
7571. You have the conduct-book? I have the record-book of duty.
7572. You have the conduct-book? I have the record-book of duty.
7573. Just take Constable Edwards as one instance? He was on duty at Prince Alfred Hospital on that day—so he was for the whole month.
7574. For the month of February? Yes.
7575. Just give us from what date to what date? Constable Edwards was on duty at the Prince Alfred Hospital watching a man named Davey, who had attempted suicide, from the 8th day of February, 1896, up till the 9th day of March.
7576. *Mr. Abigail.*] At what hours?
7577. *His Worship.*] Would he not be on duty on the street at that time? Not at all. He relieved his man at the hospital at 6 o'clock in the morning, and would be relieved at 6 o'clock at night.
7578. *Mr. Bull.*] Would he go straight home after being relieved at the hospital? No; he would report at the station from the hospital; but that would take at least half an hour to walk.
7579. Now, you have the conduct-book, duty-book No. 40, there showing where the different officers were employed on the date fixed by Mr. Abigail? Yes.
7580. And those facts are set out in the books themselves? Yes.
7581. First of all, do you know Spearman? Yes.
7582. Do you remember any circumstances mentioned by Spearman at about twenty minutes to 5 one evening;—you heard his statement that he saw you rambling along the road past his stable? Never saw him in my life, not like as he describes—particularly that man.
7583. And that, having walked about 50 yards along the street, he saw you take hold of the railing? Yes.
7584. Now, first of all, did such a thing happen? Never.
7585. Do you remember the afternoon or evening that you were upset or distressed in the station? I do.
7586. When was that? On Friday afternoon, the 7th day of February, 1896.
7587. Now, previously to the 7th, had you been ill and off duty? Yes.
7588. When had you actually been off duty? The latter end of January.
7589. You have already given dates—half of the 26th, the whole of the 27th, 28th, and 29th? Yes.
7590. What were you suffering from then? My head.
7591. Just describe what it is you suffer from? As far as my knowledge of the medical phrase goes, it is neuralgia and vertigo. I do not know what that is.
7592. Who has attended you for this ailment? The police doctor and my own doctor.
7593. You mean Dr. Paton? Dr. Paton and Drs. McMurray and Marshall.
7594. And during February, 1896, was your wife ill? Yes.
7595. Very ill? Yes.
7596. When off duty, was your time to any extent taken up in attending to her? All night and all day, and I had the sanction of the inspector to call in when on duty.
7597. To see how she was from time to time? When on duty—yes.
7598. Now, on that afternoon, on the 7th, had you called in at the house? The doctor visited my wife on that day, and he told me that he had doubts as to her recovery; she was as ill as she could be, but he would do his best.
7599. Who was that? Dr. McMurray. He would do his best. She would have to take a wonderful change to recover. I was upset enough before that. As soon as I got that news, having been left previously with two children—lost my wife and left with two children — [Interrupted.]
7600. You mean that you already had suffered the bereavement and loss of a wife? Yes; as soon as that came in my mind, of course, losing her and leaving me with six; the eldest of them has been strapped on her back for six months, and was given up by Dr. McMurray — [Interrupted.]
7601. And she was ill at that time? Yes, and has been for years, and the same child was given up last Friday by Dr. McMurray, and there is no hope for her.
7602. And this reminiscence coming to you of your former trouble — [Interrupted]? Yes, the doctor gave me a prescription to get made up as soon as possible, and coming on duty at 2 o'clock, having no one to go down to the doctor, who prescribes the medicine and dispenses it too, I asked the inspector if he would be good enough to allow me to come down to the doctor.
7603. That is when you went on duty at 2? Yes. He said, "Most decidedly, I have no objection to allow you to go down as your wife has taken a bad turn." Inspector Lawless was always kind that way to the men.
7604. *Mr. Bull.*] So it is said. Mr. Abigail says "kind to a fault."
7605. *Mr. Abigail.*] I did not say it, but I will father the statement.

Witness: A statement was then, that afternoon, to come down to the Superintendent, a letter to the Superintendent. Inspector Lawless said, "As you are going down to Liverpool-street you may as well take this letter down yourself."

Senior-
constable
W. E. Quelch.
16 Nov., 1897.

7606. *Mr. Bull.*] He took advantage of your coming down on your own private business and asked you to deliver a letter? My coming to Lyons'-terrace here, and I brought the letter down and delivered it to the Superintendent's office and went to my doctor and got the medicine. I then went home.
7607. Back to your house? Yes, and I did what was necessary in my home, and I was regularly bewildered in my head; and then the wife asked me, seeing that I was so upset—[*Interrupted.*]
7608. *Mr. Abigail.*] I object to this conversation.
7609. *His Worship.*] Did you take any stimulant of any kind? I had a glass of ——. As soon as I had attended to my wife and I was coming away again I had a glass of whisky, and I came out on my beat and did my duty.
7610. *Mr. Bull.*] What time was that? About 5 o'clock.
7611. You went out then on your beat? Yes.
7612. You worked till when? Till about ten to 6, and then went to the station and sat down. The relief paraded. It was paraded by Sergeant Houlahan that night, the 7th not the 14th—that is the night the sergeant was on. Sergeant Vane was in the station all that afternoon, the 7th and not the 14th. Constable Moore was on that afternoon, the 7th and not the 14th. Constable Edwards was on duty on the street on that afternoon; on the 14th he was at the hospital.
7613. He was actually on duty on the streets on the 7th? Yes. Constable Cubitt was off duty that afternoon, and came on at 6 o'clock.
7614. He was not on duty between 2 and 6? Not on the 14th; but he was on the 7th.
7615. And the 7th that you speak of he was on duty during the afternoon? He was.
7616. Then, having arrived at the station, what did you do? I sat down, and being troubled in the head and troubled with being left with the children—I naturally thought the doctor's statement to be true, knowing the state of the wife—I got upset, and no doubt I did cry. I know what I had to go through when I was left with the two. The relief was paraded then at 6 o'clock by Sergeant Houlahan, marched out, and the other relief came in to which I belonged and was dismissed also. Inspector Lawless was there. After the men had all gone away, and I had recovered a little bit, I got up and walked home.
7617. You have heard my friend ask whether you did not boo-hoo and roar out with some peculiarity, as of a man who was drunk;—you say you really were overcome? I was overcome, and I could not tell you what I did.
7618. And is this glass of whisky which you took in the house after you got back from the Superintendent's office and the doctor the only stimulant you had taken that day? That is the only one I had taken.
7619. Are you in the habit of taking stimulants? No.
7620. You do suffer still, do you not, from some stomachic weakness? I have two complaints—the only things I have suffered with in my life—that is, my bowels and my head.
7621. I suppose you know, without being a medical man, that an affection of the bowels affects your head as well—you have that experience? I have that experience—I know it too well.
7622. You say, as a fact, you are an abstemious man? Oh, yes; I never trouble about it.
7623. Have you ever heard Houlahan, who is kindly inclined towards you, and Ridley say that they had never seen you under the influence of drink? I have seen it in my own pantry in my own house for months and never touched it.
7624. You have heard them all say they have never seen you in this condition before or since? I will tell you this: I have had a bottle of rum in my safe for the last seven years, and never touched it and never looked at it.
7625. *His Worship.*] There is no record against you for drunkenness? No.
7626. *Mr. Bull.*] Have you ever been reported for being in a condition or state of intoxication? Never.
7627. That is your account of this remarkable occurrence of February, 1896? Yes.
7628. Speaking of the witness Margoschis, you have had, have you not, in your capacity as an officer, to complain of the manner in which his business was conducted? His fellow-businessmen complained to me.
7629. The other pawnbrokers in the district? Yes.
7630. The nature of the complaint was? That Ulakey, a licensed pawnbroker in the same street, a few yards from his own, refused to pledge before the business hours, and Margoschis—[*Interrupted.*]
7631. *Mr. Abigail.*] I object to this. That has been admitted in cross-examination, so why should we go through this?
7632. *His Worship.*] There is no doubt that he gave evidence because of the ill-feeling he had towards Quelch.
7633. *Mr. Bull.*] Now, Spearman was, as a fact, as he told us, a police officer? Yes.
7634. *Mr. Abigail.*] I object to your bringing this out again. This is a waste of time.
7635. *His Worship.*] Have you assisted in Sunday-selling prosecutions against Spearman? No, never gave evidence against him in my life, and never assisted in a prosecution against him.
7636. *Mr. Bull.*] You heard me ask Spearman a question with regard to his conduct towards you recently? It is up to to-day.
7637. What is the man's manner and conduct to you whenever he does see you? I cannot pass him without he jeers and jests at me; and he won't mention any names, but he jeers and laughs.
7638. There is no doubt that he has great personal dislike to you? Oh, yes; on account of my being in the company of Sergeant Vane. After he obtained the license I used to go in the company of Sergeant Vane, and do my duty; and of course I am not the only one. In fact, I believe it was reported to Sergeant Vane by another young constable that if he came in the yard he would put him in the water-butt.
7639. That is, that he had said that of some young police officer? Yes. That was going to be given in evidence against him at the annual Licensing Court.
7640. He is not now a publican? No.
7641. He is a livery-stable keeper? He is.
7642. *Mr. Abigail.*] You will admit, won't you, that you did have a glass of whisky? Yes.
7643. Will you admit, too, that it is somewhat peculiar that after you had a glass of whisky and went out on street duty that Spearman, of all people in the world, should have had an opportunity of seeing you in the condition which he describes;—it is rather peculiar? It is peculiar.
7644. And you will further admit that he could not by any process of reasoning or imagination, so far as you know, have discovered that you must have had whisky inside when you were on duty—that you must have had spirits, intoxicants? I say I had a glass of whisky.

Senior-
constable
W. E. Quelch.
16 Nov., 1897.

7645. You won't, in the face of those facts, notwithstanding the personal dislike which both of you have for each other, say that Spearman has come here and perjured himself, will you? I say he has come here and perjured himself if he says I acted as he says I did.

7646. You say you had whisky? I had one glass.

7647. It is peculiar that on this very occasion Spearman should have seen you, as he says, rambling along and lurching up against the fence? Yes.

7648. If it had been a week after, or a week before, there might not have been so much peculiarity? I daresay there might have been.

7649. Did you see Spearman at all that afternoon? I did not.

7650. Was it because the one glass of liquor had had such an effect upon you that you could not see him? No; I could have seen him, and I always did look out for him in that locality.

7651. Do you want to catch him? No.

7652. You are not surprised, then, that he is on the lookout to catch you? I knew that well. He tried it once.

7653. You will admit, won't you, that having this glass of whisky, and being in the peculiar state of mind you were in, it is most peculiarly unfortunate that he should have seen you on the very afternoon that you say you had whisky? Yes, I suppose it is.

7654. I suppose you put it down to your ill-luck;—is that simply another coincidence? I was not in the condition as indicated by Mr. Spearman, not in the least.

7655. You have admitted the peculiarity of his seeing you on the very afternoon that you had whisky;—now, is that merely another coincidence? I say Spearman never saw me in the condition he said.

7656. You are like an ostrich, aren't you—because it sticks its head in the sand and cannot see the hunters, it thinks they cannot see it—you admit that Spearman saw you and you could not see him? I did not see Spearman.

7657. Will you swear that Spearman did not see you that very afternoon on which you admit you had whisky? I do not say he did not see me. I say he did not see me in the position indicated by his evidence.

7658. Will you swear that Spearman did not see you in the locality that he describes? I do not say at all he did not see me.

7659. Do you think that that man would have deliberately called over another constable, and would have drawn his attention to your state, if it were not so? If I was in the same position and the same state that Spearman swears he saw me to-day, Spearman would have been the first man to have gone to the police station to see the inspector.

7660. Do you not understand that he did something better than that? He, seeing another constable on the beat, who could corroborate him in what he wanted to allege against you, it would be the very best thing he could do to call that very constable and say, "Now, you see we both see him and he is drunk"? You have heard the constable's evidence, and, until you called him into the witness-box, I never knew a word that Constable Cubitt was ever going to be called on that charge.

7661. Did not you ask him? Never spoke to the man in my life about it. Never knew he was going to be called.

7662. You heard Cubitt swear here that Spearman called his attention to you? I did.

7663. Will not you yourself admit that it is most peculiar that you should have been down town, that you should have been worried so much, that you should have taken this one glass of whisky, and gone out on duty, that Spearman should have seen you and called Cubitt's attention to you, and that Cubitt should have gone over to you, and should admit that you were peculiar, that you should have gone back to the station, and that all these other constables should have seen you in the police station;—do you not think that it is very peculiar that all that should have occurred on that particular afternoon that you took this one glass of whisky? They could not see me any other afternoon.

7664. Did not you instruct Mr. Bull that it was an overdose of laudanum? I never said any such thing.

7665. Did you instruct Mr. Bull to set up a defence here that it was not drink, but laudanum and your wife's illness? I never did.

7666. So that Mr. Bull has merely put the questions out of his own head? I told Mr. Bull the same as I said just now.

7667. Did you tell him anything about the whisky? I do not believe I did.

7668. But the first time you told us anything about the whisky was just now when you stepped into the box? It is the first time I told you. It is the first time I told you with reference to the date.

7669. Did you ever tell anybody else that you had had a glass of whisky that afternoon? I do not know.

7670. Did you tell your inspector? I do not think I did.

7671. Did you tell Sergeant Vane? I do not think I did. I may have done so.

7662. You will admit that February was a particularly hot month; you will remember that February last twelve months was very hot? I cannot remember it.

7673. Did you walk or did you ride down to the doctor's? I rode down in uniform.

7674. You say you rode down? Rode down and rode back in uniform.

7675. How long were you at home that day off duty? I was not off duty at all.

7676. Off street duty; you were relieved from your street patrol? No, I was not.

7677. Did not you say that the inspector told you that you could call in at the house? Yes.

7678. How many times did you call in? I may have called in twice or three times.

7679. You remember other things minutely, on other occasions, why cannot you on this occasion;—do you not know how many times you called in in the morning? Well, say twice.

7680. How many times in the afternoon? Say twice.

7681. That is four times in the day? Yes.

7682. Now, is it not a fact that you had your whisky each time? No.

7683. And that you only remember taking it once? No.

7684. You only had it after you came back with the prescription? I was on duty all the forenoon.

7685. Do you really keep whisky in the house? No.

7686. You had rum? I have had a bottle of rum there for the last seven or eight years.

7687. You have been a sailor? Yes.

7688. Rum has not a particular fancy for a sailor, nor has a sailor for it? It has for some.

7689. You say you have had that bottle of rum in the house for seven years, but you do not keep whisky? No.

7690. Was the whisky for your wife on this occasion? No.

7691.

Senior-
constable
W. E. Quelch.
16 Nov., 1897.

7691. And when the doctor came in, you asked him to have some? No; I never made such a fool of myself.
7692. You had it alone? I had it myself after I came home from the doctor's. If you want to know how it came in the house I can tell you.
7693. I am more anxious to know how it went out of the house, whether you took it with you, and whether you concealed it in the way that a man ordinarily does? No.
7694. You say this was on the 7th? Yes.
7695. Why have you gone through so much elaboration in showing that Constables Edwards and Cubitt were not on duty on the 14th;—do you think to evade the occurrence in that way? No; I recollect the afternoon I was so bad. Sergeant Houlahan and Constable Moore were not on duty on the 14th.
7696. You will admit that you were bad? I was bad with my head, not with drink.
7697. Who told you your wife was dead? Nobody.
7698. Have you not heard it sworn here that Sergeant Vane said that your wife was dead, and that was what you were crying for? I never told Sergeant Vane.
7699. Nobody told you that? No.
7700. Why were you crying? For the news I got.
7701. What news did you get? I told you in the evidence.
7702. Did you get it at 2 o'clock;—did not you swear here that you saw the doctor; then he gave you a prescription, and that prescription was dispensed about 2 o'clock, and that you asked the inspector's leave, and you had to take a letter? Yes.
7703. You went down and took the letter down and got the medicine dispensed and then rode back? Yes.
7704. What time did you get back? I should say it might have been just after 4.
7705. Did it take you all that while, nearly four hours, to do all that? How can it be four hours—2 to 4.
7706. Did not you go before 1? No; I did not go on duty until 2.
7707. You say you got back about 4? Just after 4, perhaps.
7708. Then you got the medicine, saw the patient, and had a whisky, and walked out on duty? No, I did not; I remained at home a little while.
7709. How long? I could not say how long.
7710. I want to know what time you got on the streets again? It must have been about twenty past 4 or twenty to 5.
7711. *His Worship.*] You received no further information about your wife at the station? Not at the station.
7712. *Mr. Abigail.*] From the time you left your home, from twenty past 4 or twenty to 5, till you got to the station you received no intimation concerning your wife? No.
7713. Then you walked out in the street, you came back and were present when the relief was dismissed, and then you deliberately sat down in the station and started boo-hooing? Who says I did not cry in the street?
7714. Did not Spearman swear he saw you lean against the railings? He saw me walk about 50 yards, he says.
7715. Tell me this: How it was that you chose to start crying only when you got to the station if your heart was so torn with your anguish over your domestic affliction—why did not you cry at home or cry in the street, or why did not you come straight up to your inspector, who you say was so kind to you—and was properly so on this occasion—why did not you say, "Mr. Lawless, my wife is given up; I have gone home with the medicine; I am heart-broken as to her condition; for God's sake let me go and attend to her"? Inspector Lawless was not in the station then.
7716. Why did you not ask the next officer in charge? I am doubtful as to his authority.
7717. Had you any doubt on that occasion? I had, and have the same doubt now.
7718. Did not you assume that you had the inspector's permission to stay at home? No.
7719. You did not go back on duty until twenty to 5;—why did not you remain there until 6 and then report yourself at the station? I was going off at 6 altogether.
7720. You cannot evade the peculiarity of the circumstances, can you? You started crying—you received no intimation of the state of your wife's health from the time you left home until you got to the station;—did not you feel the effects of the whisky on you? No.
7721. Did not you feel that you had to get some excuse to evade your guiltiness? No excuse at all.
7722. And did not you start boo-hooing and crying in order to make people think you were blubbering or sobbing, and in order to conceal the effect of the liquor? I do not know what you call boo-hoo crying.
7723. You ought to know; you did it; I will call it crying;—did not you do it so that your officers would not see that you had been taking liquor? There was only one officer in the station, Sergeant Vane.
7724. If your breast was so torn with anguish, you were free from duty at 6, why did not you immediately go home and cry there—why did you remain in the station when your wife was probably dying;—why did not you make a bee-line for home? I waited until I calmed down, and then walked home.
7725. Did you stop crying in the station? I do not think I did.
7726. *His Worship.*] I think it is very cruel to go on in this way.
7727. *Mr. Abigail.*] If I find that I have unintentionally done him any wrong I will give him the best apology I can. *To the witness:* You say that you cannot pass Spearman without Spearman says something to you? He always does.
7728. Is it not equally true that you cannot pass him without you saying something to him? I never speak to the man as long as there is any breath in my body.
7729. But do you ever speak at him? No; if I saw him on the one side of the road I cross over to the other; that is my action.
7730. You will admit that there is as much ill-feeling on your side against him as there is on his against you? No. I have never given evidence against the man in my life—never prosecuted him.
7731. Why would you walk over the other side to escape talking to him if there is no ill-feeling? I go over the other side to escape his insults, not to escape talking to him.
7732. Is there any truth in what has been stated here by Ridley, that he only sees you officially as little as possible? His duty carries him that way.
7733. You know the insinuation there, that he does not care to talk to you officially unless it is absolutely necessary? He knows that I will do my duty, and his duty is different from mine, and that takes him apart from me.
7734. And you will do your duty whatever it is? Yes.
7735. However cruel it is? I will do my duty as long as it is straightforward and honest. I will shirk nothing towards him or anyone else.

Inspector Edmund Lawless was recalled :—

- Inspector E. Lawless.
16 Nov., 1897.
7736. *Mr. Bull.*] You are the Inspector in charge of the Redfern division, Quelch being a senior-constable under you ;—do you remember the circumstance of Quelch's wife being very ill in the early part of last year ? I cannot say that I do. I have heard of it. I do not know.
7737. Have you any recollection with regard to Quelch obtaining permission from you on one occasion to attend the doctor and get some medicine which had been prescribed by Dr. McMurray for his wife ? I remember that circumstance.
7738. Can you fix any time for that ? No.
7739. I suppose if any man under you were similarly placed and made the same request, you would grant the same permission ? Yes.
7740. Do you know as a fact that, in addition to Mrs. Quelch being ill, Quelch himself, from time to time, has been off on sick-leave, suffering from some illness in the head ? He has been on the sick-list. I could not tell you the times or how long.
7741. Do you remember this circumstance that so much has been made of about Quelch being in the station one evening sobbing or crying ? I do not.
7742. It is said by at least one witness that you were there ? I possibly might have been there.
7743. Have you ever seen Quelch under the influence of liquor since he has been in the Force ? No.
7744. Have you ever seen anything in Quelch's manner or conduct that would induce you to suppose that he was in a state of intoxication ? No.
7745. Speaking of him in contrast to some of the men who are under you there, would you say whether Quelch is amongst the most abstemious men that you have there ? I should take him to be a very sober man.
7746. You know that a number of men have been reported to you from time to time, and have been dealt with by the Superintendent for different conditions of intoxication ? Yes.
7747. And speaking of Quelch, has he ever been reported to you in that condition, for instance ? No, never.
7748. Have you any reason to suppose from any observation of your own, or any information that has ever been afforded you, that Quelch has been intoxicated when on duty ? Never yet until this inquiry.
7749. You know Sergeant Vane ? Yes.
7750. Is he the kind of man to show anybody any particular favour ;—is he the kind of man to overlook a man's fault if he had one ? I do not think so.
7751. Is he not rather a severe man ? Well, he has always been very straightforward, and always reports things as he sees them.
7752. Do you think it likely that, seeing Quelch in a state of intoxication, he would overlook it, and not report it to you ? I do not think so.
7753. Would you say the same thing of Houlahan ? I should think that he would report it to me.
7754. If he had seen Vane in such a condition as would entitle him to think he was in a state of intoxication, do you suppose for a moment that he would neglect to report it to you ? I do not think so for a moment.
7755. You have had no complaint against either Vane or Houlahan that they have neglected to do their duty in that respect ? No.
7756. *Mr. Abigail.*] You have confidence in Cubitt and Edwards and Moore and Ridley ? I do not understand you.
7757. You, as their Inspector, have confidence in them as police officers, have you not ? In a trustworthy sense ?
7758. Yes ? Certainly, so far as I have observed them.
7759. You do not think them to be persons who would be liable to come here and either stretch their imaginations or tell what is wilfully untrue ? I should think not.
7760. In fact, if you thought they were persons who would wilfully commit perjury you would esteem it to be your duty to recommend their dismissal from the Force ? I should certainly report the matter.
7761. Will you be surprised to hear that the constables I have named have been called here, and their evidence certainly shows that this man was under the influence of liquor.
7762. *Mr. Bull.*] There is no such evidence.
7763. *Mr. Abigail.*] Edwards swore that he was under the influence of drink.
7764. *Mr. Bull.*] In answer to his Worship he said this : That it might have been attributable to great depression of mind.
7765. *Mr. Abigail.*] We have coupled with that Quelch's own admission that he did have whisky ;—at any rate, if these witnesses come in the box here and say that Quelch was in the station crying in a peculiar manner, and if one witness says—any one of these officers says—it was partly due, or might have been partly due, in his opinion to distress, and partly due to the influence of an intoxicant, you would not say that man was saying what was untrue ? I could not say so unless I had other observations to guide me to compare with his.
7766. You were not in the station at the time of this occurrence ? I do not think so. I do not remember it.
7767. *His Worship.*] It was not reported to you officially ? No ; and I think it is very remarkable that the constables that you speak of did not say something.
7768. *Mr. Abigail.*] Is it not more remarkable that the senior officer in the station did not say something ? Yes.
7769. You will admit that it was his duty to say something ? Yes ; and then I could have examined him myself.
7770. Assuming that the sergeant failed to do his duty, you would not expect a constable to come and tell you ;—would not that be rank insubordination ? No ; it would not. If he thought that the sergeant had neglected his duty, and he was a conscientious man, he might say something that would cause me to make inquiries. It is not the usual thing.
7771. Will you admit at once the difficulty that a constable would labour under ? The constable would think at once that as his officer took no notice he need not.
7772. If the constable found on reporting to you that the superior officer had reported, what would become of the constable then ? If he reported that the senior officer did not report, that would be making a complaint against his superior officer. I should not think he would do that unless he had something very serious to complain of.

- 7773. He would experience a difficulty in knowing whether a complaint had or had not been made? He must have some particular motive. Inspector
E. Lawless.
- 7774. *Mr. Bull.*] Would you think it a great stretch of duty if a constable reported having seen a senior-constable drunk on duty? I should certainly inquire of the other officer why. 16 Nov., 1897.
- 7775. Supposing he had seen the senior-constable drunk on the street, and you knew that he had seen him and had made no report to you, it would be a serious matter of complaint against the ordinary constable? If he was reported for it he would have to explain certainly.
- 7776. *Mr. Abigail.*] Would it not be first his duty to go to the sergeant-in-charge of the station and report? Yes.
- 7777. Is not that the ordinary course? Yes, and if the sergeant took the report he would report it to me.
- 7778. It would come to you filtering through the proper officers? Yes.
- 7779. You will admit that it is a very rare thing for a constable to report a superior officer? It is not very common, I will admit.
- 7780. And you will admit that it is rarer still where conviction follows upon such complaint? I could not say because I cannot recollect any instance.
- 7781. *His Worship.*] I admit that it is a risky thing for a subordinate to do.
- 7782. *Mr. Bull.*] You cannot say the same, nor can the same thing be said of Quelch that can be said of some men on your division, I mean with regard to drunkenness. You do know that even some men who have given evidence in this investigation have been often charged and punished for drunkenness? Some of them.
- 7783. *His Worship.*] Some of them have admitted it themselves.

Senior-sergeant Joseph Bradwell was called and sworn:—

- 7784. *His Worship.*] What's your name? Joseph Bradwell.
- 7785. What are you? Senior-sergeant, stationed at Woolloomooloo.
- 7786. *Mr. Abigail.*] Do you know Senior-constable Quelch? Yes.
- 7787. Was he under your control or not, at Clifton, Illawarra? Yes.
- 7788. Was that in 1890, in the strike time? Yes, I believe it was.
- 7789. Was he under the influence of liquor whilst there? Yes.
- 7790. Was he badly so? Yes.
- 7791. May I say madly so? Yes.
- 7792. Was he, as a matter of fact, put in irons? Put under arrest.
- 7793. Did you order him to be placed under control? Yes.
- 7794. What sort of control was it? I ordered him to be taken to his quarters from the canteen at Clifton.
- 7795. *His Worship.*] Was he then in the Water Police? No.
- 7796. *Mr. Abigail.*] He was in the Police Force then under you? Certainly; he was there on special duty.
- 7797. *Mr. Bull.*] I suppose you have been drunk in your time—it is only pot calling kettle black? Yes.
- 7798. It is a happy thing to get drunk? It is a very good man that never does wrong; I am always careful.
- 7799. Were you drunk yourself at Clifton? No.
- 7800. What? No.
- 7801. Were not you charged with being drunk down there, and wanting to fight? No; I will swear I never was. I will swear that I never was charged with intoxication at Clifton under any circumstances.
- 7802. You were boss of the show there? I was not boss all the time there.
- 7803. Do you mean to say that you were not intoxicated during the time you were there? No.
- 7804. Were you not wanting to fight one of the sergeants of the artillery down there? No.
- 7805. Did nobody tell you you were so drunk that you wanted to do that? No.
- 7806. Do you remember your wife bringing a bottle of rum from Sydney? Yes.
- 7807. Did you break it? No.
- 7808. Did you drink it? No; Providence intervened in that case.
- 7809. And broke it? Yes. It was put on the table, and I was going to serve it out as far as it would go, and I went out for some water and the bottle collapsed on the table.
- 7810. *Mr. Abigail.*] You did not keep it seven years, then? No.
- 7811. *His Worship.*] Was Quelch reported for this drunkenness? He was.
- 7812. Was he punished? No.
- 7813. *Mr. Bull.*] Why? I do not know.
- 7814. Who reported him? I did.
- 7815. Whom to? Superintendent Ryland.
- 7816. Did you report him to Ryland? Yes.
- 7817. *Mr. Abigail.*] I will call for the papers.
- 7818. *Mr. Bull.*] You say you did report it? Yes.
- 7819. And nothing was done? Mr. Ryland came down from where he was stationed, at Bulli, and told me to tell Quelch to apply for a transfer to Sydney, and to make some excuse; anything would do, and Quelch did so, and he was sent on down to Sydney.
- 7820. You were all down there at the same time as the military? There were military there.
- 7821. I was there, too. Do you remember that I was prosecuting many of these men for intimidation? I think I do now; Mr. Levien was there.
- 7822. The times were rather exciting there? There was not much excitement at Clifton.
- 7823. Was it not at Clifton that a lot of the free-labourers had been met and beaten back to the South Clifton side? That was the case that you referred to where you were prosecuting.
- 7824. That was fairly exciting? It was not much.
- 7825. *His Worship.*] As a matter of fact, he was not punished for that alleged drunkenness? I believe not.
- 7826. *Mr. Bull.*] Do you say he was transferred to Sydney? Yes.
- 7827. Do you not know that he applied for special leave to see a child that was at that time ill? That was the application that he made, that one of the children was ill.

Senior-
sergeant
J. Bradwell.
16 Nov., 1897.

- Senior-sergeant J. Bradwell.
16 Nov., 1897.
7828. Will you say this, and do you not know it, did he not actually receive a telegram from the Department granting that leave, and was not that why he left Clifton and came to Sydney? I cannot say anything about a telegram. My instructions were to tell him to apply to them to go to Sydney.
7829. You were removed from Redfern? Yes.
7830. That was over Constable Guilfoyle? No.
7831. Were not you mixed up in a case with Constable Guilfoyle;—did not that bring about your removal? No.
7832. Are you sure of that? Yes; I can explain satisfactorily.
7833. You are a Mason, are you not?
7834. *Mr. Abigail.*] Is that fair; we have not asked "Are you a Roman Catholic, or a Protestant, or a Christadelphian"?"
7835. *Mr. Bull.*] Are you a Mason? I have been a Mason.
7836. Were there some complaints with regard to your going home, dressing in evening dress, and attending these Masonic banquets? No.
7837. Any such charge as that? No; I never attended any lodge meetings without I had the full concurrence of the officer-in-charge.
7838. How many times were you reduced for misconduct of any sort? I was reduced once for being the author of a poem.
7839. I see the report is "Circulating a scurrilous paper, of which he was believed to be the author, tending to bring Sergeant Dale into contempt, and to damage the discipline of the Force"?" I never heard that charge before.
7840. I may tell you that this is the defaulter's sheet, signed by Superintendent Read;—that is on the evidence of Constables Dillon, Sprowle, and Forsythe? I can recite the scurrilous poem now.
7841. You were reduced to the rank of first-class constable from a senior-constable? Yes. It was not for that I was reduced. I know what I was reduced for.
7842. *Mr. Abigail.*] There are some funny things — [Interrupted]? Any amount of them. I should like to explain now. There were more engineers in Redfern than Guilfoyle. He had nothing to do with it. There were more underground engineers than Guilfoyle. That is twenty-six years ago that occurred. I have been over thirty years in the Service, and am as open as a book.
7843. *Mr. Bull.*] As a fact, you were reprimanded even the year before last? Yes.
7844. Charged with being drunk on duty one night? Yes.
7845. And reprimanded for that? Yes. With reference to that charge, I went to several medical men in College-street, and I could not get any of them there; I went to the Hospital and was inspected by two medical men; and then I went to the police surgeon, and saw him at his residence, and could have easily have got out of that charge because the medical men were quite prepared to prove the contrary, and I thought the easiest way was the best, and I did not want to fight the police authorities, and I pleaded guilty.
7846. The charge was really made by Sub-inspector Robinson? I do not know.
7847. And three witnesses were called to prove this? I did not know of this. I could bring three medical men.
7848. *Mr. Abigail.*] I see the defaulter's sheet my friend has referred to. The first charge on it is:—"June 21st, 1868, neglect of duty"?" I do not recollect it. I have been up for a lot of things. I have never done anything to disgrace the Police Force, or disgrace myself and family. I am able to hold my head up in Sydney where a good many cannot.

Senior-constable Arthur Stocks Cook was called and sworn:—

- Senior-constable A. S. Cook.
16 Nov., 1897.
7849. *His Worship.*] What is your name? Arthur Stocks Cook.
7850. What are you? Senior-constable, and clerk to Inspector Lenthall.
7851. *Mr. Bull.*] You know Senior-constable Quelch? Yes.
7852. I understand that in 1890 you were down doing special duty in strike time at Bulli or Clifton? Yes.
7853. Was Quelch there at the same time? Yes.
7854. What was Quelch's conduct whilst he was down there on this special service? I know nothing against him. His conduct was all right, so far as I know.
7855. Did you at any time see him so drunk as to necessitate being put into irons? No, I did not.
7856. What work was Quelch doing down there? He was acting with me in the cook house; we were cooking for 150 men, and we used to be up in the morning at half-past 5 to get the men's breakfasts ready, and then again at 10 we used to have to get another breakfast, and then we used to prepare for the dinner, and then prepare for the tea.
7857. You were pretty hard worked? We were sometimes working until 10 o'clock at night.
7858. The other men who were supposed to be on duty had better times than that? They could sit about.
7859. Was Quelch ever intoxicated whilst he was working with you? No.
7860. Did you ever hear that Bradwell had reported him to Inspector Ryland for intoxication down there? No.
7861. Have you ever heard that until I suggested it to you? Yes, I have.
7862. When did you hear it? I heard it from Mr. Dacey.
7863. He spoke to you? He sent for me.
7864. Tell us the conversation which you had with Mr. Dacey? Mr. Dacey said he sent for me to ask me if I knew the general conduct of Quelch during the time that we were together in Clifton on strike duty, and if I had been ordered to put Quelch in irons by the sergeant-in-charge, and also to rope him up. I said no; I had received no such instructions. Nothing had been said to me about it.
7865. Nor did any such necessity arise? Not so far as I know.
7866. *His Worship.*] Was he drunk at all? No.
7867. *Mr. Bull.*] Do you remember some word coming down with regard to some sickness of one of his children? I heard from himself that his wife was suffering, and also one of the children, and not expected to live and heard that he had applied to Inspector Ryland to allow him to come back to Sydney on that account, and shortly after he came back he was promoted.
7868. Did you know that he was transferred or sent back because of intoxication down there? No; if that had been the case he would not have been promoted.
7869. He could not have been promoted? No; more likely have been dismissed. 7870.

7870. Was Mr. Ryland a man likely to overlook anything of the sort? No; very strict.
7871. Possibly the strictest man in the Force for twenty years? Yes.
7872. And in consequence of his work down there, and his efficiency, Quelch got promotion? I believe it was.
7873. *Mr. Abigail.*] You know Senior-sergeant Bradwell? Yes.
7874. Would you be surprised to hear that he says that he ordered him to be taken from the canteen for drunkenness? If he did it was not I that he ordered.
7875. I suppose he could have done that without you knowing anything about it? I should have heard it in the camp; these things are talked about amongst the men.
7876. Is it not likely that you would have been off duty? I was never off duty.
7877. You would not take the responsibility of saying that what Bradwell says is untrue? I do not think it is feasible.
7878. Would you say that Senior-sergeant Bradwell came here and said what was untrue? I say that he never told me to put the man in irons.
7879. If Senior-sergeant Bradwell says that Quelch was drunk—badly drunk and madly drunk—and that he ordered him to be removed and sent to his quarters, because he was so badly drunk, are you going to say that Senior-sergeant Bradwell is wrong? I could not say that. If he did, it would be on record in the Police Superintendent's Office.
7880. You have been on the carpet? Yes; so has every man in the Force.
7881. Recently? No; not this last ten years.
7882. Have you not recently—very recently—been taken in by Superintendent Read and spoken to about this very matter? No.
7883. You and Freeman? No. I was not on the carpet. I was simply sent for and asked if I had given any communication to the Commission regarding the conduct of Quelch. I said, "No." That was the first I heard of it.
7884. Were not you asked by Superintendent Read if you had given any information to Mr. Dacey? No; Mr. Dacey's name was not mentioned.
7885. It was "to the Commission"? Yes.
7886. You said, "No"? Yes.
7887. Were not you asked further, directly, was there any truth in this allegation against Quelch that whilst he was in the camp there he was under the influence of liquor, and had been reported by the senior-sergeant, and did not you say, "I cannot remember anything about it"? No. I said that, on one occasion, when he was disappointed at not getting permission to return to Sydney to see his wife and child, he was very excited. He was awfully excited. He is of a very excitable temperament.
7888. *Mr. Abigail.*] I think I must leave this. He has a charmed life. It is a mass of coincidences.
7889. Was he under the influence of drink? I do not think so. He was very excited over not going back to Sydney.
7890. He was not drinking? He was not drinking. He would take a glass, but he was not drinking to excess.
7891. But you say on this occasion he was very badly excited? Very much excited on this occasion about not being able to go to Sydney.
7892. Do you think that that was the occasion that Senior-sergeant Bradwell had him sent back to his quarters? I could not say.
7893. *His Worship.*] However, he was not punished? No.
7894. *Mr. Abigail.*] Did you hear that he had been told to send in an application for removal? No.
7895. Where an officer wants to be removed from one station to another it is necessary to urge some reason for it, is it not? If he had misconducted himself the Superintendent would show him why.
7896. Supposing there was a wish that that should be avoided? If he wished to be transferred he would apply and state his reasons.
7897. Supposing he was being charitably dealt with or looked after he could not expect to get a bare application for removal without reasons granted? He would not get it.
7898. But if he took advantage of what was known to be correct—namely, the illness at home—that would be a sufficient ground for removal? No, not under those circumstances.
7899. He had a telegram? I do not know anything about that. Someone came up and saw him on that occasion who informed him as to the state of his wife.
7900. *Mr. Bull.*] As a fact, did not he work with you the whole of the time that he was there? He did.
7901. From the day he went there until he left? Yes.
7902. I suppose grog was served out to you people there? There was a canteen, and each man was allowed a pint of beer for his dinner.
7903. And I suppose many of them took more than their allowance? They took what they paid for.
7904. And the officers who were fond of it took what they wanted? They took what they wanted.
7905. Was not Superintendent Ryland there almost daily? Not every day, but nearly daily.
7906. He scarcely missed two days during the whole time? No.
7907. As a matter of fact, you got down to the camp after Quelch—Quelch was there first in the kitchen? I think he was there two days before I got down.
7908. *His Worship.*] Was Sergeant Bradwell immediately in charge then under Ryland? Yes; and there were several others. Senior-sergeant Fowler was there.
7909. *Mr. Bull.*] Senior-sergeant Fowler came from Berrima, did he not? Yes.
7910. Did you people work all night and all day pretty well? Yes.
7911. There was not much work for the others until the police were called down to Kembla;—you remember that, do you not? Yes.

Charge No. 12.

"Misconduct in connection with the 'Salutation Hotel.'"

Mrs. Annie Brown was called and sworn:—

7912. *His Worship.*] What is your name? Annie Brown.
7913. What are you? Married woman.
7914. Living where? In Waterloo.
7915. In a hotel? In a private house.

Senior-
constable
A. S. Cook.
16 Nov., 1897.

Mrs.
A. Brown.
7916. 16 Nov., 1897.

- Mrs. A. Brown.
16 Nov., 1897.
7916. *Mr. Abigail.*] With regard to this witness I ask for all the latitude the conditions of this inquiry will allow me. *To witness:* Are you related to Mr. Quelch in any way? Well, I do not know whether you would call it a relation. I could not say myself.
7917. Are you related to Mrs. Quelch? Yes; by marriage.
7918. Do you remember July, 1895, something occurring in the "Salutation Hotel"? Yes; I do not know the day of the month.
7919. Do you remember being in the "Salutation Hotel" about 4 a.m.? I did not know it was that time; but in the morning. I was there and intended to stop there all the night. I was there all the evening.
7920. You had been there in the early part of the evening? Yes.
7921. You were a friend of the licensee? Yes, and he was a friend of mine.
7922. And you were on intimate relations—you knew each other intimately? Very.
7923. You remember Mr. Quelch coming into the hotel? I remembered the face, but I did not know it was Mr. Quelch.
7924. Do you remember a policeman, whom you now know to be Senior-constable Quelch, coming into the hotel about 4 o'clock in the morning? Three of them.
7925. And he was accompanied by two other constables? Yes.
7926. Do you know who the other constables were? I do not.
7927. What room of the hotel did they come into? Into a side room. I do not know which way they came in.
7928. Could that be seen from the footpath;—was it a room abutting on the footpath? Not in Botany-road.
7929. In Retreat-street? Yes; the bar parlour was in Retreat-street.
7930. I want you to describe what took place when the constables came in. Do not allow any notions of delicacy to deter you from telling His Worship what took place, and the position you were in. Were you standing up, sitting down, or lying down? I was going to lie down.
7931. You were going to remain? Yes.
7932. And the licensee was about to make a bed up for you? Yes.
7933. He had gone for the bed-clothes? No; he was there.
7934. With the bed-clothes? No. We were both in the room. It was raining.
7935. When the three constables came in? Yes.
7936. What did Quelch say to you? I do not think he spoke at all. He said, "Hullo, what's this?" That is all I remember.
7937. Anything else? He said, "Come along with me." Mr. Ryan looked at me and I looked at him.
7938. Then what was done? Nothing at all.
7939. Did you say anything? I did not. I cried bitterly, and Mr. Quelch said he was surprised at me.
7940. Anything else? I walked to the station.
7941. Did he charge you with anything? No.
7942. What became of the other two constables? We walked along Botany-road and he dismissed them at one of the cross streets.
7943. Did you go to the station? Yes.
7944. What did he do when he got to the police station? He told me to sit down on the corner of a form in the yard while he went into the office or stood at the door of the office at the Redfern Police Station.
7945. Did he talk to somebody there? I did not see anybody; I never raised my head.
7946. You were cut up about this? I was and am still.
7947. You were very much affected? I know I had no business to be there, but it appears that Mr. Quelch had no business to get into the place, but still I did not know.
7948. You went to the station and sat on the form as you described while he went into the police station? As I was told.
7949. What did he tell you after that or what did he do? He lives near where I live and he walked down the street with me.
7950. And did not make any charge against you? He never spoke to me until he called me by my name and said he was surprised at me.
7951. What did he call you? I do not know whether he called me "Mrs. Brown" or "Annie."
7952. He passed his place and went to your place? Left me at the entrance of where I live and said "good morning" to me, and I said "good morning" to him.
7953. I hope you will not think this is bitter but I am bound to put it. Did he make any overtures to you? No; no more than Mr. Ryan had promised to pour out a drink, some schnapps, and as we were walking along he said something about schnapps; but of course I had been drinking schnapps.
7954. Did he say this to you, "Now, I will let you go home if you will give me what you promised Ryan"? No.
7955. Did you never tell anybody that? No; I never did. I have been asked by one constable, I do not know his name.
7956. Did you ever tell anybody that Quelch said to you, "Give me what you promised Ryan and I will let you go"? No, sir. I think Mr. Quelch more a gentleman than to speak to me in such a manner.
7957. Have you changed your opinion of him? I never had any wrong opinion of him in my life.
7958. You spoke to him to-day? I saw the man when he was going out to Mr. Lawless. I said, "What do they want me for?" and he said, "About the hotel affair," and that was all that passed between us.
7959. And did not he tell you not to bother him? No, sir, he did not.
7960. Did not he tell you that he had no time to talk to you? No, sir, he did not.
7961. But he said he did. Will you not change your mind now? No. I just said to him, "What do they want me for?" and he said, "About that hotel," and that is all that passed between us.
7962. You knew all about it then, when he told you it was about the hotel affair? Certainly, after I got a summons; and this gentleman [*indicating Mr. Dacey*] has been to my house and he called upon me to see about Mr. Quelch, and he told me he would come again, and that I had been drinking whiskey.
7963. It was true, was it not? Yes, I had, in my own house.
7964. And Mr. Dacey refused to see you because you had been drinking whiskey, and said he would come again? No. He came again on Saturday. He came twice, and he served me with this summons.
7965. You asked him to come in? I was washing and I asked him in as a woman need not be afraid to do, if I did act wrongly when Mr. Quelch caught me. My husband was in the house.
7966. What was the wrong;—drinking a glass of schnapps? I decline to answer you. 7967.

Mrs.
A. Brown.
16 Nov., 1897.

7967. Whatever wrong you were doing Mr. Quelch took you home instead of making a complaint against you at the station? He did not take me home. He was going home, and I suppose, having respect for me, no doubt he was sorry, he told me to hurry up before the next lot of policemen got in.

7968. He did not make any charge against you or want to get you locked up? He never told me—no.

7969. Would you be surprised to hear that he actually tried to get a charge against you, and the sergeant-in-charge would not take it? I do not know.

7970. And that then he took you home merely to find out your address? He knows me quite well, and he knows all belonging to me and where I live. He knows I belong to a respectable family.

7971. When he came out of the hotel he said, "Come along with me"? I do not know. I was as innocent as I could be.

7972. Did you not think that Quelch had you in charge—that you were in custody? Well, I suppose my own wickedness would make me think so.

7973. Do you not think it is a peculiar thing that, when he took the trouble to take you all the way to the police station——? It is not very far.

7974. That he should let you go without charging you with anything? I do not know. I do not understand the law or how things would be. I did not know whether Mr. Ryan would get a summons, because I was innocent.

7975. Innocent of what? I do not know.

7976. Had you been guilty of any wickedness? I decline to answer. I have known Mr. Ryan for years.

7977. You saw Sergeant Vane about coming here on your summons? Never spoke to him, sir.

7978. Did not you ask him? Never spoke to him.

7979. Did not you ask him whether Mr. Dacey could compel you to come here and give evidence? Never. I have never breathed it to a soul but my own heart, and nobody knows it but my God above me.

7980. Did not Sergeant Vane tell you that you could snap your fingers at Mr. Dacey and that you need not come? Never did. Ask the gentleman yourself. He lives in my neighbourhood.

7981. Have you spoken to him since you were served with the summons? No, sir, I have not.

7982. Did you ever tell anybody you did? No; I have not.

7983. That you need not come here for all the Daceys in the world? I did not know this gentleman's name [*indicating Mr. Dacey*]. I did ask him if he was a reporter for the *Truth*. He had plenty to say.

7984. *Mr. Bull.*] Perhaps my friend will say what the misconduct that he complains of against Quelch is.

7985. *Mr. Abigail.*] The misconduct is this:—My charge under instructions was that, without rhyme or reason, he got over the fence of this hotel, got through the back way into the hotel simply because he saw this lady with Mr. Ryan in the dining-room near a sofa: that he took this woman up then to the station and that he endeavoured to lay a charge against her, leaving her outside on a form.

7986. *His Worship.*] A charge of what? I do not know. The officer-in-charge refused to take a charge, and he then said, "I will take her home just to see where she lives."

Witness: That is false. Mr. Quelch knows all belonging to me. I live in George-street. He knows that I am a respectable woman.

7987. *Mr. Abigail.*] We say first that he had no right to break and enter this hotel; and we further say that this woman was falsely arrested, and wrongly arrested, by him, and then we want to draw certain inferences.

7988. *His Worship.*] It is for her to complain if she was wrongly arrested.

7989. *Mr. Abigail.*] We can complain too.

7990. *Mr. Bull.*] Will your Worship kindly look at this entry in this book [*Exhibit No. 35*] "At 5:30 a.m. Senior-constable Quelch brought to the station a woman named Ann Brown, of Pitt-street, Waterloo, found in the parlour of the "Salutation Hotel," where she had been detained by the licensee for an immoral purpose. The back of the hotel was open, and a light outside of the front door burning all night. Senior-constable entered with Constables Edward and Castle and found the licensee having connection with the woman in the parlour.—S. C. Quelch. 30/7/95 (page 82, rough book). Attended to. Constable Jackson for inquiry and report. This woman is married and living with her husband at above address."

Witness: Mr. Quelch acted as a gentleman. He told me I ought to have known better. That is over two years ago.

7991. *Mr. Bull.*] Certain things were reported to Quelch by one of the officers. Quelch, with that officer and another, went to the hotel, found the back gate open, and saw the whole place lit up—in fact, the licensee was so amorous that he had forgotten all about his lights.

Witness: Yes he did.

7992. *Mr. Bull.*] And the three policemen on entering made certain observations. The woman, there is not the slightest doubt, was taken out of the place for her own personal protection.

7993. *Mr. Abigail.*] I am submitting this that even if he saw the licensee in the position described he had no right to enter the hotel.

7994. *Mr. Bull.*] Was not the gravamen of this charge that not only did Quelch prevent this woman doing something, but that on the way back he made improper overtures to her. Quelch has never had any conversation with this woman about it? [*Witness*]: He never has. As far as I know my husband knows nothing about it.

7995. *Mr. Abigail.*] Your husband knows all about it? He would kill me dead if he did.

7996. It is because this woman has talked about these things in her cups, that it has got to other people's ears, and is reported to me, and I get my instructions the way I do. But, apart from that, we are not charging him with surprising these two in some act of wickedness, but we say that, even if he saw this, he had no right to force an entry into this hotel.

7997. *His Worship.*] It is for the licensee to complain. The book there shows that the hotel was open.

7998. *Mr. Bull.*] You heard a question put to you by Mr. Abigail; I ask you to think seriously over this, and say whether there is an atom of foundation for any such thing; he asked you whether, on the way from the hotel to the lock-up, Quelch had said to you, "Now, I will let you go if you will give me what you promised Ryan"? No, sir. I swear it solemnly; so help my God.

7999. Did he take you into the lock-up at all? No, sir.

8000. Did not he ask you to sit down on a seat in the yard? Yes, sir.

8001. Did not he ask you to wait there until the relief, and then he would see you down as far as your place? No, sir. He told me to hurry up the street; to walk quicker to get away before we met those men.

- Mrs. A. Brown.
16 Nov., 1897.
8002. Had you any idea in your mind except this—that what Quelch was doing he was doing in your own protection? I did not know what to think. I did not know what I was going to be done with.
8003. Is it a fact that the place was lit up? Yes.
8004. In fact, Ryan had forgotten about the lights? Yes. I made an attempt to come out, and it was raining, about 1 o'clock, and I saw a fair policeman, and I went in and said, "Jim, you have not put out your lights, and it is raining; I will not go. I must have a shake-down, and get away early in the morning."
8005. You had been drinking there? Yes, sir, I had. It is more to my shame to say so.
8006. Have you been upbraided by your husband for any allegation of misconduct on that night until now? No, sir; he would not live with me again.
8007. Is it not a fact that so far as you know at present your husband has no knowledge of your misconduct? No, sir.

Constable G. H. Edwards was recalled:—

- Constable G. H. Edwards.
16 Nov., 1897.
8008. *Mr. Abigail.*] Out of compassion for this unfortunate who is bound to be affected if this is printed, I will be willing to have this expunged from the records if Mr. Bull can show me officially that Quelch had a right to be there, and a right to be legged up over the fence at the back of the hotel.
8009. *Mr. Bull.*] We can only explain our conduct by evidence. I will show that there was no such thing as being legged up, and that the place was open and they walked in.
8010. *Mr. Abigail* (to witness.)] You were in company with Senior-constable Quelch and Constable Castles on the night of July, 1895, at the "Salutation Hotel"? Yes.
8011. About what time? I think it was about 4:30 in the morning.
8012. Were you on duty? Yes.
8013. It was part of your beat? Yes.
8014. Where did you meet Quelch? I met him outside this hotel.
8015. Then he was outside when you came up? No. I was standing there, and he walked down the road.
8016. Where did you meet Castles? Castles came down after we were together.
8017. Now, what was done when Quelch got down there? I drew Quelch's attention to the fact that there was something going on inside, and that there were evidently drinks being served. I had heard the clinking of glasses and so on, and on two or three occasions Mrs. Brown was trying to come out, and when she saw me she went back. I also heard groans inside the hotel.
8018. Sighs? Something I thought to be groans, and sounded like groans, and the lamp outside was alight, and the light in the bar was alight and we discovered that a part of the window was broken, and the Venetian blinds were also broken, and we went and looked through it, but we did not see anything, but we heard groans again, or some sounds representing groans; and Quelch said to me, "You had better give me a leg over the fence. I will see what it is." I went to the lane there and gave Quelch a leg up, and he got over, and Castles came down while we were at the window, and he remarked something to the effect that there was something cronk there, and he had been watching as well.
8019. Did you tell Quelch it was Mrs. Brown? No; I did not know who it was.
8020. Did he see her? Yes, inside.
8021. Before he got a leg over? No.
8022. When you legged him over the fence, how did you get in? He undid the side gate.
8023. And you got in that way? Yes.
8024. You and Castles went through to the back? Yes.
8025. And got in through the kitchen? The back door was open.
8026. That is the kitchen door? Yes.
8027. You walked right through to the bar parlour? Yes; and when I got there I struck a match according to instructions from Quelch, and upon striking the match the licensee was in the act of buttoning his trousers up, and the woman was on the sofa with her clothes partly down as if they were pulled up in a hurry.
8028. You went in under instructions from your superior officer? Yes.
8029. Simply because you thought there was drinking there? I did not know what there was.
8030. Did not you go in for that reason? Partly.
8031. You know that none of you were authorised to go in there, do you not? We did not know what the matter was inside. The man—the publican—was a widower, I believe.
8032. You had seen him and the woman there, and you had seen some act of indecency;—did you not say so? Apparently. It was suspicious.
8033. You saw sufficient to make you believe that there was about to be an act of indecency? Yes.
8034. *His Worship.*] Was it a public part of the hotel? It was the parlour.
8035. *Mr. Abigail.*] The parlour down Retreat-street? Yes.
8036. But before you legged Quelch over you told him that a woman was there? Yes. I did not say "Mrs. Brown."
8037. And with the licensee? I do not know whether I said "with the licensee."
8038. Or publican;—you told him that there was something suspicious going on there in the shape of indecency? No; I do not think I did.
8039. Did not you say, "There is something going on in here"? Yes, I did.
8040. What did you mean by that? I heard the clinking of glasses and some noises representing groaning.
8041. You did not connect the groaning and clinking of glasses with drinking in prohibited hours? They were both at different times.
8042. Why did not you knock at the front door or knock at the bar-parlour door? I did not know that it was necessary to do that.
8043. Would not that have been an easier way of getting in? Yes.
8044. Would it not have been the best possible way of attracting the attention of those inside, knocking at the very door of the room in which they were? Yes; but that would put them on their guard, and we would not have seen anything if we had done that.
8045. When you got inside what was done? Quelch said something to the publican to the effect that it would be reported to Mr. Lawless, and I believe it was entered in the book. He took the woman, to the best

- best of my belief, and Castles and I walked a part of the way up with him, but when we got to Raglan-street we hung back because we were a bit too soon to go up. We went towards George-street.
8046. What did he do then? He went up to the station.
8047. Was that the shortest way to the station? Yes.
8048. Would that be past Mrs. Brown's house? Towards Mrs. Brown's house.
8049. Did you see him go into the station? I think he took us off that morning.
8050. Did you know whether any charge had been laid against this woman? There was no charge laid; I know for a fact, because I was going to lay hold of the woman, but he said, "Don't lay hold of the woman, because there is no charge against her."
8051. She went with him? Yes; they walked along together.
8052. Did you two constables walk along the same way, behind them or with them? With them as far as Raglan-street.
8053. There was no doubt the woman was in custody? No; she was not in custody.
8054. Why should she be taken to the station? I do not know whether she was or not. It is only what I hear.
8055. If she were taken to the station and a complaint entered up in the rough book, or a report made, would not you assume that she was in custody? No, I would not. There are complaints laid in books up there, but no one is in custody at the same time.
8056. If she was not in custody or under arrest, why should she be taken to the police station? I do not know that she was.
8057. Assuming that she was taken there, why should she be taken there if not in custody? I do not know.
8058. *Mr. Bull.*] I suppose there was quite enough indication to you on the outside of that place to lead you to suppose that it was certainly not closed to business? Well, I heard glasses going in the bar.
8059. Did you not hear more than that? I heard bottles popping, and so on.
8060. How long had you been near the house? I had been there on two or three different occasions when I had been round on my beat.
8061. Each time did you hear the noise of glasses? Yes.
8062. Did you hear corks pop, as if drawn from bottles? On one or two occasions.
8063. Did you hear people talking inside—a man's voice and a woman's voice? Yes; but I could not make out what they were saying.
8064. And when Quelch came down, he really came down on his business and duty as a senior-constable to you on the beat? Yes.
8065. And then you reported what you had seen? Yes.
8066. Do you remember that Castles was there? Yes.
8067. Do you remember his saying in your presence and Quelch's that he had also been watching the house? Yes.
8068. Do you remember his describing what he had seen and heard? I do not remember that.
8069. Saying that he had heard noises in the house, and the lamps were kept alight all night? Yes.
8070. Did these groans indicate anything to you—that a person was in some distress or trouble? I would not say they were groans. They were like groans.
8071. Did you want to find out the meaning of them? If I heard anyone in the road groaning like that, I should certainly go and see what was the matter with them.
8072. Did you tell anybody that Quelch had made improper overtures to this woman? No; I did not.
8073. Did you tell anybody that as he walked along the road he asked her to let him have what she had already promised Ryan? No.
8074. You have not made a statement of the circumstances to anybody, have you? No.
8075. *Mr. Abigail.*] Before you gave Quelch a leg up over the back gate, did not you suspect that an act of immorality was being committed? No.
8076. Did Quelch, from what he had seen? No; I do not think so.
8077. *His Worship.*] I presume you thought that drinking was going on in the hotel—that the law was being disobeyed in that hotel? Yes.
8078. *Mr. Bull.*] And something else, because if he had heard the same groans in the street anywhere, it would have been his first business to go and see what caused them.

Constable
G. H.
Edwards.
16 Nov., 1897.

Constable Nicholas Moore was recalled:—

8079. *Mr. Abigail.*] You were the officer-in-charge of the station in July, 1895? Yes; I was on reserve duty.
8080. On the 30th July? Yes.
8081. Did Quelch bring Mrs. Brown to the station in the early hours of the morning? Between 4 and 5, Senior-Constable Quelch brought the woman to the station.
8082. Just tell us what he said? He stated that in passing the "Salutation Hotel" he saw a light, and that, on looking through the window, he saw this woman, and the publican with the woman having connection with her. He said he turned her out, and he said he had brought her up to the station. I suggested that there was no charge against the woman for it, and he told her to sit outside, and he dictated that entry in the book.
8083. *Mr. Abigail.*] I will put this in. Page 82 of the rough occurrence book. [*Exhibit No. 35.*]
Witness: In the ordinary way I should have called the sergeant, but there was no charge.
8084. *Mr. Abigail.*] Was it said that the senior-constable thought that they were drinking within prohibited hours? No; he said the place was lighted up, and he said he caught them in the act of having connection.
8085. The report says nothing about any suspicious circumstances—about drinking—does it? No; he did not say anything about drinking. This entry of mine is from his dictation.
8086. Did he really wish to lay a charge against this woman? No. He brought her to the station. Under the fact of him bringing her to the station I surmised that there might be some charge, and I drew his attention to the fact that there was nothing that the police could interfere with, so far as charging the woman, and he sat her down and told me, "I will see her home."
8087. Did he tell you he knew her? I could not say that.
8088. And then he left with her? Yes; he left with her.

Constable
N. Moore.
16 Nov., 1897.

- Constable N. Moore.
16 Nov., 1897.
8089. Did she ever make any complaint do you know about this? From hearsay, not directly.
8090. There was a good deal of talk in the neighbourhood about it? No; I heard it from the men in the station; one man in particular spoke to me.
8091. *Mr. Bull.*] Who was that? Constable Christison, on the next night when I was on duty, came to me and told me that she had made a complaint, and asked me was it a fact that this woman was brought up to the station. He said that he was on the beat and that she had complained.
8092. *His Worship.*] To him? To him.
8093. The woman had? Yes; the woman had to him.
8094. Did the constable say that a complaint was made at the time by her? Constable Christison said that the woman complained to him that Constable Quelch had made an improper proposal to her at her house, and asked me if it was a fact that she was brought to the station.
8095. That was afterwards? That was not the following day, but the day afterwards—almost twenty-four hours. I am off twenty-four hours. I might state that I have never mentioned this matter to Constable Christison since that date.
8096. Did you speak to Quelch about it? No. There was a considerable amount of talk in the police station. They were laughing at it, because it was an unusual entry. It is really not police duty in my opinion and in that of every one who read the report. The plain-clothes men were laughing about it. Of course, I did not take the blame in the matter. I may have said something to them at the time, that is all.
8097. *Mr. Bull.*] I suppose it would be a fair comment for the information of the Licensing Bench when the publican came for the renewal of his license. Would it not be necessary to have some report of that to verify the statement made by the police officer? There is a book for that purpose.
8098. Would it not be necessary? Certainly; I think so.
8099. In view of the fact that it is indisputable that the house was lit up as if during ordinary business hours, that there were corks being drawn, that glasses were jingling as if drinks were being served, and male and female voices were heard in the place, would not that indicate, at any rate to an officer who was doing public-house duty, that the house was being kept open for some purpose? Of course, I did not know about the popping of corks.
8100. You did not know that Edwards had made a complaint to Quelch before Quelch's entry into the place in this case? I did not.
8101. That would alter the position? It would not alter the position in bringing the woman to the station.
8102. Would it not be a necessary police duty to find out whether—the man being an unmarried man, that is, a widower; a woman being in the house who had come to the door on several occasions in the police officer's presence to get out, and had gone back again—would not that excite some suspicion in the minds of the police officers? I should certainly have put it in my book.
8103. And hearing groans of tribulation or some distress or something else? I do not know anything about that.
8104. Hearing all these things, I suppose you will concede at once it would be necessary for the policeman to do something? As the case was brought to me, there was nothing I could do. Senior-constable Quelch had the right to call the sergeant, and I did not see the necessity to call the sergeant up when there was nothing in the case.
8105. This woman was not brought to the lock-up? Yes.
8106. She was put in the yard? She was not arrested—not put in the lock-up. She was brought to the station.
8107. And you saw her sit down upon a seat in the yard? When I made the entry he ordered her to sit in the yard.
8108. And he said in your presence that he would see the woman home? He did.
8109. Up till that time that woman made no complaint of any immoral proposition by Quelch? I never saw the woman from that day to this.
8110. Up to that time she did not make a complaint? No.
8111. Did you notice whether she was sober or under the influence of liquor? She was sober.
8112. She told us she had been drinking schnapps pretty well all night? She was sober. Had she been drunk I would have called the senior-constable's attention to it.
8113. As the woman's residence was known, if she had been drunk, as a matter of kindness, she would have been taken home? I believe, had she been drunk, she would have remained there.
8114. All this is necessary as a matter of observation in an application by the publican afterwards? All this would be recorded.
8115. *Mr. Abigail.*] But in the observation book? Yes.
8116. Not in this rough book? It may be. Anything and sundry goes in this rough book.
8117. Anything extraordinary like this, and only appertaining to publican's licenses, would be put in the observation book? All these things are first of all put in the rough book, and then they are drafted out into the Inspector's books.
8118. And this has never been drafted out? I do not know.
8119. *His Worship.*] Is the same publican keeping that house? No.
8120. *Mr. Bull.*] I am told it was not copied out because this man left very shortly after this occurrence. He sold out of the hotel. I suppose he did not care to face the music.

First-class Constable William John Castles was called and sworn:—

- First-class Constable W. J. Castles.
16 Nov., 1897.
8121. *His Worship.*] What is your name? William John Castles.
8122. What are you? First-class constable, stationed at No. 3, Darlington.
8123. *Mr. Abigail.*] You were stationed at Redfern in 1895? I was doing temporary duty there in 1895.
8124. Do you remember the morning of the 30th July, 1895? I do not.
8125. Did you go to the "Salutation Hotel" and meet Quelch and Edwards there one morning? Yes; I was coming on my beat. I saw Senior-constable Quelch and Edwards.
8126. What was done;—did you have your attention called to anything? I think it was the time before. I was looking through the window myself. I saw the publican feeling a woman about through the window. I went away, and next time I came back—that is, I suppose, it would be the next round—it might be after 3 o'clock, I went to have a look through the same window again, and Senior-constable Quelch and Constable Edwards were at the back gate.
- 8127.

First-class
Constable
W. J. Castles.
16 Nov., 1897.

8127. Did you tell them what you had seen? I think we all saw it.
8128. Did you tell them that you had seen it on the previous occasion? Yes; I think I did.
8129. Then what took place? It is a long time ago.
8130. Did you get inside? Yes, we went inside.
8131. How;—did Edwards leg Quelch over, and then did he open the back gate? They were inside the gate when I came.
8132. Did you all go inside? I went inside and looked through the window inside.
8133. Did you all look through the window inside? Yes.
8134. You could see nothing there? Yes; the indecent behaviour.
8135. When you went through the gate into the back yard you got round to the window of the same room? I think Senior-Constable Quelch went down and came through the bar, and we waited at the door, and we went into this parlour and saw a woman lying down on a couch and the publican standing over her.
8136. What did Quelch say? He told the publican it was very bad conduct, being the licensee of the hotel, and something about it would go against him at his license over it.
8137. Is that all? And then I think he told the woman to go out. The woman went out with Senior-Constable Quelch.
8138. Did he say, "Go out," or "You will have to come along with me"? I do not know.
8139. Did she go with him? Yes.
8140. Where to? Up towards the police station.
8141. Did you assume they were going to the police station? No, sir, I did not.
8142. You would not have gone into that hotel, seeing what you saw? Not by myself.
8143. Nor if you had a constable under your command then? It is hard to say.
8144. You know it is not your duty to go and enter into my house or anybody else's house, or licensed premises even if you saw anything like that? I would not venture by myself.
8145. You would not venture in company with anybody else, as a policeman, would you? If I had a non-commissioned officer with me I would go in.
8146. Do you not know it is not within the province of a constable to enter a house? Circumstances alter cases.
8147. *His Worship.*] Did what you saw lead you to suppose that the law was being broken by persons drinking in the house after hours? I did not hear any drinking going on, but the place was lit up. There was no light in the bar, but the room where this woman was lying on the couch was alight; in fact, he was feeling her.
8148. Did you think the house was open for the sale of liquor? No.
8149. Did you believe this supposed disorderly conduct was being carried on? There was no noise, but you could see through the window how this man and woman were behaving.
8150. *Mr. Abigail.*] You and the others went in there simply to tell the publican that you had seen this act of indecency? I never went in.
8151. That was what Quelch went in for? I would suppose so.
8152. You had not seen any breach of the Licensing Act? No.
8153. Or anything to suggest a breach of it, had you? No.
8154. Neither seen nor heard of it? No.
8155. You did not hear any popping of corks, did you? No.
8156. Or clinking of glasses? No. There was no drinking at all going on.
8157. *His Worship.*] Did you hear popping of corks? No.
8158. You came up last? Yes.
8159. *Mr. Bull.*] Quelch and Edwards were there when you came up? Yes; they were at the gateway.
8160. *Mr. Abigail.*] You refused to give Mr. Dacey a statement? I did.
8161. Did you give Quelch a statement? I never spoke to Quelch.
8162. But you gave it to Mr. Bull? Never, sir.
8163. He informs me that he got a statement of yours. Will you swear that you have not dictated, or by any other means, supplied or furnished to Mr. Bull, or somebody for either Quelch or Mr. Bull, a statement of your evidence? I will swear it. I never spoke to Senior-constable Quelch or Mr. Bull on this case; and Mr. Dacey asked me for a statement and I said, "No; if you want a statement of me, put it through the proper channel."
8164. And you have not spoken to anybody else? No.
8165. Do you know that Constable Edwards has? I do not know what the constable has done.
8166. *Mr. Bull.*] As a fact, Edwards was there with Quelch when you came up? When I came up, I was looking through the window, and Senior-constable Quelch said, "Sh, sh! hold your noise." The two were then at the gate.
8167. Do you know that at the time Edwards came up there was a light in the bar? I could not say.
8168. If there had been a light in the bar when Edwards came up, it was put out when you got there? It was put out when I got there.
8169. What portion of the place was lit up? In the back parlour in Retreat-street.
8170. Had you been doing duty in the immediate vicinity of that house at any time before you saw Quelch during the same night? Yes.
8171. You were not with Edwards? No. I may have spoken to him.
8172. So if Edwards says he saw and heard certain things, you were not there at that time? No; I was there at 1 o'clock, and then afterwards.
8173. *Mr. Abigail.*] Was the place lit up at 1 o'clock? No.
8174. And it was not lit up in the bar when you came in? There was only the light in the back parlour; that was all the light I saw. By standing on the window-sill you could look in and see this man and woman.
8175. You had actually to stand on the window-sill? You might not know whether it was not a burglar in the house.
8176. *Mr. Bull.*] Did you hear any groaning? No.
8177. *His Worship.*] In view of Moore's evidence, I think Constable Christison should be called.

[At 6 p.m. the Commission was adjourned until 2 p.m. next day.]

WEDNESDAY,

WEDNESDAY, 17 NOVEMBER, 1897.

[The Commission resumed its sittings at 2 p.m., at the Central Police Court.]

Present:—

WHITTINGDALE JOHNSON, Esq., S.M. (SOLE COMMISSIONER).

J. R. Dacey, Esq., M.L.A. ; Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared in support of the charges on behalf of Mr. J. R. Dacey, M.L.A. ;
Mr. C. Bull, M.L.A., solicitor, appeared to defend Senior-constable Quelch.

Charge No. 12—continued.

Constable J. Christison was recalled:—

- Constable J. Christison.
17 Nov., 1897.
8178. *Mr. Abigail.*] Just take your recollection back to July, 1895? I would not be positive of the date.
8179. Did you receive a complaint from a Mrs. Brown? Well, I do not know that it was a complaint, but it was a conversation.
8180. Did you have a conversation? I had.
8181. Just tell His Worship what it was? I had heard something previous to this, and I know this woman, have known her for years, and I met her one day in Raglan-street, Waterloo. So she said, "I suppose you heard all about it," and I said, "What do you refer to." "Oh!" she said, "You know the other morning when I was taken out of the public-house."
8182. *Mr. Bull.*] Of course I have objected already to any conversation said to have been had behind Quelch's back, but I understand that Your Worship is desirous that this witness should be called.
8183. *His Worship.*] I do not see how I can object to this being taken.
8184. *Mr. Abigail.*] This is an inquiry, not an ordinary Court.
8185. *His Worship.*] I will take it for what it is worth.
8186. *Mr. Abigail.*] *To witness:* Go on? From that I knew what she meant, because I had heard something before that. She then proceeded to tell me how Constable Quelch had taken her out of Mr. Ryan's public house down at the toll-bar, and brought her up to the station; she said she did not know for what. She said she had done no wrong. She had simply slept there for the night, and she said, "On the way coming to the station he made indecent proposals to me." Those are the words she used, or words similar to them.
8187. *His Worship.*] Something to that effect? Something to that effect. That was the most of the conversation between her and me, but afterwards I asked Constable Moore if such was the case. I did not know that it was the case.
8188. *Mr. Bull.*] This I do object to.
8189. *Mr. Abigail.*] You cannot, for the same reason. This is an inquiry.
8190. *His Worship.*] Constable Moore only knows that he went with the woman to the station. *To witness:* There was no information given you as to what Quelch said? No. Only that he made indecent proposals. I afterwards asked Moore if that was correct that this woman had been brought to the station that morning.
8191. *Mr. Abigail.*] You did not speak to Quelch about it? I did not. In fact, I was not on Senior-constable Quelch's relief at all.
8192. Was this occurrence the subject of considerable remark at the station? Well, it was, amongst the men.
8193. *Mr. Bull.*] I object.
8194. *Mr. Abigail.*] Could it have failed to have reached the ears of Senior-constable Quelch? Well, I could not say. Of course I never mentioned it to him.
8195. Do you think it would have been probable that he would have heard it? I think so.
8196. Did he speak to you about it? He did not.
8197. *His Worship.*] You never mentioned it to him, and he never spoke to you? No.
8198. I do not think this throws much light on the matter.
8199. *Mr. Bull.*] I object to it.
8200. *Mr. Abigail.*] If you put any more of these absurd objections to me I will walk out. *To His Worship:* I only called this man in deference to what your Worship said, and further, to show that the epithet urged against me yesterday, that I was cruel, was not justified, because your Worship can see I have had to go on instructions which went to show that this woman had actually made a complaint. Of course, now, for the poor unfortunate woman's own sake, she cannot call in question her own chastity. She can only come in here and deny it.
8201. *His Worship.*] It only goes to show the woman is a liar both ways.
8202. *Mr. Bull.*] Did this woman, in conversation with you, say that Ryan had criminal intercourse with her? She did not; in fact, I never asked the question.
8203. Are you a married man? I am.
8204. You were not inquisitive enough to go so far as that? Not on that occasion.
8205. Nor on any other? No.
8206. You know Constable Moore? I do.
8207. Were you in conversation with him last night? I was; in fact, that was the first intimation I had that I had to come down here.
8208. Did Moore tell you that she had actually admitted here that she had misconducted herself with Ryan in the hotel? He did not.
8209. What did he tell you? He told me that I would be required down to-day on this case of Mrs. Brown's.
8210. Did you ever tell Quelch that this woman, drunk or sober, had made an accusation that he had made improper overtures to her? I did not.
8211. Did you make any official or other report in writing of any such statement made by the woman? I did not.
8212. And when was this? Well, about a couple of years ago or over.
8213. A couple of what? A couple of years or over.
8214. Is that your recollection? I do not remember the occurrence exactly. 8215.

8215. Was the woman drunk or sober at the time that she made this revelation? She appeared to be sober. Constable J. Christison.
8216. *His Worship.*] Did you tell her her proper place to make a complaint was at the police station? Well, your Worship, it was hardly a complaint—it was only a matter of conversation that she told me this; but I made it my business to ask Constable Moore if ever such a thing had occurred, as I had heard something of it, you know. 17 Nov., 1897.
8217. Of course he knew nothing? He told me that Senior-constable Quelch had brought her up there.
8218. *Mr. Bull.*] A funny thing for an officer to do who had made an improper overture to a woman, to bring her straight to the lock-up, where she might tell something.
8219. *Mr. Abigail.*] But it is not a peculiar thing for the woman to attempt to hide her peccadillo.
8220. *His Worship.*] Now you are lapsing into deductions—I have to deal with those.

Constable Edmund Hill was recalled:—

8221. *Mr. Abigail.*] You know Mrs. Annie Brown? Yes; I have known her for some years. Constable E. Hill.
8222. Did she have a conversation with you in July, 1895, or lately? Lately, yes.
8223. With reference to Senior-constable Quelch? Yes. 17 Nov., 1897.
8224. And the "Salutation Hotel"? Yes.
8225. Tell His Worship what the conversation was. I do not know what it is your Worship? This woman has lived near me for some years, and has frequently spoken about this affair.
8226. *His Worship.*] Spoken about what? About the "Salutation Hotel" trouble, and amongst other things she told me that when Senior-constable Quelch took her home from the police station after taking her up there from the hotel she said he said, "Now, you ought to let me have what you were going to let Mr. Ryan have."
8227. Then did she deny to you that she had had any connection with Ryan? I never asked her about that.
8228. *Mr. Bull.*] That would not interest this officer.
- Witness:* I told her I considered it a very cowardly thing for him to do to take her up to the police station when he had no charge. I might mention that for about seven years we have been neighbours, within a few doors.
8229. *Mr. Bull.*] You have never made such an overture to her? No; and I have never been charged with anything of the kind since I have been a married man.
8230. And you know that Quelch has not either up till now? I do not know anything about it.
8231. You are a happy lot up at Redfern, a beautiful lot.
8232. *Mr. Abigail.*] I have got an expression of opinion now from my friend which justifies my diatribe.
8233. *Mr. Bull.*] Did Mr. Dacey see you last night? Not last night.
8234. Monday night? I am not quite certain. I saw him to-day.
8235. What a wonderful recollection you have. Tell us how long ago this conversation took place. How long do you say it is since Mrs. Brown imparted this solemn accusation? She did not seem to think it was very solemn. She was laughing about it.
8236. How long ago? Just about two months ago. I was talking to Mrs. Brown last night.
8237. I have no doubt if you have an opportunity you will talk to her every night. When was it that Mr. Dacey was speaking to you this week? To-day.
8238. At 10 o'clock on Monday night did you see Mr. Dacey? Yes; either Monday or Tuesday.
8239. Which was it;—don't you see how glib you are as to a matter of conversation of months ago; you spit it out as if it came naturally from your stomach? I see Mr. Dacey almost every day.
8240. I ask you whether you saw him on Monday night? I saw him on Tuesday night as I was coming to the station.
8241. Was Tuesday night last night? It has gone out of my head what to-day is.
8242. *His Worship.*] Did you mention this to Quelch or anybody else? What.
8243. What the woman had said? It has been common talk amongst all the men at the station about this.
8244. How long? For a long time past.
8245. On account of what the woman said? Yes; I heard long ago that she complained the night after to Constable Christison. It was spoken about at the time, and has been commonly spoken about.
8246. *Mr. Bull.*] You say that she said that Quelch made an improper overture to her? When she got to her gate.
8247. You never took the trouble to ascertain whether her husband was in the house at the time? I do not know, but I believe she mentioned it.
8248. Her mother also? No.
8249. Do you think it a probable circumstance that a constable taking a woman home to her house would make that overture? It is hard to say what some men would do.
8250. You mean it is hard to say what Quelch would do;—that is what you mean? Yes.
8251. And that, of course, shows your disinterestedness in this proceeding? I consider I have some interest in this—I have my word at stake. He denies what I say.
8252. *His Worship.*] Had you heard at that time that she had had connection with Ryan? Yes.
8253. *Mr. Bull.*] Who told you that? The first time I had actual proof of it Senior-constable Dukes was in the station, and someone remarked one day, and was laughing over the book, and he said "Look at that," and showed me the entry in the book.
8254. *Mr. Abigail.*] There are some jocular remarks in the book there.
8255. *Mr. Bull.*] "Attended to by Jackson."
8256. *Mr. Abigail.*] That is a joke at Jackson's expense.
8257. *Mr. Bull.*] "Attended to. Constable Jackson for inquiry and report. This woman is married and living with her husband at above address." *To witness:* How many times might you have had a conversation with this woman? A great number of times—we have been neighbours for seven years.
8258. You never knew she had lent herself to Ryan on this night? I believed she had. I had no proof. I know she drinks.
8259. Is that the opinion that you have of the woman—that she is a woman who lends herself? I do not know that it is fair for me to answer that.
8260. You said you believed she had lent herself to Ryan that night; and then I choose to ask another question? Your Worship, I ask whether I am obliged to answer that. I am sorry I said what I did before. 8261.

- Constable E. Hill.
17 Nov., 1897.
8261. Very well, I will take it that way;—do you happen to know that the woman absolutely swore yesterday, in answer to my friend, that she had never told a soul, nor was it a fact that Quelch had ever made an improper overture to her? Yes, I was told so.
8262. Were you not told also that she admitted yesterday that she had, as a fact, had improper intercourse with Ryan on that same morning? I was not told that she had admitted it yesterday. I was told she admitted it before yesterday.
8263. But not that she had sworn here distinctly yesterday? No.
8264. Are you surprised to know that she said here yesterday, on oath, that neither her husband nor anybody belonging to her had ever got from her an admission of such misconduct on her part; and that even yesterday the woman broke down in her anxiety lest it might be carried out of this place;—do you know that? No.
8265. Then do not be the first to go and tell Brown? I am not likely to.
His Worship: I am afraid he will find out somehow or other.
8266. *Mr. Bull.*] Are not these things matters of conversation with you every half hour in the barracks? No doubt.
8267. *Mr. Abigail.*] Is there any justification in my friend's insinuation that you require an admonition from him not to go and tell Brown? I have never been accused of a cowardly act in my life, and it would be most cowardly to do that.
8268. Is he justified in the insinuation that you would, in all probability, be one of the first to tell Mr. Brown? No.
8269. *Mr. Bull.*] Do you know, as a fact, that this woman is related to Quelch? Yes; she told me so herself.
8270. *Mr. Abigail.*] Do you know that a messenger was sent from Senior-constable Quelch's house this morning to Mrs. Brown? I was told so.
- 8271.] *His Worship.*] Do you know it of your own knowledge? No. I was told he was round there this morning; somebody called at my house this morning and told me.

Senior-constable William Edward Quelch was recalled:—

- Senior-constable W. E. Quelch.
17 Nov., 1897.
8272. *Mr. Bull.*] You know the "Salutation Inn"? I do, well.
8273. And you remember that it was kept by a man named Ryan? I do.
8274. And that he was keeping it in July, 1895? Yes; July 30th, he was the licensee of that hotel.
8275. Do you remember being outside the hotel on the morning of the 30th with Constables Edwards and Castles? It was my duty, as senior-constable on that section, to visit the constable on the outlying district at half-past 4—that was Edwards.
8276. And, on that morning, did you meet Edwards in the vicinity of this hotel? I went down to the Waterloo Terminus, and met him at the corner of Retreat-street and Botany-road.
8277. Did he make some report to you? When I got to the hotel I found the lamp outside was alight and a glimmer of light in the bar. Constable Edwards said, "Each time through the night since 11 o'clock, senior, that I have come here I have heard voices and the jingling of glasses and the popping of corks, as if trade was being done." I said, "In what direction did you hear the noise?" He said, pointing to it, "That parlour there." That would be the public parlour in Retreat-street. I went to the parlour window where the constable directed me. I found that the upper portion of the glass of the lower sash, the upper corner, was broken and the cordage of the venetian-blinds was broken and the venetians hanging down. I looked through the particular space which the constable had looked through, in the direction of the parlour, which was in total darkness. I could see nothing. At the same time I listened. I heard groaning sounds. I said to the constable, "There is someone groaning inside." I said, "Have you seen anybody about the hotel lately?" "Well," he said, "I did see a woman making to come out of the hotel, but when she saw me she went back again." I think he said, "once or twice," that he had seen her. I said, "The licensee is a widower, of this hotel." I said, "What can the groaning sound be?" We listened, and still we heard the groaning sound and could see no form of any person. Seeing that the observations were brought under notice by the subordinate officer, and in case the licensee should be in any critical condition wanting assistance, I decided that I would go into the hotel and see what was wrong. At that time Constable Castle came up, which made two subordinate officers present. Constable Castle said, "I have been watching this hotel, senior, each time I have come down," and I think his actual words were, "I think there is something cronk here." I said, "Yes; I have just decided to see what it is in case any assistance is wanted." With the assistance of Edwards I got over the fence and opened the gate, and the two constables walked in through the gate. The doors at the back, all the back premises of the hotel were open. We walked through the hotel, through the bar, and when we got to the parlour door Constable Edwards struck a match. Then the licensee was just in the act of getting from the female, buttoning up his trousers. The female was lying on a couch, or something, in the back, with her clothes partly up, and I said to the licensee, "What's this, Mr. Ryan?" and he did not make any answer, and looked at the woman and the woman looked at the man, the licensee. I said, "Who is this person you have here?" I did not recognise her at the time. He said—the words, I think, were, "A friend of mine." I said, "Does she belong here?" and she said "No"; and I said, "She had better be getting home, then." The female left the hotel then, and we afterwards went out of the hotel. The licensee, I believe, then put the lights out.
8278. Was there a light in the bar at that time? The light was alight in the bar, but turned down; but in the parlour there was no light. It was total darkness; you could not see anything.
8279. Where he and the woman were? Where he and the woman were. We all left the hotel. I told the licensee that I should make a report of the circumstances, and that I should bring it under the notice of Inspector Lawless, as it was a serious complaint, he being the licensee of the hotel and using his public house for that purpose. I walked alongside the woman. I asked her to come to the station, and she said she would. I then recognised who it was. I went up to the station. I asked her to sit down on the form in the yard in the police station while I went inside and got the entry made in the book. I then said, "I will see you down as far as you live." I saw her down to Phillip-street, to the back entrance where you go into her house. There is a back entrance turns off Phillip-street. As soon as she got there she went in. Her mother was residing there and her brothers.
8280. And her husband? And her husband.

8281.

8281. You recognised her after you came out of the hotel as Mrs. Brown? I recognised her after I came out of the hotel as Mrs. Brown. Although I knew the person referred to I have never had any conversation with her with reference to anything. She thanked me as she was going away for being so kind to her, and told me that she had wanted to get out of the hotel before, but the licensee would not let her go. I mentioned the fact to my inspector, and he told me to keep it in my memory for the annual Licensing Court. Shortly after that the licensee transferred his license.

Senior-
constable
W. E. Quelch.
17 Nov., 1897.

8282. And he has ceased to be the licensee of the hotel for some time? Yes.

8283. Is he, to your knowledge, holding a license anywhere now? No; from that to this until yesterday, when I went to the Superintendent's office, I had never opened my lips to utter one solid word to that woman from that day until she got up from the seat as I was passing her, and asked me what she was called for. I told her I believed she was called over some hotel case, and by Mr. Dacey, and that is all.

8284. On your way from the hotel to the lock-up, or on your way from the lock-up down seeing her home, was any improper overture made use of by you? Not a syllable.

8285. Was any such thing in your mind? Not a syllable; especially such a person as that.

8286. You would realise that she was lending herself to the hotel-keeper? Most decidedly.

8287. There is no doubt about that? She admitted it to me.

8288. And the police information enabled you to know that she had been there some hours? Yes; she frankly admitted and told me she ought to be ashamed of herself, especially when she found out it was I.

8289. Is there an atom of truth in that statement, made by anybody, that on the way down to the lock-up, or on the way to her home, you said this to her, "Now, I want you to give me what you promised Ryan";—did any such word leave your lips? No; not a word of it. It was broad daylight. At 5:30 a.m. my entry was made. The thoroughfares were full of people. It was broad daylight.

8290. *His Worship.*] That would not prevent your speaking to her? No.

8291. *Mr. Bull.*] "Now let me have what you promised Ryan," meaning that he was there and then to bustle her in the street;—was any such thing on your mind? No such thing ever happened.

8292. Have you ever shown any amorous disposition to this woman? Never in my life. By marriage I have been brought into connection with the family, but I have never had a word to say to the woman, and other relations I have nothing to do with, and to this day they never visit my place, and I never go to their place.

8293. And now you say that after conversation with those two officers, you decided to enter? I did; I know what the result would be if it had been found in the morning that the publican was dead or seriously ill, and it had been brought under my notice. I naturally thought it might have been the licensee, seeing it was an unusual thing for the lamp to be left alight all night, and the light in the bar alight, and to hear the groaning noise; I naturally fancied that the licensee might have been ill and wanted assistance.

8294. Did you anticipate finding him having intercourse with anybody? Not in the slightest. Never dreamt of such a thing.

8295. And there is no doubt that the light which was exhibited inside to enable you to see what was going on was a match struck by Edwards? That is all.

8296. You heard him called yesterday? Yes.

8297. You heard him swear that he struck a match? Yes.

8298. Who was in the office when you made that entry? Constable Moore.

8299. Did Moore give you any advice as to what you were to do, or what was to be done, or as to any charge which you either insinuated or intended to make against this woman? It is not likely I would take any advice from him.

8300. Did he give you any advice? Not in the least.

8301. *His Worship.*] Why did you take her round by the police station;—was that the shortest route? No. She lives up in Pitt-street, and going up to the station you would have to turn to the right and go up to Pitt-street, and, seeing that I had gone so far, I asked her to go to the station while I made an entry to show that I had done my duty to the extreme, because the two constables followed me all the way, and it was rather early for them to work up to the station, and they said, "We had better hang behind, senior." I said, "Yes, I will take her up and get the entry made, and then I will see her home safely."

8302. *Mr. Bull.*] You heard Edwards say yesterday that they found it was rather early to go on, and that they hung back, letting you go on to the station with the woman? Yes.

8303. Did you ever hear those conversations which Hill has spoken about; and has anybody chaffed you in the station, for instance? I have never heard a word there with reference to that until it came from the lips of Constables Christison and Hill.

8304. When? To-day.

8305. You have not been present, at any rate, when this jocularly went on in the station? Never heard a word of it. I have not been present when that went on in the station.

8306. And whether it was a mere matter of jocularly and joking between Hill and his comrades, you have not been present? Not at all. They must have minutely searched the books to have given this information in all these instances. They could not get it from anybody but those in the station, and they must have secretly done it too, and there is never a man but would admit it, unless Mr. Dacey got outside with Rontgen rays and the books.

8307. *Mr. Abigail.*] I give your Worship my assurance that neither Mr. Dacey nor myself knew that that entry was in that book at all until yesterday. I did not call for it; your Worship remembers that Mr. Bull got it out, and I looked at it then and showed it to Mr. Dacey for the first time.

8308. *Mr. Bull.*] There is nobody accusing you of anything, but it is an absolute certainty that before these charges had been made that information had been got from that station by somebody, and from that book, and that is one of the things that Mr. Lawless thought fit to complain of.

Witness: It could not have been got from anybody else than the book. There were only so many officers interested.

8309. *Mr. Abigail.*] Why, if you did not arrest this woman, and if your own common sense told you that you had no charge upon which you could arrest her, why did you take her out of the ordinary way, past her own street up to the station, and keep her there until you had made the entry in the book, and then take her home, passing your own house to do it? I did that as other police officers have done thousands of times.

Senior-
constable
W. E. Quelch.
17 Nov., 1897.

8310. Did you do it as an act of charity? What charity was there in it? It was duty, not charity.
8311. Then it was your duty to take the woman all the way to the station, keep her waiting until you had made your entry in the book, and then take her home? Yes, my duty.
8312. How was it your duty? It was my duty as a public officer to take her to the station to show that I was frank in my duty.
8313. Why did you say at the hotel, "You will have to come along with me"? She had to come that way up to her home.
8314. You know what that means when a police officer in his regimentals says it;—you know what that phrase conveys to the ordinary mind—"You are under my arrest; you are in custody"? No. There is nothing in it. I think, on this occasion, I would not be positive, but I said to Constable Edwards, who was going to put his hands on her, I said, "Don't you put your hands on that woman, Edwards."
8315. Will you tell me this: What induced you to go into the hotel;—you see you have given us three different reasons; you say there was a glimmer of light in the bar, although Castles says there was none? Yes.
8316. You say there was a jingling of glasses, although Castles and Edwards were silent on that.
8317. *Mr. Bull.*] I object to my friend saying this. There is no such evidence by Edwards. He swears point blank there was.
8318. *His Worship.*] Quelch acted upon information given to him by the other constables? Yes.
8319. *Mr. Abigail.*] You did not hear the jingling of glasses yourself? No.
8320. Why did you go to this particular spot, you said, "I looked through this particular place"—that was where there was a peculiar corner of the glass, which was broken, and a peculiar corner of the blind, which was broken;—why did you look through there, as it was dark, and you could not see? I did not say I looked through the peculiar corner. I said I looked through the upper portion of the lower sash, which was broken, and the webbing of the Venetian blind was broken. You could look through. You could see that the bar was lit up, but in a dim light, and that the parlour was in total darkness.
8321. You have said you looked through, and the place was in total darkness? Yes.
8322. What attracted your attention to this particular place, where the corner of the glass and the corner of the blind were both broken? Because the light from the bar was showing through that.
8323. The light from the bar shone through the room sufficiently to enable you to detect this spy-hole, and take advantage of it;—did it not show sufficient light through that to show what was going on? Not in the least.
8324. Would you be surprised if Edwards said he saw what was going on? I will swear that when Constable Edwards brought it under my notice the room was in total darkness; the bar was partly lit up—that is, that the gas was alight, but turned down; and that it was impossible to see with the ray of light then in the bar into this parlour whatsoever. When we got into the hotel we could not see until Constable Edwards struck a match.
8325. Which of the three reasons you have given was the actual reason which induced you to go into the hotel;—was it the suspicion that there was a breach of the Licensing Act being committed? No.
8326. Was it the suspicion that an act of indecency was being committed? There was no suspicion of any act of indecency on my part from start to finish.
8327. You swear that Edwards did not tell you? I never knew of any act of indecency until I got inside.
8328. Will you swear that Edwards did not tell you before you got into the hotel that an act of indecency was being committed? He never told me before we got into the hotel.
8329. Did you hear the groans that Edwards detected? I heard groans—that I heard myself.
8330. Groans on such an occasion are rather peculiar, are they not? I do not know; I am only telling you the facts.
8331. You will admit the peculiarity here that Edwards says they were groans and you say they were groans? It was a groaning sound as if some person was in trouble.
8332. You will admit, will you not, that if you had actually thought that business was being done in prohibited hours there, you yourself would have no power under the Licensing Act to have made an entrance into the hotel? I say myself if there had been an act of the law being broken then and the hotel was lighted up, I would not have entered.
8333. Can I now take it that you mean that you would have had no power to have done it? I would have had no power.
8334. Therefore, you having done it, are you not driven to the extremity of justifying that entry by saying that you heard groans? No.
8335. And is it not a fact that Edwards is sufficiently friendly to you and interested in this inquiry to corroborate you on the point of groans? There is the constable's evidence. He is not interested at all, or friendly. I will explain it.
8336. You are not here to explain, but to answer my questions? I decline to answer any more questions for you until I explain it.
8337. *Mr. Bull.*] Quite right too. Let him explain it.
8338. *His Worship.*] Let him explain it.
8339. *Mr. Abigail.*] Ever since my friend has been cross-examining my witnesses he has deliberately stopped them explaining. He has said, "Mr. Abigail will get it out."
8340. *Mr. Bull.*] That is an absolute untruth. I have always said "Very well. Explain it."
8341. *Mr. Abigail* (to witness).] What is your explanation? Constable Edwards has done his duty and he has told the truth. He reported certain facts to me, and it was my duty as his superior officer when it was again brought under my notice by another subordinate to do as I did.
8342. When Castles said to you, "I think, senior, there is something cronk here," did not you know that he meant to infer that a breach of the Act was being committed? No.
8343. Was not that your opinion? No; you could hear nothing with reference to glasses or anything at that time.
8344. When you went in did you see the woman? Not till Constable Edwards struck a match.
8345. Then you saw her? Yes.
8346. Then you had the place lighted up while you had a conversation? No.
8347. Did you go into the bar to see this peculiar glimmer? We had to pass through the bar to get to this parlour.
8348. Was there any light in the bar then? Yes.

Senior-
constable
W. E. Quelch.
17 Nov., 1897.

8349. Much of a light? Only a glimmer.
8350. When you went into the hotel did not you see the woman's face? No.
8351. Well, did you strike a light? No.
8352. Was there only one match struck? That is all.
8353. And yet, if you could not see the woman's face, you could see it was a woman lying down, with a part of her body exposed and her clothes up, and you could see the man in the act of getting away from the woman, to use your own choice language? After the match was struck.
8354. After the match was struck did not you see the woman's face? No.
8355. Although by the light of the match you could see all you have alleged you did see? The woman made every attempt to conceal her face.
8356. Did the other constables come into the room too? Yes.
8357. Did you hear Castles say that he and Edwards waited outside while you went in first and struck a match? No; we all went in together. I would not have gone in by myself.
8358. Can you give me an instance in your police experience where you have done anything similar to what you have alleged you did with this woman as a matter of duty? Yes.
8359. Did you ever take a woman to the station and then go home with her, passing your own house? I can give you an instance where I took a lad into the station.
8360. I mean a woman—a "female."
8361. *Mr. Bull.*] Give the instance you were going to.
8362. *Mr. Abigail.*] A "female"? I may have taken many.
8363. Can you remember one? I cannot. I can remember an instance, six months ago, where I took a lad into the station, an entry was made, I took him home to his house, and subsequently a prosecution took place, and the man was fined £3 over that same entry.
8364. You see at once the difference between male and female in a case like this? It is a difference you want to make.
8365. Do you not see the difference in the application of my question with regard to a female and a male, if not you must be dense? Yes, of course; and so would you be if you did not see it too.
8366. Do you say that you never heard any of the rumours about the station about the "Salutation Hotel"? Never a word.
8367. And that you did not know that this matter was the subject of comment and chat and talk and gossip in the station? Never a word.
8368. Dukes is a friend of yours? Yes.
8369. A personal friend? He is a friend.
8370. You are frequently with him? No.
8371. You were at that time? No, never.
8372. At any rate, you would see him every day? No; I might not see him perhaps for a week.
8373. Do you mean to say he never spoke to you about it? Never; he is like myself.
8374. What is that, one of the favoured ones? No.
8375. What is he? One of the unfortunates; one of *Truth's* criminals. They have just gone through Dukes, and they are going through me now.
8376. They will find you harder than Dukes? With the assistance, perhaps, of Mr. Abigail.
8377. Do you mean to say that Moore is telling an untruth, when he says that you asked what charge you could put against this woman? I deliberately say he is telling a wilful untruth.
8378. A wilful lie? Yes. His own common sense would tell him that. If I had a charge against the woman, would not I take her straight away into the lock-up?
8379. Would not you put her into the dock at the station? Yes.
8380. Would not you do that first, before you put her in the lock-up? Yes.
8381. Tell me this: You say that Edwards is not interested; did not he actually write out a statement for you, and give it to you;—did not he write it out in pencil? It is a fact.
8382. When did he give it to you? Some time ago.
8383. How long ago? I suppose it may have been the first week this Commission started.
8384. And it might have been earlier? No; it was not.
8385. It was after he was summoned to attend here as a witness? Yes.
8386. You will admit this, that, all through, contrasting this case with the others, you do seem to be the victim of a cloud of suspicion? Eh?
8387. And that you wish to penetrate the gloom by swearing that all the incriminating witnesses against you are liars and perjurers? I do not admit to any suspicion at all.
8388. That is the character of your defence? That is what I have relied on (*tapping Duty Book*), my duty. Look at every book you like to look at.
8389. Did you go down to Mrs. Brown's house recently? I went down this morning at about 9 o'clock to warn her to be here to attend this Commission to-day.
8390. Did you see her? I did not. She was not at home.
8391. Was she sent for yesterday from your house? I am sure I could not say.
8392. I am sorry to have to ask you this, but you force me to it;—do not you know that your wife sent a lad down to Mrs. Brown's yesterday morning? What my wife did was not my business.
8393. Do you not know it;—be candid for once? I did hear from the same lad I left the message with this morning, and if you speak to that lad he will tell you the words that I said. When that message was sent down, Mr. Abigail, I was down here in this Court getting my papers right, and I knew nothing about it until I went home.
8394. You knew it then? What was the good of it then.
8395. Why did not you, when I asked you just now—why did not you, if you are the truthful man you want his Worship to believe—say, "Yes, Mr. Abigail, I did know immediately I went home"? There is nothing to be afraid of. I have never approached a witness. I have never told a witness not to have anything to say to me half a dozen times, like Mr. Dacey has.
8396. It would have been much better for you if you had answered me that question;—if you knew there was nothing in it, why did not you answer it straight out? I did not know it until after I had gone home from the adjournment here last night.
8397. *His Worship.*] That was the question asked you? Of course, I knew it. I will tell you every word of what I said this morning; but you know very well there was nothing in what I said this morning.

Inspector Edmund Lawless was recalled:—

- Inspector E. Lawless.
17 Nov., 1897.
8398. *Mr. Bull.*] You know the "Salutation Inn"? Yes.
8399. Do you remember when it was kept by Ryan? I cannot remember the exact dates, but I know there was a man Ryan there. It has been transferred a great number of times.
8400. When first did you know as a fact that an entrance had been made to the hotel by Quelch and other officers, and some misconduct of the licensee brought under their attention? I never knew anything about it until this inquiry took place.
8401. You are about the police station at Redfern pretty frequently in the course of your duties, are you not? Yes.
8402. Have you heard any chit chat, or conversation, or any jest or joking, attributing an accusation to Quelch of having asked some woman who was in the hotel that night whether he might have improper intercourse with her? Never.
8403. Has the matter come under your observation in any sense or way? Never.
8404. Suppose that this happened: Suppose that a subordinate officer reported to you (a senior-constable), that for some time, some hours, before his report to you he had seen the bar of the hotel lit up, and had heard noises of glasses, the jingling of glasses, and the popping of corks, and groans inside the licensed premises; and suppose that, whilst reporting that to you (a senior-constable), another subordinate officer came up and endorsed the statements then being made to you by the first subordinate, what would you do? I should have directed him to go down immediately and see what they could get.
8405. Would it not be the senior-constable's duty, when that was reported to him by his subordinates, to ascertain, if he could, what the noise was, or what the circumstances that they reported to him were? Certainly; I should think so.
8406. Have you heard that certain things were seen by the three police officers who were in the hotel, and that a woman was taken as far as the lock-up by Quelch, where certain entries were made in the occurrence book, and then that the woman was taken to her home by Quelch? I have, subsequently to this Commission.
8407. Can you see anything savouring of misconduct on the part of Quelch, as a police officer, in doing that? No.
8408. *Mr. Abigail.*] Would it be equally your duty, as a senior-constable, assuming that all those things you have been asked about were facts, to take the woman from the hotel and bring her up to the station, and endeavour to make a charge against her, and finding that no charge could be laid against her, to take her away to her home? I should think it would be very improper for a senior-constable to endeavour to make any charge.
8409. I am asking you this, assuming that all Mr. Bull says were facts, and adding to these circumstances this, that then the senior-constable took the woman from the hotel up to the station, endeavoured to lay a charge against her, the officer-in-charge not taking any, would it be equally his duty, as senior-constable, to take the woman home? Certainly not, unless she asked him.
8410. Did I understand you to say this: "I never heard anything about this matter until this Commission"? That is so.
8411. Now, is it a fact that Quelch reported this to you at the time? No; I do not remember anything about it.
8412. Is it a fact that you told him to make a note of it, and to keep it for the Licensing Court? Not that I remember.
8413. *Mr. Bull.*] But would it be natural for Quelch, finding the public-house lit up, it being reported to him by his subordinates that the jingling of glasses was heard, and other noises indicating trade, to mention that matter to you? He might, and he might also make a record in the book.
8414. And I suppose it would be just as natural for you to say, "Well, make a note of that, so as to raise the question at renewal time"? Certainly. There is a book kept for that purpose, although I do not remember the incident.
8415. How many men have you in the Division who make reports to you from time to time? There are forty-seven.
8416. You would be cleverer than my friend wants to give you credit for if you could remember all the things reported to you by the whole of the men in your charge? I remember certain important facts.
8417. *Mr. Abigail.*] Do you remember it when I say that Quelch said here that he did do so? I do not remember it. He may have done so. I have no recollection of it.
8418. *Mr. Bull.*] Can you say from any knowledge you have whether this book in which this entry is was the only book in use for entering anything in the shape of occurrences at the time;—do you not know this: That an observation book has been formulated since the observations by the Sydney Magistracy? Yes; that would be the only book in use at that time with the exception of the book for publicans.
8419. *His Worship.*] Are you aware of the circumstances under which this woman was found at the hotel? I have been since this inquiry.
8420. Are you aware now? Yes, I am.
8421. Would you think it any breach of duty on part of the senior-constable, knowing the person who was found in that way at that hour of the morning, in seeing her safely to her home? I should not.
8422. It seems a very humane thing to me.

Charge No. 13.

"Misconduct in connection with one Crosby."

Louis Crosby, driver, was called and sworn:—

- L. Crosby.
17 Nov., 1897.
8423. *His Worship.*] What is your name? Louis Crosby.
8424. What are you? Driver.
8425. Where do you live? 67 Pitt-street, Redfern.
8426. *Mr. Abigail.*] Do you remember about April last? Yes.
8427. You and Miss Kerrigan were working at Kahla's drapery shop? Yes.
8428. Did you and several other people—Mr. Fraser, Miss Crosby, and Miss Rosina Crosby—leave the shop at a few minutes past 11 p.m. one night in April? Yes.
- 8429.

8429. What date? I think it was April or May. I think it was the first Saturday in May. I would not swear. It would be the last Saturday in April or the first Saturday in May. L. Crosby.
8430. You all proceeded to your house—your father's residence—did you not? In front of it; in the vicinity. 17 Nov., 1897
8431. You and Miss Kerrigan then left the others, opposite your house? Yes.
8432. Where did you go to;—you turned into Redfern-street, and then went through the Redfern Park into Elizabeth-street, Redfern? Yes.
8433. And then you had to go along Elizabeth-street to the back of Mount Carmel? Yes, opposite Mount Carmel.
8434. And then you went up the steps opposite the church? Yes.
8435. Is that near Miss Kerrigan's house? Yes.
8436. And then you went through the gate, near the second flight of steps, leading to the church door? Yes.
8437. Then you went along inside the fence towards Pitt-street, Waterloo—there is another gate there? At the foot of the hill there is a gate.
8438. That is in Pitt-street? Yes, at the corner of Pitt-street.
8439. Then you left the park by that gate, did you not? Yes.
8440. Before leaving the park, did you sit down on a seat close to Pitt-street? Yes.
8441. How far were you from the footpath? The first seat from the gate.
8442. How far would that be;—would it be as far as from you to Mr. Bull? Further than that.
8443. How much further? It might have been a chain.
8444. About the width of an ordinary road? Yes.
8445. What sort of a night was it? Dark night.
8446. What time do you think it was? A quarter past 11.
8447. Did you sit there for some little while? Yes.
8448. What did you do then? I suppose I sat there for about—it might have been near ten minutes, and then went to leave.
8449. Got up to leave? Yes.
8450. Did you move towards the gate? Yes.
8451. You were in the act of going out of the gate with the young lady when you heard something;—what was it that attracted your attention? The sound of the constable running.
8452. Somebody running? Yes.
8453. Did you look and see who it was? Yes; I turned round.
8454. What did you see? Constable Quelch caught hold of the girl.
8455. You saw Constable Quelch catch hold of the girl? Yes.
8456. Whereabouts? By the arm.
8457. What did he say? He asked me if I was finished.
8458. What did you say? "Quite."
8459. Did you realise the insinuation in his remark, "Have you finished"? I did not understand it.
8460. You got on your dignity then, and quietly and shortly said, "Quite"? Yes.
8461. What did he say then? He ordered me out of the park. He told me to get about my business and leave the park.
8462. And was the constable still holding the girl? Yes; still holding her wrist.
8463. And did he tell you to get about your business, but still hold the young lady? Yes.
8464. You naturally resented that? I did not go. The constable caught hold of her again and held her tight.
8465. By both wrists? Yes. He first asked my name.
8466. What took place then—what did he say to you; you say the constable caught the young lady by the two wrists and told you to go and you refused;—what did he say to the young lady when he caught her by the two wrists? To come along with him.
8467. What did Miss Kerrigan say? She sang out to me.
8468. What did she say? "Oh, Mr. Crosby."
8469. Did she seem to be in great distress? Yes.
8470. You caught hold of Quelch then by the shoulders, did you not? Yes.
8471. What did you say to him? To let her go.
8472. Something happened then, did it not? A whistle blew.
8473. What did Quelch do immediately the whistle was blown? He did not do anything. He let her go, and I got hold of her by the shoulder.
8474. And when the whistle blew what did he do? We went to go outside the gate.
8475. Did he let you alone? He still stopped with us.
8476. And let you walk off? I said we would go, and we walked out of the gate together.
8477. Did he follow you out of the park? Yes; the three of us walked out together.
8478. Coming through the gate, did he let go Miss Kerrigan's hand? Yes.
8479. Up to that time he had hold of her hand? He let go when we started to walk out.
8480. Did he ask you to give him Miss Kerrigan's name and address? Yes.
8481. But you refused? Yes.
8482. Was that in the park? Yes.
8483. While he was holding her by the wrists? Yes.
8484. When you reached her street, did Quelch say anything to you? He told me to go about my business again.
8485. What did you do? I said I would stop there with her.
8486. You knew you had done no wrong and you were on your dignity? Yes.
8487. In fact, you resented this police interference? I did.
8488. Then did you cross the road, cross over Pitt-street? To John-street.
8489. Did he follow you? He was still with us.
8490. As we say, trying to provoke him to make some breach of the peace to give cause for arrest. *To witness*: You stood at the corner of Pitt and John streets? Yes.
8491. Did he stand too? Yes.
8492. And did Miss Kerrigan then have a conversation with you in his presence? Yes. She asked me to go home and she would go by herself.

- L. Crosby. 8493. She was terribly upset? Yes.
- 17 Nov., 1897. 8494. And why did she ask you to let her go home by herself; from what you saw there, why did she ask you to let her go home alone? She used to stop me every time I went to say anything. She was frightened.
8495. Did she say you had better go because she was afraid that Quelch might lock you up? Not then.
8496. Did she afterwards? Yes.
8497. How far is it from the corner of John-street to Pitt-street, to Mrs. Kerrigan's door, the mother of the girl? About a chain.
8498. Then did Miss Kerrigan walk from this corner to her mother's house alone? Yes, with Senior-constable Quelch behind.
8499. Did he follow her? Yes.
8500. And you stayed at the corner? I stayed at the corner.
8501. Did you object to Quelch walking with her? Yes; he followed her.
8502. Did you make any objection? Yes.
8503. What did you say? I told him he was not to walk with her.
8504. Instead of that did he persist in following her? He said, "I will see where she lives."
8505. Then did Miss Kerrigan go inside her house? No; she stayed at the gate.
8506. Got inside the gate and stopped there? I could not swear whether she was inside or not from where I was.
8507. You stayed watching? Yes.
8508. Did you see Quelch do anything to her when she got to her own gate? No.
8509. You could not see that far? No.
8510. But you were there until Quelch came back to you? No. I stayed there about ten minutes.
8511. Was he still talking to Miss Kerrigan? Yes.
8512. Then you left? Yes.
8513. Now, do you remember the following Monday night? Yes.
8514. Did you, in consequence of something which Miss Kerrigan had told you had taken place between Quelch and herself on Saturday night, did you leave with her and go somewhere? I caught up to her on the Monday night.
8515. Where did you meet her? Just about on John Hunter's corner.
8516. Then you caught up to her there at the corner of Pitt-street and John-street? No, of Regent and Redfern streets.
8517. What time was that? About five past 9.
8518. What state was Miss Kerrigan in? She was crying.
8519. Did she tell you something? Yes.
8520. Did she tell you why she was crying? Yes.
8521. Why? She was afraid to go home because Constable Quelch had made an appointment to meet her at Parry's Mills corner at 10 o'clock.
8522. Did you see her home? Yes.
8523. Then did you return to Parry's Mills? Yes.
8524. Did you see a constable there? Yes.
8525. Did he see you? No, I do not think he saw me, because as I passed he walked away.
8526. Did you go across? Yes.
8527. What time was that? About a quarter to 10, I daresay.
8528. As you went towards him, did he walk across the street again? Yes.
8529. You suspected it to be Quelch? Yes.
8530. And you went up to see? Yes.
8531. Did you walk up in front of him? Yes.
8532. Did you stop him? Yes.
8533. Was it Quelch? No.
8534. Who was it? Robinson.
8535. Did you say anything to Robinson? Yes.
8536. *Mr. Bull.*] I object.
8537. *Mr. Abigail.*] When you caught up to him, then you found out it was not Quelch? Yes.
8538. And you said something to him? Yes.
8539. Did you tell him that you would like to tell him something? No.
8540. What did you say to him? I asked him was he as good a man as he was on Saturday night.
8541. What did you do that for? I wanted an explanation from him.
8542. You did not know at that time it was Quelch? It was not Quelch.
8543. But at that time you did not know who the constable was who had stopped you on the first occasion? No; I did not know him.
8544. What was said then? He asked me what I was talking about, and I asked him if he had forgotten his actions on the Saturday night in the park. He asked me, "What actions." I asked him whether he had forgotten what he had done in the park, and he told me then I was talking to the wrong man.
8545. Did you also tell him that you would like to tell him something, but you were afraid? No; he told me he would like to tell me something, but he was afraid.
8546. Did you ask him who the constable was who was on duty there on Saturday night? No; he told me.
8547. Who did he say it was? Constable Quelch.
8548. Robinson told you it was Senior-constable Quelch who was on duty at the park on Saturday night? Yes.
8549. Did he also say not to let on that he told you? Yes.
8550. *His Worship.*] We cannot have the conversation.
8551. *Mr. Abigail.*] What did you do after that—do not tell us the conversation—what did you do after that;—did you ask him whether it was he that had blown the whistle on the previous Saturday night? No; he told me that.
8552. What did he say?
8553. *Mr. Bull.*] I object to this.
8554. *His Worship.*] We cannot have the conversation. Call Constable Robinson if you want to, and then he will state the facts.
- 8555.

8555. *Mr. Abigail.*] What time was it that the whistle blew? About twenty or twenty-five past 11.
8556. *Mr. Abigail (to Mr. Quelch).*] If you will tell me that there is no entry of this occurrence, I will not ask any questions.
8557. *Senior-constable Quelch.*] There is no entry of this in the rough occurrence book, or anything appertaining to it.
8558. *Mr. Abigail (to witness).*] Were you doing anything in that park to justify any police interference at all? No.
8559. Were you misconducting yourself in any way at all, in the slightest? No; not in the slightest.
8560. You made this pretty public; you were not afraid of it? Yes; published it in the paper.
8561. As a matter of fact, you went to the *Truth* office and reported it? Yes; I did not go to the office, I met Mr. Norton in the street.
8562. And you gave him all the details? Yes.
8563. And you had so little to lose by the publication that you stimulated it? Yes.
8564. *His Worship.*] Was there an article in the newspaper about it? Yes.
8565. What paper? *Truth*, and also a letter in the *Police Times*—a report about it in the *Police Times*.
8566. *Mr. Abigail.*] How did it get there? It was sent there.
8567. Who sent it in? A friend of mine.
8568. From your dictation? I gave the account.
8569. *Mr. Bull.*] When was that? I suppose it may have been a week after it happened.
8570. *Mr. Abigail.*] And before it appeared in *Truth*? Long before it appeared in *Truth*.
8571. Before it appeared in *Truth* you got a friend of yours to make a report of it from your dictation? Yes.
8572. That appeared in the *Police Gazette*? It went to the office, and I was seen about it.
8573. Did it appear? It went to the Superintendent.
8574. Did it appear in the *Police Gazette*? I do not know.
8575. At any rate, you say you sent in a report, and it went to the Superintendent? Yes.
8576. Did you go further than that—did you actually put all these facts which you have related upon declaration, and hand them to Mr. Norton, proprietor of *Truth*? Yes.
8577. Statutory declaration? Yes; statutory declaration.
8578. How soon after the occurrence did you make that declaration? I could not exactly say; it might have been a month.
8579. It would not have been more, would it? It may have been; I would not swear.
8580. Was it soon after you sent in your report to the Superintendent? Yes; shortly after that.
8581. Do you know the result of the report you sent in to the Superintendent? I was seen about it.
8582. Who saw you? Inspector Lawless.
8583. And that is all you have ever known about the matter? Yes; I was to have gone up to the station to identify the man, and the day I was to have gone up my sister died, and I did not go, and let it drop, and never bothered any more about it.
8584. What did you tell Lawless when he asked you to come to the station and identify him? The first time he asked me I said I did not know the man. He came again and asked me would I go up, and I said, "Yes"; and the third time I told him it was Constable Quelch, and he has never bothered me afterwards.
8585. Nor have you heard one word about it since? Never heard a word about it.
8586. *Mr. Bull.*] You and this girl Kerrigan were working together? At Kahla's.
8587. He is an Assyrian storekeeper? He may be.
8588. Isn't he? I do not know.
8589. Don't you know? I do not know.
8590. And how long had you been working there? Two years.
8591. How long had this girl been working there? About nine months.
8592. And of course you had known her all that time? Yes, I have.
8593. You have a sweetheart, have you not? Yes.
8594. Dollie M'Namara? It is not for me to tell you who it is.
8595. We are here in an inquiry? Never mind; I decline to answer.
8596. *His Worship.*] He need not reply to that.
8597. *Mr. Bull.*] Don't you know that Miss M'Namara has been subpoenaed here? I decline to answer that.
8598. Did Miss M'Namara know that you were going to walk out with Miss Kerrigan that night? I did it every Saturday night for nine months. I do not say that it is walking out with her.
8599. After the place was shut up? Yes, walked out to her place. Never kept her company.
8600. How many times had you taken her in this park during the nine months that you had been walking out with her? Never before.
8601. That was the first time? Yes.
8602. And the last? No, it was not the last.
8603. Have you been there since? Yes. It has nothing to do with you though.
8604. *Mr. Abigail.*] Have you ever seen Mr. Bull there? I might, perhaps.
8605. *Mr. Bull.*] I have a park in my own neighbourhood, thank you. You did not even kiss the girl that night? It has nothing to do with you.
8606. *His Worship.*] You can refuse to answer if you like.
8607. *Mr. Abigail.*] If you will take my advice you will not decline to answer. You answer them and do not give them a chance.
8608. *Mr. Bull.*] Do you decline to say whether you kissed the girl? I do not decline to. (*To His Worship: Is it necessary?*)
8609. *His Worship.*] You can answer it if you like? Well, I did.
8610. *Mr. Bull.*] How many kisses? I did not count.
8611. Did you have your arm round her? No.
8612. After walking all the way from Regent-street to the park you sat down with her;—were you sitting on the ground? No.
8613. Well, you be careful? Careful enough for you.
8614. Are there a number of plantations in this park? Yes.
8615. Were you near a plantation? Yes.

L. Crosby.
17 Nov., 1897.

- L. Crosby. 8616. Were you behind one? No.
 17 Nov., 1897. 8617. Was the seat behind a plantation? I could not swear exactly. It was in the vicinity of one. If you like to go up there you can see.
 8618. It is about a chain away from the path? Yes.
 8619. I suppose you know the park is not intended for lovers to disport themselves? There is no case of lovers about it.
 8620. You and Miss Kerrigan are not lovers? I do not think so.
 8621. Then she is not your sweetheart? No.
 8622. You did not even have your arm round her? No; I did not.
 8623. Of course, my friend had suggested to you that there was nothing in the nature of impropriety;—you know what that means? Yes, I do.
 8624. Nothing approaching that? Nothing approaching that. You must have been through it to see it all.
 8625. I decline to answer that question, like you. When the officer came on the scene, she, the young lady, was very much excited? Certainly she was.
 8626. Have you told us all she said? I have.
 8627. Do you remember her clinging to your arm, saying, "Oh, Mr. Crosby, it's all your fault"? No, I do not.
 8628. Will you swear she did not? I will.
 8629. Will you swear she did not say, "It is all your fault; oh, don't lock me up; I will never come here again"? I will.
 8630. She thought you were going to be locked up? What more could she think when the man caught hold of me.
 8631. In view of that fact you really thought that Quelch was going to lock both of you up? I did not.
 8632. Why? I was determined not to go; I resisted him.
 8633. You would have resisted the police officer? Yes.
 8634. You would have got into hot water? Well, then, I would have got into hot water.
 8635. Do you say that Miss Kerrigan did not say that or anything like it, "Oh, Mr. Crosby, it is all your fault; don't lock me up; I will never come here again"? I will swear she never said that.
 8636. Did you offer the officer any money, or did you say, "Don't lock us up"? No, I did not.
 8637. Why are you laughing at that? Because I do not get my money easy enough to give it to him; I do not chuck it away for nothing.
 8638. Do you know a young man named Marr? No.
 8639. You do not know anybody by the name of Marr? No.
 8640. You do know Robinson, the police officer? Yes.
 8641. *Mr. Abigail.*] Commonly known as "Robbo"? I do not know whether it is Robinson or Robertson.
 8642. Call Marr, please.
 [*Mr. Marr entered.*]
 8643. *Mr. Bull.*] Do you know this man Marr? No; I do not.
 8644. Did you send him or instruct anybody to send him to see Robinson about this matter? I instructed nobody.
 8645. Are you aware that he came with a message from you, offering Robinson £2 to have the matter hushed up? No; I am not.
 8646. You know whom I mean by Constable Robinson? The man whom I met.
 8647. And whom you thought was Quelch, and whom you were going to take it out of? How do you know I was going to take it out of him?
 8648. I take that for granted? You can have that.
 8649. You give me that in? Yes, I give you that in.
 8650. Did you ever have a conversation with Quelch about this? No; I never saw him.
 8651. Do you recognise Quelch as a man whom you spoke to on one occasion in Regent-street when in plain clothes? I could not recognise him.
 8652. Do you remember having a conversation with Quelch, telling him this, for instance, that it was the watchman, Brewin, who had run you to do what you did? No, I did not.
 8653. Did you have a conversation with Brewin? I did.
 8654. Having had a conversation with Brewin, do you remember having had a conversation with Quelch explaining to Quelch, not knowing possibly that it was Quelch, that you had been run on to do what you had done by Brewin, the watchman? I am not in the habit of talking to people I do not know.
 8655. Did you say this to Quelch;—did you tell Quelch—did you mention, for instance, to this officer who was in plain clothes that you had already seen Inspector Lawless? No, I did not.
 8656. Do you remember the circumstance of speaking to some plain-clothes constable about the fact of your having seen Mr. Lawless? I never remember speaking to any constable.
 8657. Do you remember saying this to anybody whom you did not know to be a constable, that it was the watchman, Brewin, who had run you on to do what you had done, and you did not think or see what a fool you had been until you saw Inspector Lawless? Nothing like that. I did not.
 8658. Now that I have mentioned the fact to you, do you remember the circumstance of speaking to somebody in plain clothes in Regent-street? Well, I think every man who walks up the road is in plain clothes if he is not a policeman.
 8659. Do you remember speaking to anybody under the circumstances I am detailing to you;—I suppose you are glad to speak to anybody and tell everybody the adventure you had with the "copper"? You may. I do not.
 8660. One of your duties would be outside usher? No; it was not.
 8661. At any time? Not unless I chose.
 8662. For instance, if you chose you would go out and speak to any young lady you knew outside; I am sure that would happen to a gallant young fellow like you? It may.
 8663. Would not your duties be in standing outside sometimes inviting customers, and so on? Yes.
 8664. Now, you went a long way round this night that you walked out with Miss Kerrigan;—did you arrange before you left the place to take her for a walk to the park? No.
 8665. Did she know you were going to take her for a walk to the park behind this plantation? No.

8666. Did you see Quelch in Pitt-street whilst and when you were on your way with this girl, or did you see a police officer in uniform? No. L. Crosby.
8667. Tell his Worship what distance you think it would be from this shop where you left with the girl to the place you sat down, by the route that you took? I do not know; 79 Regent-street, is pretty near Redfern-street. 17 Nov., 1897.
8668. Start from John Hunter's corner? I did not start from there that night.
8669. That is the way you went? No, that is not the way we went that night.
8670. Did you go by one of the back streets? I went by the nearest approach to my own home.
8671. Which is that? Wells-street.
8672. That is farther on? No; it is closer.
8673. Wells-street runs through to Castlereagh-street? Yes.
8674. When you left the shop you went that way? Yes.
8675. You crossed Pitt-street? Yes.
8676. And into Castlereagh-street? No. Into Redfern-street then.
8677. Into Pitt-street and then up into Redfern-street? Yes.
8678. Round Friend's hotel corner? Yes.
8679. In George-street? No. I told you I went into Pitt-street.
8680. What direction did you go;—did you go through the Redfern Park? Yes.
8681. Are there other girls engaged in the shop? Yes.
8682. And they were with their young male friends? No; they were all with me until we got to this place.
8683. Then they were all with you until where? At the door where they live, within a few yards of it.
8684. Why did not you let this girl Kerrigan go into her home? Where was her home to go into, we had not got to it yet.
8685. Why did not you go on home instead of going into the park to sit down with the girl? We went through the park to go home.
8686. *Mr. Abigail.*] That was quicker.
8687. *Mr. Bull.*] It is not quicker to go into a park to sit down behind a plantation;—why did not you take the girl straight home? I took her straight home.
8688. You did? Yes. I went to the park because I wanted a spell, and sat there.
8689. And she wanted a spell? Yes.
8690. And you both sat down spelling? Yes.
8691. Then, wanting a spell, you kissed her whilst you were there;—how long were you sitting down? About five minutes.
8692. Have not you already said in this investigation that you were sitting down about ten minutes? No; I have not.
8693. Then where were you at the time you heard the whistle? Half way out the gate.
8694. How far would you have gone from where you had been sitting down when you heard the whistle? About 10 yards.
8695. So that you were 20 yards from the gate, is that it? Yes, about that.
8696. Then when you got to the gate did you see Robinson? No. Robinson was not there to see. If he was there I would have seen him.
8697. You heard the whistle when you were 10 yards from the gate? Yes.
8698. What direction did the whistle come from? I could not say.
8699. It was not Quelch? No.
8700. It was somebody blowing a whistle or a policeman blowing a whistle? Yes.
8701. Did you not see Robinson at all that night? No; I did not.
8702. Not anywhere? No.
8703. Then you described that there was some conversation between you and Quelch and the girl and you left the girl;—how far was that away from her home? A chain.
8704. Quelch saying he was determined to see where she lived? Yes; he said, "I will see where you live."
8705. Now, so far as you know, you have told the whole story of what did take place? Yes.
8706. You were rather anxious, were you not, to get your version of the matter made public? I was.
8707. *Mr. Abigail.*] Tell me this, are you in the habit of talking to strangers in the street about your private affairs? No. I am not.
8708. Are you in the habit of accosting people in the street and telling them all about this trouble that you had? No. I am not.
8709. Did you ever accost this man or any other man in plain-clothes and tell him, without being interrogated, all about this? No; I have not.
8710. I think you have already sworn that you never saw Quelch about this matter? Never saw him about it.
8711. *Mr. Abigail.*] Now, I call for the complaint, the report he made to the Superintendent, and all the other reports on it. [*Exhibit No. 36.*]

Miss Mary Kerrigan was called and sworn:—

8712. *His Worship.*] What is your name? Mary Kerrigan.
8713. Where do you live? In Pitt-street now.
8714. *Mr. Abigail.*] Do you remember the last Saturday in April or the first in May being taken home from Kahla's by Mr. Crosby? Yes. Miss
M. Kerrigan.
8715. You live with your parents? Yes. 17 Nov., 1897.
8716. Where was it you lived then? In John-street.
8717. You left the drapery store where you were employed with Mr. Crosby, the two Misses Crosby, and Mr. Fraser? Yes.
8718. And did you all go together as far as Mr. Crosby's residence? Yes.
8719. And then you split up? Yes.
8720. You and Mr. Crosby then went on towards your home? Yes.
8721. You went into Redfern-street? Yes.
8722. And through the Redfern Park into Elizabeth-street? Yes. 8723.

- Miss M. Kerrigan. 8723. And that was Waterloo? Yes.
 17 Nov., 1897. 8724. And then you went along Elizabeth-street to the back of Mount Carmel? Yes.
 8725. Then you entered Waterloo Park, did you not? Yes.
 8726. That is, by the gate near the second flight of steps? Yes.
 8727. And then you went along the fence towards Waterloo? Yes.
 8728. That was in the park and along the park fence, along the asphalt path which goes right side by side with the fence? Yes.
 8729. Then there is another gate there—at the corner of Pitt-street? Yes.
 8730. Did you leave the park by that gate? Yes.
 8731. But before leaving the park you sat down? Yes; on a seat.
 8732. Tell me, will you, how far was this seat from the gate leading out of the park? It was further than from here to that corner [*pointing to corner of Court diagonally opposite witness-box*].
 8733. Much further? Not much.
 8734. Was it about the length of this Court from wall to wall? I think it was further than that.
 8735. A little further? Yes.
 8736. About as far as across a street? Yes.
 8737. How long did you sit on the seat? Not more than ten minutes, if it was that.
 8738. Did you hear anything;—what happened? We sat down on a seat, and we got up and went towards the gate, and when we got up and were walking towards the gate, and when we were near the gate we heard someone running. It was Quelch that was running, and he came up and caught me by the wrist. He said, "Are you finished," and Mr. Crosby said "Quite," and he told Mr. Crosby to go home and go about his business, and then Mr. Crosby refused to go, and he caught me by the two wrists. Then I said, "Oh, Mr. Crosby," and then he said, "You had better go home, Crosby," and then Mr. Crosby caught hold of Quelch.
 8739. *His Worship.*] What happened then? Then, Mr. Quelch said, "Where do you live?" I said, "John-street." He said, "Well, I will see if you live there," and we went towards the gate, out Pitt-street way, and then Mr. Crosby told him to leave go my hands, and as we went in through the gate he left go my hands, and then we went over to the corner of John-street, and I went home, and Quelch told Crosby to go home again. I said to Mr. Crosby, "You had better go home," and I walked on, and Mr. Quelch walked behind me, and when we got to our gate Mr. Quelch caught hold of my hands, and he said, "Have you been walking with Crosby long?" I said, "Yes, about nine months." He said, "Did he ever come home with you before?" I said, "Yes, he comes home with me every Saturday night."
 8740. *Mr. Abigail.*] Did he say anything about the park? Yes. He said, "Did you ever go into the park with him before," and I said, "No." He said, "Oh, that's what all you girls say; you all say the same thing." And then he said, "Are you going out with him to-morrow night?" He asked me was I going out with Crosby on Sunday night, and I said, "No," and then he asked me would I go with him, and I said, "No," I was going to church with my mother. He said, "Come a little walk down George-street." I said, "No; I live here." He said, "We won't be long." I said, "No; I live here." And he said, "Well, I don't know what to do."
 8741. What else did he say;—anything about a summons? He said I would be going into the park once too often with Mr. Crosby, and that I would be getting into trouble, and he said that if he let me go I would be getting into trouble, and subpoenaing him as a witness, and then he would get into trouble for letting me go, and he said then, "It would be in all the papers, and a nice showing up it would be; a nice disgrace."
 8742. *His Worship.*] Did he ask you to meet him? Yes; he said, "What time do you come out of work." I said, "Half-past 9," but we came out at 9. He said, "Well, if you meet me at Parry's Mills at 10 o'clock I will let you know what I will do."
 8743. That is about summoning you? Yes.
 8744. "I will tell you what I am going to do," to frighten the girl? That is all he said to me.
 8745. *His Worship.*] Did you go and meet him? Oh, no.
 8746. That is all that happened? Yes.
 8747. *Mr. Abigail.*] Did you tell him "All right," you would meet him? Yes.
 8748. What did you do that for? Because I wanted him to go.
 8749. And that is why you led him to believe that you would meet him? Yes.
 8750. Were you afraid of him because he was a policeman? Yes.
 8751. Were you afraid of him because you thought it would probably happen as he said, that it would be in all the papers, and would be a disgrace? Yes.
 8752. Did he threaten to tell your parents about it? No.
 8753. Did he say this to you, "Now I will have to take you inside if this is where you live and tell your parents"? No.
 8754. You were crying? Yes.
 8755. You were upset about it? Yes.
 8756. He frightened you a lot? Yes, he did frighten me when he ran up and caught hold of me.
 8757. And from the seat could you actually see your gate from where you sat? I do not think so.
 8758. It was very near it? Yes.
 8759. That seat is under 200 feet away from your own home? Yes.
 8760. Did you meet him on the Monday night? No.
 8761. But in consequence of what Quelch said, did you ask Mr. Crosby to see you home that night? No. I said I was frightened, and Mr. Crosby came home with me.
 8762. Did you do anything improper on the seat? No.
 8763. Tell me, did anything improper take place between you and Mr. Crosby? No.
 8764. How old are you? Eighteen.
 8765. I suppose after working all day Saturday and being up from early hours in the morning until late at night you are pretty tired? Yes.
 8766. You answer me frankly and never mind about any offence that this may give to Mr. Crosby or Miss McNamara. Is it not true that there was a little bit of jealousy which prompted you to ask Crosby to take you round that way that night to pass Miss McNamara's house? I did it to vex her. I was going to tell her of it the next week.
 8767. And that is why you got him to take you round that way? Yes.
 8768. And why you sat down in the park? Yes.
 8769. *Mr. Bull.*] Where was she? We went past her place.

Miss
M. Kerrigan.
17 Nov., 1897.

8770. She was not in the park? No.
8771. *Mr. Abigail.*] As a matter of fact he kissed you, did he not? No.
8772. He did kiss you in the park? No.
8773. But he tried to? I do not know.
8774. Would you rather not say? Yes.
8775. Did he kiss you at all;—think again. Do not let any modesty prevent you from telling us all, because Mr. Bull will take advantage and use it. He did kiss you? I do not know.
8776. There is no harm in being kissed;—did you kiss him or did he kiss you—he has told us that he did? Yes, he did.
8777. *Mr. Bull.*] Why did you hesitate;—perhaps you will tell us how old you are? Eighteen.
8778. Are you eighteen past? Eighteen in September.
8779. A couple of months ago? Yes.
8780. So that in May last you were in your seventeenth year? Yes.
8781. Do you remember telling anybody that you were nineteen years old at that time? I do not.
8782. Have you ever told anybody that you were nineteen years old at that time? No.
8783. My friend suggested that your people at home could see you from your own door.
8784. *Mr. Abigail.*] I did not, but that she could see her home, but it appears it is just round the corner.
8785. *Mr. Bull.*] You could not see the front door of your home at all from where you were sitting with Mr. Crosby? No.
8786. You were really sitting down in a dark place, were you not? It was not so dark.
8787. Was there a moon? I do not remember.
8788. Do you not know there was not any moon? I do not.
8789. Is this park lit up by lamps? No; it is not.
8790. Anybody going into the park from the street would have the lamps behind them? Yes.
8791. How far were you sitting from the gate;—have you been to the park since with Mr. Crosby? Not with Mr. Crosby.
8792. Have you been to the park and sat down with somebody else? With my friend, Miss Loffatt.
8793. You have not been there with Crosby since? No.
8794. Are you quite truthful in that statement? Yes.
8795. If he has sworn you have been is he telling the truth? No; he is not.
8796. *His Worship.*] If there was no impropriety the constable had no right to interfere.
8797. *Mr. Bull.*] You say that Quelch took hold of both your hands or wrists? My wrists.
8798. You were very much terrified—very much frightened? Yes.
8799. What did you think the policeman was going to do at the time? I thought he was going to take me up.
8800. Lock you up? Yes.
8801. What did you think was going to happen to Mr. Crosby? He seemed to leave him out altogether.
8802. Mr. Crosby tells us that he thought he was going to be locked up? I did not.
8803. Do you remember whether you were clinging to Mr. Crosby during a portion of the time;—did you have your hands upon his shoulders, or your arms round his neck, or were you holding on to him? No.
8804. What? No.
8805. Well, Mr. Crosby says you were? I never did.
8806. Were not you clinging to Crosby and did you not say this to Crosby, clinging to his arm, "Oh, Mr. Crosby, it is all your fault," and "Oh, don't lock us up" to Quelch;—did you implore the policeman not to lock you up? No; I did not.
8807. You never said that to the policeman? No; I did not.
8808. You never asked him not to lock you up? No; I did not.
8809. Did you tell the policeman you would never go there again if he let you go? No.
8810. Have you a recollection of what took place? Yes.
8811. Did you ask him not to complain to your mother? No; I did not.
8812. You did not even do that? No.
8813. Now, do you remember this, that when Quelch brought you out of the park he brought you over to a lamp? At the corner of John-street; yes.
8814. Well, it is at the corner of Kellick-street? No; at the corner of John-street.
8815. At any rate, it was to a lamp? Yes.
8816. Was it there that he asked your name? No; he asked me my name in the park.
8817. Did he ask Crosby his name in the park? No; I said, "Oh, Mr. Crosby."
8818. Why did you say, "Oh, Mr. Crosby";—you told us a little while ago when I asked you, that you did not? I did not say, "It is all your fault" too.
8819. But you did say, "Oh, Mr. Crosby"? Yes.
8820. Why did you say that? Because I was frightened.
8821. I asked you a moment ago whether you were frightened;—you remember the answer that you gave me? I said "Yes, I was frightened."
8822. How far had you to walk after you came out of the park, the whole three of you came out of the park together? Yes.
8823. You and Mr. Crosby together, and Quelch following you immediately behind? Yes.
8824. Did you see any persons about the street at all? No; I did not.
8825. The place was very quiet? Yes.
8826. On your way through the park, and before you sat down, did you see any persons in the park? Up near the steps, when we were near the gate, up towards Mount Carmel.
8827. Was that before you went in? No; after we came out.
8828. When you were going in first? No; I did not.
8829. And you think you were sitting down about ten minutes? About that.
8830. Are you quite sure that you were sitting down upon a seat? Yes; I am quite sure.
8831. A wooden seat? Yes.
8832. Was that near a plantation, do you remember? I do not remember.
8833. Do try and remember, will you? You see you have often been in the park since? Only between particular hours.
8834. You have often been in since? Yes.

- Miss
M. Kerrigan.
17 Nov., 1897.
8835. At night time? Yes.
8836. Is not this park terraced? Yes.
8837. Which were you on—the lower flat? I think the second one.
8838. How many are there? Three, I think.
8839. Are you quite sure you were not on the lower flat? I was not.
8840. Did you cross over these terraces walking from the path down;—is that the way you reached where you sat down, walking over these terraces;—did you go by way of the terraces before you sat down? No.
8841. But you went by way of the terraces when you came out? Yes.
8842. Did you hear a policeman's whistle blow? No; I did not hear it.
8843. You were with Crosby all the time that he was in the park? Yes.
8844. How far did you accompany him after you came out? To the corner of John-street.
8845. How far would that be from the gateway or opening of the park, a few hundred yards? Not far.
8846. You never heard a policeman's whistle? No; I did not.
8847. *Mr. Abigail.*] Did you hear any whistle at all? No.
8848. You were too much agitated, were you not? Yes.
8849. *Mr. Bull.*] Do you remember Quelch saying in Crosby's presence, and to you, that he was determined to see where you lived? He said "I will see if you live there."
8850. You at first said where you did live? Yes; he asked me.
8851. *Mr. Abigail.*] Do you know that a letter was sent in, Miss Kerrigan? Mr. Crosby told me.
8852. And it was a fact, was it not, as stated in the letter;—"he probably," that is Crosby, "will give you particulars, though she does not wish to be mixed in things of the kind for reasons easily understood";—that is a fact;—you did not want the world to know you were sitting in the park at this time at night? No.
8853. *Mr. Bull.*] They are sweethearts; they have known each other for nine months? We are not.
8854. *Mr. Abigail.*] As a matter of fact, you are not sweethearts, are you? No. Mr. Crosby is engaged to another young lady.
8855. I have put this letter and report in;—were you interviewed by anybody about this matter? No.
8856. Mr. Lawless did not come to you? No.
8857. And you did not have any conversation with a gentlemen in plain clothes in the street who happened to turn out to be Quelch afterwards? No.
8858. *Mr. Bull.*] Did you walk out with Mr. Crosby every night from this place, every Saturday night;—are you still employed at this place of business? No.
8859. The shopkeeper has left? Yes.
8860. Then during the months you were there? Yes.
8861. Were you in the habit of walking out with Crosby every Saturday night? Only home.
8862. *Mr. Abigail.*] Did Sergeant Vane come down and see your mother about this? Yes.
8863. Is your mother here? Yes.
8864. How soon after this occurrence did Sergeant Vane come to you? It was after Mr. Dacey saw me. It was the same day.
8865. When did Vane come down to your mother's house? The same day that Mr. Dacey came down.
8866. *Mr. Bull.* Were you subpoenaed? Yes.
8867. Who left the subpoena at the house for you? Mr. Dacey brought it over to the shop.
8868. Do you not know that Sergeant Vane was down to serve a subpoena upon somebody of the name of McNamara? No; Mr. Dacey did.
8869. Did what? Served Miss McNamara with a subpoena.
8870. Vane was not down to serve a subpoena? No; I never saw him.
8871. Did he have any conversation with you? No.

Mrs. Margaret Kerrigan was called and sworn:—

- Mrs.
M. Kerrigan.
17 Nov., 1897.
8872. *His Worship.*] What is your name? Margaret Kerrigan.
8873. Where do you live? In Pitt-street now, and formerly in John-street.
8874. *Mr. Abigail.*] You are the mother of this young lady? Yes.
8875. Do you remember Sergeant Vane coming to see you? Yes.
8876. When was this? It was the Monday before this came on—Monday or Tuesday—I would not be sure which day.
8877. What did he come for? I was standing outside the gate, and he came and said he wanted to know if Mary Kerrigan lived there, and I said, "Yes." He said, "Did Mr. Dacey come here and subpoena her?" and I said, "Yes," and I said, "What is it about?" I said, "Her name is in here; you come here and I will show it to you." He came into the dining-room, and I said to him, "What is it about?" and he said, "Don't you know?" I said, "No." Of course, I knew that the child was through the park, but I did not know any more, and he said it was "improper intimacy with Crosbie on the park," and I said it was false. I said, "My child is a virtuous child," and he said, "Oh, all mothers think their children are virtuous." I said, "Well, I do not think, because I am sure of it."
8878. Tell me, there could be only one meaning to be put on what Vane said to you? Yes, he did mean it.
8879. He was making a deliberate charge of want of chastity against your little daughter? Yes.
8880. And you being the parent, indignantly repelled it? Of course I did.
8881. Did he not tell you that there would be a great exposure? Yes. I said, "Well, my daughter won't go into Court to have her good name taken." He said, "It will be in every paper," and I said, "She will not go," and he said, "Well, I will be down here to-morrow and see you," and I said at once, "She won't go. I will go at once to Mr. Crosby." He said, "Don't go near him," I said "I will go to Mr. Dacey," and he said, "Don't go near him." He said, "You take my advice, Mrs.," and then when he was going down the steps, "Of course it has nothing to do with me, but it will all come out." He said, "All mothers think their girls are good." He said, "Many's the time I've taken little girls off the park." I said, "You have never taken my child off the park." He said, "I do not know," and I said, "I do."
8882. Did you take his meaning to be that if you allowed your daughter to come to the Court that she would be disgraced by this being in the papers? Yes.
8883. It frightened you? No.
8884. As a matter of fact, you tried to stop your daughter going? Yes.

8885. And it was only when Mr. Dacey saw you again that you consented to her coming? Yes.
8886. *Mr. Bull.*] You would not let your daughter go on the park with anybody as late as half-past 11 at night? No; I would not.
8887. You would be very much annoyed if she did? Yes.
8888. Do you happen to know that she was in the park with young Crosby as late as half-past 11? I do not.
8889. You would not have allowed it if you had? No; I would not.
8890. You were not aware even that she was there sitting with him, and he was kissing her in the park? I would hardly believe it.
8891. I may tell you it has been sworn to. That surprises you, does it not? Yes.
8892. And it has been sworn that she has been with him in this park at night more than once? I do not think so.
8893. I may tell you that it has been sworn to? I do not believe it.
8894. They were there? I do not believe it.
8895. Evidently this lady does not know? Don't I know. I have kept my child in. I have never allowed her on the street.
8896. There is nobody accusing you of anything? She has never been to a dance, or a fair, or anything. We have kept her unspotted from the world.
8897. Your daughter has sworn that she has been frequently on that park late at night with girls? I do not believe it. I will make you prove it.
8898. These questions must be asked you. You come here without knowledge? I know my daughter. I do come here with knowledge.
8899. *His Worship.*] You are quite right in defending your daughter.
8900. *Mr. Bull.*] I am not making insinuations? You are.
8901. I am only telling you what has been sworn to here by your daughter herself? She did not. I would not believe it. My daughter was never on the park alone with Mr. Crosby only that one night. I would not believe it if you went on your knees and swore it.
8902. I never was there? Don't try to take any girl's character away.
8903. My daughter is quite as old as she is? You are a father yourself. If you rear your daughters as well as I did her, and kept her unspotted from the world, you would do. There would be nothing to fall back on until a blackguard like Quelch—if I had been there that night he came I would have broken his back with a broom.
8904. *Mr. Abigail.*] I may tell your Worship that, if it has any weight, we can produce a doctor's certificate regarding this young lady. You know what that means. I need not say more.

Mrs.
M. Kerrigan.
17 Nov., 1897.

Senior-constable William Edward Quelch was recalled:—

8905. *Mr. Bull.*] What night was it? Saturday night, 1st of May. I started from the station about 10 o'clock.
8906. What time did you go on duty that night? About 10 o'clock. I was at the station until 10 had struck.
8907. Just relate the matter in your own way? At 10 o'clock it was my duty on that section that night. I went and visited the constables that I would have to visit, and about a quarter past 11 Constable Robinson would be coming round Kellick-street, and then round into Pitt-street, and would meet me.
8908. That is from Kellick-street into Pitt-street? Yes.
8909. He would come round and meet you;—that would be at a quarter past 11? Yes. Between that he would have to be up on the corner of Phillip and Pitt streets at the half hour. He is up there at the starting-point at the half hour. I went along Pitt-street to meet him, and I saw a young couple ahead of me going along the footpath. I stood at the corner of Buckland and Pitt streets, having no necessity to go any further; knowing the constable would come that way, was bound to come that way, I waited. As he had not come round I went up then towards Kellick-street, for the purpose of reversing the beat, to meet him, which would be my duty. When I got between the streets I heard a whistle blown. Knowing it should be the constable's time, and seeing the same young couple that was going ahead of me go into the park I went up in that direction also. When I got up to the lamp-post at the corner of Kellick-street and Pitt-street—that is, on the opposite corner of the park—I could not see Robinson coming; I naturally went into the park, thinking something was wrong, and knowing the character of the park, no lights, and everything else.
8910. You know the people who resort to it? Yes.
8911. What sort of people resort to this park at night? Larrikinesses and young fellows. You can see them come in there, and they are in there about five or seven minutes, and you can see them come out again. The park is terraced, and is very dark.
8912. Are there any lamps in it? There is not a single light in the park. We term it—the police—"The Waterloo brothel." Any night you like you can go there, and you might as well say it is a brothel.
8913. At any rate, young people who are respectable certainly do not know the risk they run in going into such places? No, they do not. I went into the park gate. Of course it is like any other park; there is the outside fence and then there is a plantation and an inner fence to protect the trees. Just inside the park, to the right, on the lower terrace, there is a tree with a square plantation fence round it and no seat. I saw a black form, as I thought, to the right of this plantation. I went along towards it; when I was a few yards off of it, I noticed a young fellow seemed to be rolling off the top of a young girl. I went up to them and asked them what was their conduct in the park at that time of the night. I asked them to go out of the park. They went out of the park, and when they got to the gate I asked them for their names and addresses. I took them under the lamp-post at the corner, the light there at the corner, and Crosby gave me his name.
8914. What name did he give you? The name of Crosby.
8915. *Mr. Abigail.*] He must have been very much afraid when he gave you his correct name? Then I had a look at him more; "Oh," I said "I am sorry to see you in the park at this time of night."
8916. *Mr. Bull.*] Whom did you say this to? Crosby; I recognised him then. He was generally stuck outside the Assyrian draper's looking after the draperies. I asked the young lady her name.

Senior-
constable
W. E. Quelch.
17 Nov., 1897.

Senior-
constable
W. E. Quelch.
17 Nov., 1897.

8917. *Mr. Abigail.*] Do you notice the elaborate detail of all this "The Assyrian draper's"; why does not he say "outside Kahla's, the draper's" or "outside Abigail's the grocer's," or "outside Bull's the lawyer's"; but he says, "Outside the Assyrian draper's? It is the usual topic for that shop, "The Assyrian draper's."

8918. *Mr. Bull.*] Customers and other people speak of it as "The Assyrian draper's?" Yes. I then asked the young girl her name; she was clinging on to Mr. Crosby. I asked her name, and she refused to give it. She said, "Oh, Mr. Crosby, it is all your fault." She said, "Don't lock me up"; she said "I won't come here any more." I said, "Give me your name, and where you live; I am not going to lock you up and be mixed up with your habits." I said, "If anything happens to you as I am brought upon the scene, I will be the first one you will subpoena as a witness at the Police Court," I said, "If it was earlier in the night I would lock you up, but as it is not, and I am the only witness here," I said, "The Bench has ruled or has passed remarks that it is not fair for us to bring them before the Court, seeing that we are the only ones that witness it at such times at night." I heard the Bench repeatedly pass that remark.

8919. *Mr. Abigail.*] Did you say this to them? Yes; I told them if it was not so late at night I would lock them up.

8920. *His Worship.*] Unless it was a charge of public indecency, you mean? Yes, your Worship; I asked her two or three times to give me her name, and it was only by telling them that, that I did not intend to do anything on that account, being so late at night, and I the only witness, she eventually gave me her name. "And now," I said, "tell me where you live." She said, "I live in John-street." I said, "There are a great many houses in John-street, and as John-street is not very far away, show me where your house is." She walked on to John-street; I followed her and Crosby followed too. She went down John-street some 90 yards down, I should say; she went in then to the front garden of a cottage. Crosby was then just a few yards higher up. After she got into the gate she stopped. I said, "Go and knock at the door. I want to see whether you do live there." She then came to the fence, and said, "Don't you tell my mother, will you?" I said, "I am not going to tell your mother at all." I said, "Knock at the door and that will satisfy me that you live there." She went and knocked at the door; the door was opened; she walked in and closed the door. I went away in a westerly direction, and Crosby went back again in the westwardly direction. I went round and picked up the other constables on their beats.

8921. Now you heard the statement made here by her that you asked her whether she was in the habit of meeting Crosby late at night, and whether she would meet you on some following night, Sunday or some other night? Yes.

8922. What do you say to that? I never made such an insinuation at all, and as for saying that I could meet her at 10 o'clock, it is impossible for me to do it.

8923. Why? I am parading at 10 o'clock at the station.

8924. When? The whole of the month, and that is three-quarters of a mile away from the station—more than that.

8925. Which is? This spot. There is the duty book there. That shows I parade at 10 o'clock at night there.

8926. Was there any such thing in your mind as your wanting to meet this girl for improper purposes? A girl like that? I may say at the time I asked her her age, and she told me she was 19 years of age.

8927. That you doubted? Yes; I did doubt it.

8928. You simply did what you did that night in the girl's own interest? I did. I told her what the result would be; in fact, I believe I mentioned to her the great number of young girls that we had, led astray.

8929. Outside of all this fuss with regard to what you did, have not you frequently and often advised young girls under similar circumstances? Any amount.

8930. Not to frequent such places? Any amount.

8931. Do you not know, and is it not a fact, that in the Redfern Division, this place called "The Brothel" is the resort of almost all the young girls in the place? Redfern, Waterloo, and Alexandria; and I have hunted them off the park at 1 o'clock in the morning.

8932. Has there ever been a complaint while you have been in the Redfern Station, of any attempt on your part to take advantage of any woman in the place? No, never.

8933. What is the age of your eldest daughter? Thirteen years of age.

8934. *His Worship.*] You observed them, as it were, one rolling off the other? Yes.

8935. Were their clothes disarranged in any way? The park was so dark that I could not see.

8936. Had they time to arrange their clothing before you walked up and spoke to them? Yes.

8937. *Mr. Bull.*] They were in an amorous position? Yes.

8938. Do reputable people about the district walk into that park for the purpose of having ordinary conversation? Not at all.

8939. Do any people that you know of walk into that part of the park at all? Not at all. It would have to be daylight. You might go there every night in the month at half-past 11 at night, and you would not see any decent person sitting there. You might see a larrikin and larrikiness pass in for about five minutes at the most, and you might see them come out again. Alexandria Park is just the same. Of course, they have lately put three lamps in there.

8940. There are no lamps in the park? Not a light; and if you go over to Dowling-street at night-time you will see them walking into Moore Park by the thousands, and I have often remarked it, if a policeman stands near the corner of the entrance, directly they see the policeman they cover their faces. I have known this girl for a long while. I see her every day almost that I am at home, passing down in front of my house, going home to her dinner. It is her nearest way. She goes down George-street past my front door and round John-street, and that is her nearest way home, and this is the way they have rigged up that they went this night, I may as well say, three parts of a mile out of their course.

8941. *Mr. Abigail.*] Now he says they have "rigged up." Your Worship sees the same character and nature of defence. All these people are perjurers, and he, the immaculate Quelch, is the only person who tells the truth? I say, no matter what end it comes to, this young couple were never up at the top of Mount Carmel that night.

8942. How do you know? I know it, because I followed them right along.

8943. *Mr. Bull.*] You were there on patrol? Yes.

8944. *His Worship.*] How long were they there before you recognised them in this position? They could not have been in the park longer than, say, about three to four minutes at the most. I stood at the

the corner of Buckland-street. As the constable did not come round, I edged up a little bit, thinking that something was wrong, and the whistle blew. I think I can explain a little bit that with reference to the girl McNamara. I applied for the subpoena for this young lady (Miss Kerrigan). There was a subpoena issued by mistake for Dollie McNamara. She was served with a subpoena, I believe, when the mistake was made, and I think, by what I hear, there was a bit of a tiff between Crosby and her over it. The mistake was made, and an order came up that Sergeant Vane was the man who should serve these subpoenas on everybody. Vane was instructed to serve these subpoenas, and I think certain names on the subpoenas were underlined, which he should not serve.

Senior-
constable
W. E. Quelch.
17 Nov., 1897.

8945. *Mr. Bull.*] There is no doubt in the world about this: You have heard Crosby say that on the Monday night he saw somebody in the street whom he went up to with some intention. There is no doubt that person was not you? Positive. I can easily explain that.

8946. You heard me ask Crosby whether he had spoken to you upon the matter? Yes.

8947. Whether, as a fact, he recognised you as having spoken to you on one night in Regent-street in plain clothes? Yes.

8948. Did he speak to you? Yes.

8949. Tell his Worship what he said? I was not dressed as I am now; I had no collar on, and I do not think I had a vest on. He was outside, as I generally used to see him, of this draper's shop, looking out for all the goods that were exhibited outside. I merely said, "Good evening," and got into conversation, and I knew he did not know me, and never recognised me. We got in conversation. My object was I had heard something.

8950. *Mr. Abigail.*] I object to his object.

8951. *His Worship.*] I see no objection to his giving his reason for the conversation.

8952. *Mr. Abigail.*] I submit we cannot have his object.

8953. *Mr. Bull.*] You had heard something? Yes.

8954. And your object in speaking to him was what? With reference to the man named Brewin, to see whether it was correct. I had a conversation with Crosby outside the shop, and he said he was very sorry that ever he had opened his mouth about it at all; but if it had not been for Brewin he would not have made himself such a fool; that he had a conversation with Brewin, and Brewin had run him to do this. So he said, "As a fact, I do not know who the constable is. I could not identify him. I did go and stick up another constable, but I found out I had made a mistake."

8955. *Mr. Abigail.*] Do you not see the cleverness? He knows all the reports, and he has a mind imaginative enough to supply all the details.

Witness: After that, I think about a day after or so, it came under the notice of another constable, and seeing that, for the constable's own protection, he reported the circumstances to one or two of the non-commissioned officers. They mentioned the matter to me. I instantly said —

8956. *Mr. Abigail.*] I object to this.

8957. *His Worship.*] I will not have this.

8958. *Mr. Bull.*] Some report was made by somebody? Yes.

8959. Was that report made by Robinson? Yes; and after that instance was brought to my mind by my superior officer, I said, "Robinson has nothing to fear about that, because it was not Robinson that caught them in the park, it was I."

8960. He had confused Robinson with you? Yes.

8961. And your explanation to your officer was that Robinson had nothing to fear in the matter, because you were the person who had seen them? Yes.

8962. My friend asked whether, as a fact, this girl did meet you at 10 o'clock on the following night? Yes.

8963. How frequently have you seen this girl since then? Well, I have seen her any amount of times.

8964. I suppose you have seen her in the evening? Yes.

8965. Have you attempted to accost her in any way? Never.

8966. Have you seen her with male friends as well as female? Yes.

8967. *Mr. Dacey.*] You say you have seen her with other male friends;—who have you seen her with? I do not know who they are.

8968. Did not you come down from the north-west corner, where the lamp is;—did not you run down the hill to look whether they were going out of the gate? I was not up that hill that night, and I do not believe I go up that hill any night during the month.

8969. Did not you say you went up Kellick-street to meet Constable Robinson? I went up to the corner of Kellick and Pitt streets to meet Constable Robinson.

8970. Where is Kellick-street? It runs from Elizabeth-street into Pitt-street.

8971. What do you call the street alongside the fire station, in Waterloo? Kellick-street.

8972. Where does it run to? Morehead-street.

8973. And you say this Kellick-street runs into Pitt-street? Yes.

8974. From where? From Elizabeth-street. You come up the steps from Elizabeth-street up to Mount Carmel; then right down into Pitt-street.

8975. *Mr. Abigail.*] You say that this park is very dark? Yes.

8976. You know the gate you went out of? The corner of Kellick and Pitt streets.

8977. No, the top gate that you went out of the park by to go to this young lady's house? No; I was never near the gate.

8978. Is not that the gate? No.

8979. Then you see you contradict them, do you not? I think you are out of it altogether. Your witnesses' evidence is that they went in the top gate and walked down to this gate, where they came out of.

8980. Do you admit that you went out of the gate described by Crosby and Miss Kerrigan? If they referred to the top gate, I do not admit it at all.

8981. The gate nearest their house? That is better.

8982. Did you go through that? That is the gate at the corner of Pitt and Kellick streets.

8983. That is the gate nearest their house? Yes.

8984. Now, you say the park was very very dark? Yes.

8985. How did you then see the dark form, as you describe it, roll off a woman? With my eyes.

8986. But the park was very dark, you know? Well, surely you will credit me with having eyes in my head.

8987. I suppose you have only got the eyes of an ordinary man—you cannot penetrate the darkness? Yes; most decidedly.

Senior-
constable
W. E. Quelch.
17 Nov., 1897.

8988. Is not this a fact, and have not you purposely forgotten to mention it, that at that gate there is a lamp which throws a stream of light into the park? There is a lamp on the opposite corner.
8989. And was it not by the aid of the light from the lamp that you saw those two people sitting down on the seat? Not at all. There was no seat where they sat down. There is no seat on the bottom plantation in the park. I do not believe there is one there to this day.
8990. Is there a seat near it? Yes; on the next terrace.
8991. On the second terrace? Yes.
8992. Did you not hear that young lady say she was on the second terrace? She was not.
8993. You will admit that there was a seat there? Yes.
8994. And in the locality described by these people? Yes.
8995. So that, in order to get them off the seat, you have to take them down to the bottom terrace? They were not on the second terrace at all, and they were not on the seat.
8996. To put them on a seat you would have to admit that they were on the second terrace? I do not admit much. The seats are behind the plantations on the second terrace.
8997. But if this is true, assuming it for the sake of argument, that they were on the second terrace, and not on the third, it is probable that they could have been sitting on the seat, as the seat is there? They may have been, but you see they were not sitting on the seat.
8998. That is what you say? I am positive about it.
8999. You say that they were lying down? They were.
9000. What was their position when you went over to them? He was just getting off the young lady.
9001. Were his clothes disarranged? I cannot say they were. As soon as he saw me coming he jumped up.
9002. Did you assist the lady up, or did he? No. He did.
9003. Now, as a matter of fact, did you accost them until they were walking nearly to the gate? I did.
9004. Until they had actually got up to the gate? I did.
9005. Did not you then get hold of the girl? No.
9006. Then they are wrong there? They are.
9007. Is it a fact that you said to them, "Are you finished?" and that Crosby said, "Quite"? I never heard such a remark. As soon as they got up I ordered them out of the park and followed them.
9008. Is it a fact that Crosby caught you by the shoulders? He never laid his hands on me. I would not allow him.
9009. Is it a fact that the whistle blew while you were still engaged in conversation with the young lady? No. The whistle blew before ever I entered the park. If it had not been for the whistle I would not have entered the park.
9010. Is it a fact that you saw any act of indecency? No.
9011. Did you, from first to last, charge these young people with anything? Not at all.
9012. Why did you want to see the girl home to her mother's? I wanted to see if she was telling me the truth.
9013. Did not you tell me that for a long time past you have known this girl, and known her well? But I did not know where she lived.
9014. But you knew where she was, and knew where you could find her address? I knew where I could find her, at the draper's shop, Kahla's.
9015. Why did you think it necessary, having no charge against this girl at all, to satisfy your curiosity and follow her, to see whether she lived where she said she did? I considered it my duty.
9016. Is it your duty, having no justification to interfere, to follow people to see if they give you correct addresses? It is my duty in a public park if I see any case which I consider should not take place in a park, it is my duty to prevent it.
9017. Why did you not do so in the case of the pigeon-stealers, who were running about and warming themselves at 4 o'clock in the morning;—did you have this conversation with Crosby and the young lady—at any rate, you admit that you did follow the girl to the house, and had some conversation with her at the gate? I admit that I followed her to the gate. She went in, and she asked me not to tell her mother.
9018. Did you say this, "Do you work with Crosby"? No, decidedly not; I knew she did.
9019. Did not she say, "Yes"? No.
9020. Did you say, "How long have you been working with him"? No.
9021. Did not she say, "Nearly nine months"? No.
9022. Did you say, "Did Mr. Crosby ever come home with you before"? No.
9023. And did she say, "Yes; he comes home with me every Saturday night"? No.
9024. Did not you say, "What were you doing in the park"? No.
9025. Think again? I never asked her that.
9026. Did not he say, "Nothing"? I never asked her that.
9027. Did you say, "You will be getting into trouble going into the park with Mr. Crosby"? Yes; I said, "You young girls will be getting into trouble going into the park at this time at night."
9028. Did not you say, "Are you going out with Crosby to-morrow night"? No.
9029. I think you said that the only conversation you had with the young lady was, "No; I won't tell your mother; knock at the door, and I will be satisfied";—now, you have admitted one bit more in striking corroboration of part of the conversation deposed to by her and contradicted by you;—now, having got that admission from you, will you go a bit further? Anything you like to ask.
9030. Did not you say this to her, "Are you going out with Crosby to-morrow (Sunday) night"? No.
9031. Did not she say, "No"? No.
9032. Did you say, "Meet me to-morrow night"? No.
9033. Did not she say, "No; I am going to church"? No.
9034. Did not you say, "If you cannot meet me to-morrow night, will you come now for a walk along George-street"? No.
9035. It is pretty dark in George-street? No; it is all built upon, and lit up.
9036. Towards the Waterloo mills? Yes, right to M'Evoy-street.
9037. Is there not a vacant piece of land there? That piece of land is built upon and lit up.
9038. Does not George-street go into a vacant piece of land? George-street terminates at the back of M'Evoy-street, and then it is fenced off. One side of M'Evoy-street is all built upon, and part of the other side is built upon.
- 9039.

Senior-
constable
W. E. Quelch.
17 Nov., 1897.

9039. Does not it go into the mills there? There is one entrance into the mills, but that is not the entrance into the mills.
9040. But you can get in there? Yes. It is private property, and the man has his house in the centre of it, and a watchman on the grounds.
9041. It is dark there, is it not? Yes.
9042. Did you say this to her, "Oh, we won't be long"? No.
9043. Did not she say, "No"? No.
9044. Did not you say, "Well, I don't know what to do"? No such conversation ever took place with that young girl.
9045. Did not you say, "You will be summoned, and it will be in all the papers"? No.
9046. Did not you say, "You will be pretty well disgraced"? No, not a word of it.
9047. Did not you say, "Were you ever in the park before with Crosby"? No.
9048. And did not she say, "No";—and did not you say, "Oh, that's the way with all you girls; you all say that; you will be going into the park once too often with Crosby"? I may have said that.
9049. There is another bit;—did not you say, "You will be getting into trouble if you don't look out"? I may have said that. I have said it to so many.
9050. Did not you then say, "You will be subpoenaing me as a witness"? Yes.
9051. "And I will be getting into trouble for letting you go?" No.
9052. Did not you ask her then what time she left off work? No.
9053. Did not she say, "9:30"? No. I know the time they shut up.
9054. What time does she leave work at night? Between 9 and half-past, week nights.
9055. Every night? When Kahla was there.
9056. Is not Kahla there now? It is an empty shop now.
9057. Do not you know that she used to leave there every night at 9 except Saturday? No; between 9 and half-past.
9058. Did you say this to her: "Does Crosby come here with you on week nights"? No.
9059. Did not she say, "No"? I never asked her the question.
9060. Did not you say this: "If you will meet me at 10 o'clock at Parry's mills-I will tell you what I am going to do"? It is impossible for me to say such a thing.
9061. You see you admit only part of that conversation, and only the least incriminating part? Yes; I see you have asked me a lot of questions to the detriment of that young girl.
9062. *His Worship.*] Just answer the questions.
9063. *Mr. Abigail.*] The incriminating part of the conversation this young lady has sworn to you carefully contradict? Yes.
9064. I want to know from you whether you will go to the extent you have in the former charges;—will you say that this is pure imagination on her part, or is it a wilful and wicked lie? I believe it is just what you say it is—a wicked, wilful lie of Mr. Brewin. Why don't you bring him here as a witness?
9065. You heard this young lady swear that you said all these things, and now you say they are wicked and wilful perjury on her part? I did not hear that young lady swear all that you have just asked me.
9066. I can assure you she did? I took no notice of it then.
9067. Assuming that she did, is that, on her part, wicked and wilful perjury? Yes, it is.
9068. Now, you have contradicted the evidence on oath, given by Crosby;—is the part of his conversation which you have contradicted wilful and wicked perjury on his part? Yes.
9069. How many people in this inquiry have you charged with wicked and wilful perjury? I could not say.
9070. Is it not a fact that every witness that has come into the box to incriminate you;—have not you said in those cases exactly what you have said in this, that they are all liars and perjurers? I did. Why, you put in half-a-dozen men to swear to a certain day, and then the next day they backed down because they had a little information.
9071. I ask your Worship to believe this because the facts given in evidence entitle me to do it. I ask you to believe that this man is not the only truthful man in this case. *To the witness:* Now, tell me this: do you really wish His Worship to believe that when you came up to these two young people, and found them in the position that you have described, that you asked Crosby for his name, and he gave you truthfully his name? Yes.
9072. That is rather peculiar for a man caught in the act? Naturally enough he would give me that because he knew I knew him.
9073. If he knew you knew him it would be equally natural to say that he knew you? Most decidedly.
9074. And yet you say that afterwards, when you, in plain clothes, saw him he did not know you? He did not know me in uniform, let alone when I was in plain clothes.
9075. You have heard him say that he told the Inspector afterwards who you were? After he was told.
9076. Now tell me this: do you want His Worship to believe that when you spoke to these people, and got Crosby's name you went into all this elaboration of detail, and that you said to this young lady, "You had better give me your name," and she refused to give it, and then you said, "I am not going to lock you up and be mixed up with your habits"? Those words of mine, "I am not going to lock you up," were when she said, "Oh, Mr. Crosbie, it is your fault."
9077. That is, when you came upon them at first to surprise them, do you want His Worship to believe that you used those words, "Now I am not going to be mixed up in your habits"? After we got outside."
9078. Did you further go on to tell them, "And as I am the only witness, and the Bench has over and over again ruled that it is not fair to lock people up under such circumstances, and being in the dark, I will let you go." Do you really want His Worship to believe that you, surprising these people in this act that you describe, went into that long and elaborate detail before them? I do not see that that is very long and elaborate.
9079. Don't you think it is elaborate for you, detecting offenders, to say that, "I am not going to lock you up, because I am the only witness and the Bench has ruled that it is not fair"? With that kind of crime I could fill the lock-up every night.
9080. If other people told you that would you believe that tale? Yes, I would; I know there are plenty of police officers who drive these girls off the park.

Senior-
constable
W. E. Quelch.
17 Nov., 1897.

9081. And you went into the matter in an argumentative way, and explained in detail that the Bench had ruled that you should not lock them up, and notwithstanding that, you followed them up;—is not that unfair? I do not see that it is unfair. If we catch them it is a matter of duty with us, but I have heard certain strictures on the Bench that when nobody sees it, and it is late at night, we might pass them by.
9082. *Mr. Bull.*] In other words, when other senses are not offended? Yes.
9083. *Mr. Abigail.*] You say you said this to them? Yes. I did. I gave her good advice.
9084. To sum the whole thing up—you have heard the evidence given by Mr. Crosby and Miss Kerrigan, and you know your own evidence? Yes.
9085. Now contrast your evidence with theirs. You see the wonderful contradictions between your evidence and theirs? I cannot see many contradictions.
9086. You see it is a flat contradiction? Most decidedly it is.
9087. In one part of the case against you, Crosby is corroborated by the evidence of this young lady.
9088. *Mr. Bull.*] I object to that. That is only a speech to Your Worship.
9089. *His Worship.*] I do not think you should go into that. You are drawing conclusions.
9090. *Mr. Abigail.*] With great respect I am not? I might say that only yesterday afternoon I saw Crosby coming along the street with what I took to be his evidence, rehearsing it.
9091. You have flatly contradicted the evidence of Crosby, although his evidence is corroborated by Miss Kerrigan? Yes.
9092. In the face of that, do you still wish to adhere to your evidence? Yes, I do, and I say that if Crosby had had any respect for that young girl he would never have taken her on the park at that time at night.
9093. I say that if you had had any respect for the girl you would not have asked her to go down George-street? I was a good Samaritan to that girl on that occasion.
9094. Did Mr. Lawless ever speak to you about this matter;—did you know that a complaint had been sent in into the station about it? No.
9095. And that Mr. Lawless had spoken to the constable on the beat? No.
9096. Did not you know that Robinson had been spoken to? No.
9097. Did you know that any officer had been spoken to? No.
9098. Did not you say that your superior officer had been spoken to about it, and you said that Robinson need not mind because you were the man? I referred to Sergeant Vane.
9099. Did he speak to you? He spoke to me about this man sticking Robinson up, and then I said that Robinson need not be afraid, that it was I that found them in the park.
9100. And notwithstanding you told Sergeant Vane that, you did not hear anything about it? No.
9101. Is it a fact that this is the first time you have seen this report? Yes; this is the very first time. Since this started I found that that did take place, and that an appointment was made by the Inspector with this man, and he never turned up. I have never seen that in my life. I do not know what it contains now.

[The Commission then adjourned.]

THURSDAY, 18 NOVEMBER, 1897.

[The Commission resumed its sittings at 2 p.m. at the Central Police Court.]

Present:—

WHITTINGDALE JOHNSON, ESQ., S.M. (SOLE COMMISSIONER).

J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. J. W. Abigail, solicitor, appeared in support of the charges, on behalf of Mr. J. R. Dacey, M.L.A.;
Mr. C. Bull, M.L.A., solicitor, appeared on behalf of Senior-constable W. E. Quelch.

Charge No. 13—continued.

Senior-constable W. E. Quelch was recalled:—

Senior-
constable
W. E. Quelch.
18 Nov., 1897.

9102. *Mr. Bull.*] Do you remember my asking Mr. Crosby yesterday whether he had sent somebody to make an offer of £2, or whether he had offered £2 under any circumstances to have the matter hushed up to anybody? I recollect that circumstance.
9103. Did anything of the sort take place so far as you are concerned? Yes, on the night in question.
9104. Did he, as a fact, make an offer? He said he would give me £2 if I would say nothing about it.
9105. *His Worship.*] Who said that? Crosby did.
9106. *Mr. Bull.*] Crosby was asked the question whether he had ever offered, or whether he had authorised anyone to offer, £2 on his behalf to hush the matter up, and Quelch contradicts Crosby on that point, and it is for Your Worship to determine who is telling the truth. *To the witness:* Now you heard the statement made by both Crosby and the girl yesterday as to the route that they took? Yes.
9107. And after the Commission was over last night, did you pursue, on foot, the course which they described they took? Well, there is no doubt I took a nearer course, because I left out the portion from the Town Hall, Redfern, in Pitt-street, to the house where Crosby said he went with his sisters—I left that portion out. I took the nearest route through the Redfern Park, that would be from the corner of Castlereagh-street and Redfern-street, straight across diagonally to the corner of Phillip and Elizabeth streets.
9108. Now, how long, as a fact, did it take you;—did you walk leisurely as they were walking? I walked the pace that a person would ordinarily walk along the street.
9109. How long did it take you? Twenty minutes, leaving out the portions I mentioned.
9110. To reach which point? To reach from the draper's shop to the park gate in Mount Carmel Park.
9111. Was anybody with you? No. I started inside the park and went up alongside the fence.
9112. You heard them describe the course which they themselves took? Yes. The nearest seat to this gate is fifty-five yards from the gate, off the track.

9113.

9113. I gave you certain instructions yesterday? There is no seat on the second terrace whatever.
9114. I am going to ask Your Worship to visit this park if there is any trouble in the world on this matter. Senior-constable
W. E. Quelch.
9115. *His Worship.*] I do not think it is necessary, because it is admitted that there is a seat only on the second terrace. 18 Nov., 1897.
9116. *Mr. Bull.*] Quelch says there is no seat on the second terrace at all.
9117. *Mr. Abigail.*] We do not know whether he is describing the locality? *Witness:* Yes; and there is not a single asphalt path in the park.
9118. *His Worship.*] There is no seat on the second terrace? No.
9119. And none on the third? There is one on the third, and 55 yards from the gate. There is a flat, there is a terrace comes up about 4 feet, and then it runs flat again for several feet back, and then it runs up again in another terrace, and then just up above that terrace there is a square plantation and a seat in front of it, and that is the nearest seat to the gate.
9120. *Mr. Abigail.*] That is the seat they say they were sitting on.
9121. *Mr. Bull.*] The girl describes it and says they were sitting on the second flat.
9122. *Mr. Abigail.*] That might be a mistake about the terrace. They say they were sitting on the seat nearest the gate. What does it matter about what flat they were on, because you will admit that your client himself is wrong, because he admitted yesterday that there was a seat on the second flat.
9123. *Mr. Bull.*] He says there is no seat where he said he saw them, and there is no seat where they say they were sitting. *To witness:* Did you tell us the time that it occupied you in walking the route that you say you took? It took me without the least reflection or stoppage twenty minutes.
9124. And you started with an object, and you finished with an object? I timed myself at the start.
9125. Having all the time that object in view? That is to see what time it would take me walking at an ordinary pace.
9126. *Mr. Abigail.*] You did not take anybody with you? No.
9127. To test it, or corroborate your statement? No.
9128. The distance, or, in fact, the locality upon which this seat is? No.
9129. Have you seen Robinson since yesterday? In connection with what?
9130. In connection with this case? Yes.
9131. *Mr. Bull.*] What was the object? I was passing along Elizabeth-street during this route, and I was somewhat ahead of Constable Robinson. I said to Constable Robinson, "I cannot stop now. I am retracing their steps as sworn to in the evidence to-day." I never stopped with Constable Robinson. I went straight on. If I did I would have had to have gone back again and started again.
9132. You have had no conversation with him? No.
9133. *Mr. Abigail.*] You have not seen him since? No.
9134. Nor had a word with him? No.
9135. Has he given you a statement of his evidence? No.
9136. Has Mr. Bull got one? No.
9137. Do you know what he is going to swear? I have got a statement. I have had a statement in Court here for the last weeks and weeks.
9138. Who gave it to you? Constable Robinson.
9139. Since this Commission sat has Robinson supplied you with a statement of his evidence? Yes.
9140. When did he? Some three weeks or a month ago or more.
9141. Have you seen him since with regard to it? No.
9142. Have you talked to him since he gave you the statement? No. I might have casually had a few words with him.
9143. About what;—about his evidence? No; I had it there.
9144. Since he gave you that statement, have you had a conversation with Robinson, any conversation with Robinson? No; not with regard to his evidence.
9145. Have you had any conversation with Robinson since he gave you the statement? Yes.
9146. How many? May be four or five here at the Court.
9147. When was the last;—did not you see him yesterday and talk to him? I did. We all generally go up to the tram, and generally have a conversation while on the way, all the police.
9148. I am not complaining about your doing it; I want the fact, but you seem to be afraid of the fact. How many times have you met him in Phillip-street in the last five or six weeks? If I have met him once in Phillip-street it is as much as I have.
9149. *Mr. Bull.*] Where is Phillip-street? The boundary of the constable's beat.
9150. *Mr. Abigail.*] Did you ever tell anybody else until to-day that Crosby had offered you £2? Yes.
9151. Whom? I have mentioned it several times.
9152. Can you tell me anybody? I believe I have mentioned it several times to Sergeant Vane, several times to Constable Robinson, and several times to Constable Edwards. Of course, I cannot take my memory back to everybody I told it to.
9153. Why did not you mention it yesterday? I was not finished in my examination.
9154. I cross-examined you yesterday, and then Mr. Lawless was put in the box? I cannot recollect it.
9155. Do you mean to say you cannot recollect the doings of yesterday afternoon? I have so much to recollect, I cannot think of everything.
9156. Do you really mean to answer my question in the way you have;—that you cannot recollect that you gave your evidence yesterday? I cross-examined you, and Inspector Lawless was afterwards called? I cannot recollect everything.
9157. Can you recollect that? I cannot recollect it.
9158. *His Worship.*] I think this is most irrelevant.
9159. *Mr. Abigail.*] It is to test his recollection.
9160. *His Worship.*] I can see nothing in it.
9161. *Mr. Abigail.*] I can see something material in it.
9162. *Mr. Bull.*] My friend says that Quelch has seen Robinson, and his object is plain, to rouse the suspicion in Your Worship's mind that when Robinson comes in he has been told what to say. How can that be, when Quelch swears that the fact is that I have had Robinson's statement in my hand for weeks. Here it is. I have had it in my hand, and probably my friend has had a look at it.
9163. *Mr. Abigail.*] I have not.
9164. *His Worship.*] You can ask Robinson.

Senior-
constable
W. E. Quelch.
18 Nov., 1897.

9165. *Mr. Abigail.*] Your Worship sees this, that if I can get this man to swear that he has not had a conversation with Robinson, and then, when Robinson goes into the box, can get him to swear that he has, it is a question then of who is the liar. It does seem that as soon as this man explains anything that is against him, you are satisfied.

[With reference to Mr. Abigail's last few questions in cross-examination of Senior-constable Quelch, at the request of Mr. Bull, the shorthand-writer stated that Mr. Abigail was mistaken in thinking that Inspector Lawless had been examined the previous day. At the conclusion of the examination of Senior-constable Quelch, Inspector Lawless was to have been called, but the adjournment intervened.]

Charge No. 12—*continued.*

Mrs. Annie Brown was recalled :—

Mrs.
Annie Brown.
18 Nov., 1897.

9166. *Mr. Bull.*] You have given evidence in this matter, Mrs. Brown? Yes.

9167. And you have sworn as a fact that Quelch made no improper overture to you? Not to me whatever.

9168. What you swore yesterday is absolutely true? So help my God.

9169. Did you tell Constable Christison or Constable Hill that at any time Quelch had made such an overture to you? I never did. I never spoke to Constable Hill. I only know him as a neighbour, bidding him the time of day.

9170. Did you ever make any such statement to either of the policemen? Never. I am not likely. The gentleman—I do not know his name—he has spoken to me several times.

9171. Is he the man that took you to Mr. Dacey? Mr. Hill and him. I know Mr. Hill on account of knowing him as a neighbour.

9172. And then the red-faced man is the other? Yes; that I do know, and spoke to him. He was in the yard the morning I was taken, and he has been trying to drive me and ask me all about the affair, but my shame would not allow me to tell anybody.

9173. He began to ask you questions that morning? No, sir; he was in the yard that morning, and he kept telling me that.

9174. Has he spoken to you since with regard to the circumstances of that morning—that red-faced man (Christison)? Oh, yes.

9175. In any one of these conversations, have you ever descended to the statement to him that Quelch on that morning, either on the way from Ryan's to the lock-up, or from the lock-up to your house, said this to you, or anything like it—? No, sir.

9176. *Mr. Abigail.*] You see you deny before you wait for Mr. Bull to put the question to you. You are primed up for it.

9177. *Mr. Bull.*] You will know in a minute whether she is primed up or not.

9178. *Mr. Abigail.*] She says "No" before you have put the question to her.

9179. *Mr. Bull.*] She has already said it. It has been sworn here that it was said to her—and this is my object in contradiction—it was said to her between the time she left the lock-up and the time she arrived at her residence, and in the other instance it was said that it took place between Ryan's place and the lock-up.

9180. *Mr. Abigail.*] I was endeavouring to object to this, and my voice, as usual, is drowned by the stentorian tones of my friend. Now I shall insist, with respect, upon receiving as much consideration as my friend here in making speeches. Your Worship remembers that when I try to speak my friend's voice is raised like a tornado, and I am talked out of Court.

9181. *His Worship.*] I think there has been quite sufficient on this particular matter.

9182. *Mr. Bull.*] I have a right to recall her, and ask whether the statements made by Christison and Hill are correct. I have asked her a general question, and then I choose to put the very words to her. *To the witness:* Either between the hotel and the lock-up, or between the lock-up and your house on that morning was anything of the sort said? No, sir, only Mr. Quelch told me that he was ashamed of me, and he was surprised at my being in such a locality. That is all that passed between us.

9183. *Mr. Abigail.*] And you do not wonder at any man being ashamed of you, do you, because you said here the other day that you were ashamed of yourself? I think I was.

9184. You do not wonder at this matter being the subject of police gossip? It is nothing against me; I was not charged with anything.

9185. You know it has been talked about? I do not know who by. I never heard it.

9186. Did you not say yourself, "I have had many a talk with the red-faced man about the affair"? No.

9187. *Mr. Bull.*] This witness has not said she has had frequent conversations with the red-faced man about it.

9188. *Mr. Abigail.*] Just attend to me, please. Did you not, just now, say, "I have had many a talk about the affair with Christison"? Not "Many a time"; I said, "Several times."

9189. At any rate, you will admit that you have talked about the affair? Not about the affair, only about Mr. Quelch; not concerning me at all.

9190. Was it about the "Salutation Hotel"? He tried to get out of me what he took me there for, and what I was charged with.

9191. And you told him? Certainly not.

9192. Will you be surprised to hear that he has sworn here in the box that you did? I have not, to anybody.

9193. Will you be surprised that Constable Hill has come in the box and sworn that you spoke to him about it? I have never had an interview and spoken to Hill about it, and I was in the house.

9194. Are you not making a mistake? No, I am not.

9195. And did you not tell Mr. Dacey;—did you not make a complaint to Mr. Dacey about Quelch's conduct? No.

9196. Did you not deliberately, yourself, complain to Mr. Dacey that he had taken you from the hotel to the station, and from the station to your house, and that he asked you and made this overture to you on the way? No; he (Mr. Dacey) never put any proper question to me.

9197. Did not you say to him that he (Quelch) had? I did not. Mr. Dacey wanted to know what he took me to the station for; he told me that he had never a right to take me to the station: and then he did not tell me the business that he came to my house for.

9198. Did you not give him the details? He only just asked me.

9199. To every question put to you by Mr. Dacey you answered? Well, nothing wrong.

9200. You answered the questions, did not you? He only came to me then for me to sign my name to some forms he had.

9201. Did you not tell him? He says, "You sign these, and I won't want you at all"; I said, "I want to know what I am signing, sir."

9202. Have you ever been articulated to a lawyer, because by the way you are trying to fence me, one would think that you had either been living with one for some time or articulated to him? Never, sir.

9203. I am asking you this deliberately and directly;—did you not tell Mr. Dacey that Quelch took you from the police station past his own house to your home? Yes, sir.

9204. Did not you further tell him this, that on the way he said to you, "Well; now you had better give me what you promised Ryan"? I never did, for I never promised Mr. Ryan anything.

9205. Did not you tell Mr. Dacey that? Never did. Mr. Ryan promised to bring me a bottle of schnapps to give me some schnapps.

Mrs.
Annie Brown.
18 Nov., 1897.

Charge No. 13—continued.

Constable F. Robinson was recalled:—

9206. *Mr. Bull.*] Your name is Frederick Robinson? Yes.

9207. Do you know Crosby, the young fellow who was here yesterday giving evidence? Yes.

9208. Do you know a young man named Marr who was called into the Court here for identification yesterday? I did not know him by name until he came on this Commission.

9209. Do you know the young man who was called here yesterday for identification? Yes.

9210. Is that Marr? Yes.

9211. Had you a conversation with Crosby, or did Crosby on some occasion speak to you in the street? Yes; he did.

9212. Can you say about when that was? Yes; I can tell exactly.

9213. When? On the 3rd of May at half-past 9.

9214. When, at night? At night, in Pitt-street, Waterloo.

9215. What transpired between you? I was working the beat, and Crosby came across the street to me and stopped me and said, "What about Saturday night, now?"; I did not know what he meant; I said, "What are you talking about?"; he said, "Is not your name Robinson?"; I said, "It is"; "Well, you are the man," he said; "Explain yourself," I said. He then went on to say something about himself and a girl in the park, a mixed up kind of statement. I did not know what he was talking about, and I said, "You are making a mistake, it is not I"; "Oh," he said, "Yes; your name is Robinson?" I said, "Yes"; just then I thought it would be serious if I got identified with it even although I could prove it was not I—still it is not pleasant to be mistaken in an event of the kind—so I asked him, "When was it?" He told me the time. He said, "It was some time after 11," as near as I can recall his very words. I then was able to prove a conclusive alibi to him. Just then coming in the light he looked at me and he said, "Well, now I see you are not the man; he was something like you, but he had a heavier moustache, and he had some kind of badge on his arm."

9216. A badge distinguishing him from an ordinary policeman? Yes. I said, "It is probably Senior-constable Quelch, then, you want, not me."

9217. Yes? He then asked me when he might expect a summons, as he had consulted a solicitor, who had assured him that he had a very good case.

9218. *Mr. Abigail.*] I ask that Crosby be allowed in Court. He is entitled to hear this.

9219. *Mr. Bull.*] I object.

9220. *His Worship.*] You can call him to rebut anything that you wish.

9221. *Mr. Bull.*] Yes? I told him that if he did not get the summons within two or three days he need not expect one, but that, taking into consideration everything, I said, "It is likely that you won't be summoned at all, as you assured me that the girl is not a prostitute." He then said that he would wait to see if he got the summons, but anyhow he would "set him a go," those are the very words he used.

9222. *Mr. Abigail.*] Yes; he was determined to defend it.

9223. *Mr. Bull.*] Go on? I replied to that, "All right, set him a go then; it has got nothing to do with me."

9224. At any time before this or subsequently, when he was apparently under the impression that you were the person, did he say something to you with regard to letting the matter drop? No.

9225. Was any mention made by him to you with regard to—

9226. *Mr. Abigail.*] I object to your leading.

9227. *Mr. Bull.*] I can put the question direct;—was any offer made to you by Crosby? No. Crosby made no offer.

9228. At any time in conversation with you did he make mention of any sum that it would be worth for the matter to be let drop? No. He did not say anything to me about money at all.

9229. Tell me, when was it Marr came to you? On the Saturday night, or rather it was Sunday morning, as it was a little after 12 o'clock.

9230. Was that before or after this conversation that you have been relating? Before. It was on the Sunday morning, on the 2nd of May.

9231. Did Marr make a statement to you? He did.

9232. Where was that? At the corner of Pitt and Raglan streets, Waterloo, about twenty minutes past 12.

9233. Did he mention any name?

9234. *Mr. Abigail.*] I object to that.

9235. *Mr. Bull.*] I am not asking him to narrate any one thing that he said.

9236. *Mr. Abigail.*] Is not mentioning the name narrating something said;—that is inadmissible for this reason, my friend admits from the peculiar form of his question that he could not get out of this witness the conversation that Marr said to him, but he admits that he wants to get out the most important part of the conversation; and that is, did Crosby say it to him?

9237. *Mr. Bull.* asked the witness to retire. He then said: yesterday I asked Crosby whether he had made an offer of £2 to anybody and he denied that. I said, "Did you at any time send a young man named Marr to make any such offer to either Quelch, Robinson, or any other policemen?" He said, "I did not." I then called Marr in and asked him would he swear that he did not as a fact authorise that person to go to either Robinson or Quelch to offer £2 to hush the matter up. He said he had done no such thing and, in fact, did not know the man whom I called before the Court. Now, I asked him distinctly as to conversations with Robinson, most of which he denied. Now, I purpose asking Robinson did Marr, when he came to him, mention a name as a person who had sent him to him (Robinson.)

9238.

Constable
F. Robinson.
18 Nov., 1897.

- Constable 9238. *Mr. Abigail.*] I object to it.
 F. Robinson. 9239. *Mr. Bull.*] I press it.
 18 Nov., 1897. 9240. *Mr. Abigail.*] I challenge you to call Marr. You know perfectly well that Marr cannot assist you.
 9241. *Mr. Bull.*] My friend may take it for granted that if he challenges me to call Marr I will not call him.
 9242. *Mr. Abigail.*] My friend knows very well that Marr cannot assist him and he is trying to sneak this in in this way. My friend has asked a direct question of Crosby and got a denial, and the question was, "Did you send Marr to Robinson," and the only way to trap Crosby is to call Marr.
 9243. *Mr. Bull.*] That is one way, and my friend wants to drive me to that when he challenges me to call Marr.
 9244. *His Worship.*] Marr should be called.
[The witness was recalled.]
 9245. *Mr. Bull.*] When Crosby was speaking to you about the incidents and circumstances of that night you used this expression, "confused," speaking of a statement which he had made of some circumstances referring to or relating to the Saturday night;—what was the expression you used? I do not know whether I used "confused," but it was a rambling kind of statement; I did not understand it, because I knew nothing about it.
 9246. In other words, he was speaking apparently in conundrums to you? Yes.
 9247. When he was speaking to you did he say that he was speaking on his own behalf or mention anybody else? Crosby said he was speaking about his own matter; but when he started speaking about the girl and himself in the park—I forgot to mention this before—it suddenly flashed across my mind—
 9248. *Mr. Abigail.*] I object to what flashed across your mind. Let us have the facts. We can only have what was said.
 9249. *Witness:* I said to Crosby, "Oh, are you the young man who sent the young fellow to me on Saturday night?"
 9250. *Mr. Abigail.*] You said that to him? Yes.
 9251. *His Worship.*] What did he say to that? He said, "No, I did not send anybody to you."
 9252. *Mr. Bull.*] There were only three people there, your Worship—Crosby, the girl, and Quelch. Quelch did not send him to Robinson.
 9253. *Mr. Abigail.*] Neither did my client.
 9254. *Mr. Bull.*] However, that is what you said to Crosby, "Are you the young fellow who sent a young fellow to me on Saturday night?" Yes.
 9255. To which he said, "No"? Yes.
 9256. Were you in the vicinity of this park on that night of the 1st May, Saturday? Yes.
 9257. Between what hours? I was there early in the evening. I was there at the very time this occurrence is alleged to have occurred.
 9258. What time would that be? Between 11 and 12.
 9259. Do you remember any particular circumstances which happened to yourself, or that you took part in? Yes.
 9260. What was that? At five minutes after 11 I was at the "George Hotel," and there was a push about there, and three or four women, and I had to arrest one of the push for "language," and I had a great deal of difficulty with him. He fought for a long while. However, at last I secured him, and he was taken to the station, and it was on my way back on to my beat that I met this young fellow.
 9261. After you had made this arrest, and before you came back, do you remember did you hear a whistle blown? Yes. The prisoner slipped his handcuffs—he had small hands,—and the push were round him and inciting him to escape, and I blew my whistle.
 9262. Now, how far would that be from the park? About 300 yards from the nearest portion of the park.
 9263. Did you see Quelch at all after you had locked this man up? Yes.
 9264. Where did you see him? At the station.
 9265. What time would that be? Somewhere about 12 o'clock.
 9266. Do you remember seeing Constable Connor? Yes.
 9267. When was that that you saw him? Twenty minutes past 12 a.m. on the 2nd of May.
 9268. What we would call the Saturday night? Yes.
 9269. A.m., meaning immediately after midnight? Yes.
 9270. Had you seen the young fellow just before then? While the young fellow was speaking to me I saw the constable come up on the other side.
 9271. A young fellow, not Crosby? Yes.
 9272. The young man who has been called here as "Marr"? Yes.
 9273. I do not ask you what that young fellow said;—did he do anything when he saw you on the Saturday night? He stopped me, and spoke to me.
 9274. After he had stopped you and had spoken to you?
 9275. *Mr. Abigail.*] I object to this, unless they can show before this, by calling Marr, some connection between Marr and Crosby. It is not admissible.
 9276. *Mr. Bull.*] I am asking him what he did, if he did anything.
 9277. *Mr. Abigail.*] My friend cannot get circuitously what he cannot get directly. My friend sees how manifestly unfair it is to bring in some attempt at bribery, some attempt to square somebody, when there is no connection between this young man and Crosby.
 9278. *His Worship.*] You had better let it rest at that.
 9279. *Mr. Bull.*] Was it on the Saturday night that you saw Crosby after you had locked one of the push up? No, the following Monday.
 9280. On the Monday night? Yes.
 9281. Where was it you saw him? In Pitt-street, Waterloo.
 9282. Near any particular place? No.
 9283. *Mr. Abigail.*] Was it near Parry's mills? Yes, in the vicinity.
 9284. *Mr. Bull.*] Do you know the "George Hotel"? Yes.
 9285. Is it anywhere near where you were? I saw him near there afterwards.
 9286. What time did you see him there? About an hour afterwards.
 9287. Was he sober? No; he was under the influence of drink.
 9288. This Crosby? Yes.
 9289. Had you a conversation with him then? Yes; I spoke a few words to him.

Constable
F. Robinson.
18 Nov., 1897.

9290. Tell us what passed between you then? I said to him, "Well, how are you getting on?" or something like that. He said, "I am going to let the matter drop now. My other girl heard of it, and she is performing on me."
9291. *Mr. Abigail.*] There is corroboration for you. Exactly what the other girl said yesterday that she did it for.
9292. *Mr. Bull.*] When was it you first knew his name was Crosby? On the night of the 3rd of May, in conversation with him, he told me that his name was Crosby.
9293. After the matter of Crosby sticking you up in the way you describe, did you mention the matter to any of the officers?
9294. *Mr. Abigail.*] I object to that. That is not evidence.
9295. *Mr. Bull.*] I press it.
9296. *His Worship.*] I do not see any objection to it.
9297. *Mr. Bull.*] Did you mention it to any officer? I mentioned it, but I do not know to whom.
9298. Was it one of your officers, or one of your fellow-policemen? I think it was one of the fellow-police. I think I spoke to several of them about it.
9299. *Mr. Abigail.*] Are you disinterested in this inquiry? Entirely.
9300. Are you really? Entirely.
9301. Do you think it is a disinterested thing to give a statement to Quelch of what your evidence will be if you are called? I sent it to Mr. Bull.
9302. Did Quelch ask you to do it? He did not.
9303. Well, how did you know that Mr. Bull was going to appear for Quelch? Everybody knew that.
9304. When did you send it? It was some time—well, about a couple of weeks ago—I could not tell you exactly.
9305. Was it before the Commission started? I think it was.
9306. That is more than a couple of weeks ago, and you are speaking from your recollection of things that transpired six months ago, and you have made a mistake in what occurred five weeks ago? I do not know.
9307. You are the man that makes shorthand notes;—did you make a shorthand note of this occurrence? Yes.
9308. Turn it up? I have got a note here of meeting with Senior-constable Quelch.
9309. Read it all out? "First meeting, some time in October, at the corner of Cleveland and Baptist Streets. I sent him word that I wanted to see him."
9310. You sent him word that you wanted to see him? Because he never came near me.
9311. You actually wanted to propitiate him, he being your senior-constable? No; I did not want to propitiate him.
9312. He is your senior-constable? He is.
9313. And if you want promotion you must secure his good offices—his good opinion? Promotion had nothing whatever to do with this.
9314. Oh, certainly not; not in your case;—just read out your note? That is all I have got. "At the corner of Redfern and Great Buckingham streets, by Exhibition."
9315. Were you in uniform on each occasion? Yes.
9316. On your beat? Yes.
9317. And you stood talking to him? Yes.
9318. You know that is an infringement of the rules? It is not an offence.
9319. You know that Inspector Lawless puts his foot down on anything like that—gossiping in the street? Not if you have a satisfactory reason for your gossiping.
9320. Is there any satisfactory reason for your interfering in this Quelch inquiry? I am not interfering.
9321. But you were. You see you actually sent for him? Yes.
9322. Go on reading? "The third meeting was in Wellington-street, about Wednesday, the 3rd instant"—that is, the 3rd of this month—"or, rather, a day or two before, as it was on that date that I gave Quelch my evidence, written out, to give to Mr. Bull."
9323. Now will you admit that you are a liar? No.
9324. Did you not distinctly swear to me the first thing before you looked up your little note-book, that you did not give Quelch a statement, and that you had given it to Mr. Bull; and did not I say, "How did you know Mr. Bull was going to appear for Quelch?" and you said everybody knew? I have a note here that I sent it to Mr. Bull.
9325. Did you not say you gave it to Mr. Quelch? Yes.
9326. You knew perfectly well what I asked you.
9327. *His Worship.*] Of course he gave it to Quelch.
9328. *Mr. Abigail.*] Why did not this mountain of truth admit it?
9329. *His Worship.*] The matter is not worth talking about or wasting time over.
9330. *Mr. Abigail.*] Have you got anything else in your note-book there? It was on the 3rd of this month that I sent this to Mr. Bull.
9331. Per Quelch? Yes.
9332. Go on; is there anything else? "On that occasion I met him in Pitt-street, at 7.5 p.m."
9333. Still on duty? Yes.
9334. Anything else? Yes, I have, "On no occasion did Quelch ask me what evidence I could give, and never even suggested that I should give any reply to any questions."
9335. Don't you think that is exceedingly clever? Did you have so little confidence in your own friend, whose case you were so interested in, that you actually sent for him and told him how you could assist him, that you actually thought it necessary to make a note of what he did not do as well as what he did do? He is no friend of mine.
9336. Why did you think it necessary to make a note of what he did not do? Because some were saying that Quelch was "readying me up."
9337. So that actually some of your own police officers were accusing you in that respect? No.
9338. They were saying that Quelch was "readying you up"—that was accusing both of you—that he was doing the "readying," and you were the tool in his hands? Yes.
9339. And that is why you made that note? Yes.
9340. Have you got anything else in this surprising cyclopædia? Yes, a lot of things here.

- Constable F. Robinson.
18 Nov., 1897.
9341. Anything touching Quelch? Yes, a lot. "11:30 a.m.—Saw Quelch, Spearman, Mr. Dacey, Mr. Lawless, and Mr. Commissioner Johnson in Cornwallis-street."
9342. You even made a note of that? Yes.
9343. Did you make a note of Crosby's speaking to you, and accusing you? Yes.
9344. Where is it? [*Witness produced a sheet of paper.*] But in the note-book I mean? I had not the note-book with me.
9345. Is that in shorthand? It is. "Third May, 9:30 p.m., was accused by Mr. Crosby."
9346. Pardon me, let me see it first, please. Give me again the date of the first entry in the shorthand note-book? I have got another book.
9347. But this is the shorthand note-book? I have another.
9348. I want to know about this one first? There is one date there—April.
9349. Last April? Yes, 29th of April.
9350. And the last entry? I write at both ends.
9351. From this end what is the earliest date? Those are private notes.
9352. These notes will refresh your memory? This is about a book I was going to get—"The Day After Death."
9353. What is the date of that? I cannot recollect the date that I went to the library for that book.
9354. Give me the date? Here is another private memo., Monday, 19th of July.
9355. I do not want private memos.? Monday, 19th of July.
9356. What year? 1897.
9357. On the first leaf it is April, 1897, and the last leaf it is July, 1897. I want to know how it was that you did not make a note of this occurrence in your note-book, and why you made it on a separate sheet of paper? Because I had not this note-book at the time. This is the one I had. [*Producing another note-book.*]
9358. Did you make any note in this book? Yes; it is filled up with notes.
9359. About this? No. About other occurrences.
9360. Why did not you make this note in one of the books which you had on you? Because I had not that book with me at the time, and the other book was filled up.
9361. Did you see Quelch yesterday? Yes.
9362. Did you have any conversation with him? Spoke about a dozen words to him.
9363. About this charge? No.
9364. Did not you refer to it at all? He could not stop.
9365. Did not you refer to it? No.
9366. He did? He did not. Indirectly he did.
9367. That is what I asked you. See how you fence me? He said, "I cannot stop. I am tracing their steps."
9368. That is all he said? Yes; that is all he said.
9369. Did you see him this morning about this case? I saw him in the Court shortly before 2 o'clock.
9370. Did you discuss it? No, I cannot say that I did.
9371. You tell me seriously you were not discussing this case? In a general manner.
9372. Make it suspicious by not answering? I do not want to make it suspicious.
9373. You yourself were mixed up with trouble with a woman? No.
9374. Was not a charge made against you at the station? No, never.
9375. Of an act of indecency? Never.
9376. Was not the woman afterwards sent for and interviewed by a police officer, and did not she refuse to identify you? I do not know anything about that.
9377. And did not she afterwards say, "Yes, it is Robinson"? I never heard anything about it until the present moment, and there is no truth in it.
9378. Is it not common talk in the Redfern Police Station? It is not. I never heard about it until the present moment.
9379. And never did? Never did.
9380. You will admit that you whistled on this night? Yes, I did.
9381. Can you tell me about what time you blew your whistle? Yes.
9382. About what time? About twenty past 11.
9383. How far were you away when you were arresting some members of the push that you referred to from that gate leading into Pitt-street? Three hundred and fifty yards.
9384. Was there much noise made when you were arresting this man? Yes; the push made a fair row.
9385. Could it be heard at that distance, do you think? I could not say.
9386. Do you know Miss Kerrigan? No.

Constable G. H. Edwards was recalled:—

- Constable G. H. Edwards.
18 Nov., 1897.
9387. *His Worship (to Mr. Bull).*] Won't you call Marr?
9388. *Mr. Bull.*] After my friend's challenge I am not going to call him.
9389. *Mr. Abigail.*] I say positively that there has been a conspiracy to make this poor lad Marr swear things that he will not as a truthful lad swear. I am prepared to show that the lad never did speak to this last witness, Robinson, as is sworn.
9390. *Mr. Bull.*] Do you know Crosby? Yes; I know him to pass the time of day to. He is not intimate with me.
9391. How long have you known him by the name of Crosby? Something under twelve months. I met him at a friend's house one night when I was out spending the evening.
9392. Have you had any conversation with Crosby with regard to some occurrence or circumstance on a Saturday night in the Waterloo Park? Yes.
9393. Can you tell us about when that conversation took place between you? It was either the following Sunday or the Sunday week, but I believe it was the following Sunday.
9394. Do you mean the day after it occurred? The day after it occurred.
9395. Or that day week? Yes; I would not be sure which, as to the date.
9396. Where was the conversation? In my bedroom.
9397. At your house then? Yes.

9398.

Constable
G. H.
Edwards.

9398. How was the conversation brought about? Well, he came to see me, and my wife opened the door to him and told him that I was asleep and did not wish to wake me. I was on night duty.

9399. *Mr. Abigail.*] Did you hear this or did your wife tell you? She told me.

9400. *Mr. Bull.*] He had said something to your wife in consequence of which your wife aroused you? Yes. 18 Nov., 1897.

9401. And having been aroused, you did see him? Yes.

9402. Was he brought by your wife up to the bedroom? Yes.

9403. Go on? I said, "Hullo, what's the matter?" or something. "Oh," he said, "I am in a bit of trouble." He said, "Who was on the Mount Carmel beat last night?" I said, "Robinson." I said, "Why, what's the matter?" "Oh," he said, "I was in the park with the girl and he followed the girl home, and I am afraid he is either going to summons the girl or myself, or both of us." I said, "Why? Why should he summons you?" "Well," he said, "I don't know whether he saw it," he said, "but he makes out that I had something to do with that girl in the park."

9404. This is what Crosby told you? Yes; this is the conversation. He said, "Do you think I can square him with a couple of pounds?" I said, "I don't know; I do not think he is that sort of man, but it is nothing to me; you may try if you like." And he said he would see Robinson, and I told him where he could be found.

9405. He left me then, and some few days afterwards I met him again, and he informed me that on making inquiries he found it was Quelch instead of Robinson; so he then tried to make out something to the effect that Quelch was trying to "square his nob" with the girl, and that he would show him up; and he said, "What would you advise me to do in order to show him up?" "Well," I said, "there are several ways." I did not believe it when he told me.

9406. *Mr. Abigail.*] Did you tell him so?

9407. *Mr. Bull.*] Did you tell him that you did believe it? No. He said, "What would you advise me to do to expose him?" I said, laughing, in a jocular way, "There are several modes of exposing it; for instance, there is *Truth*." I said, "You can go to *Truth* and expose it."

9408. *Mr. Abigail.*] You see it was not Brewin? He considered a bit and said, "I don't think I will bother about it; the girl is such a respectable girl, and it will give her such a showing up."

9409. *Mr. Bull.*] Do you remember seeing him shortly after that? The third time.

9410. Do you remember a conversation with him, when plainly by his conversation he was confusing one police officer with another—Robinson with Quelch? He must have done that on the first occasion.

9411. But he really was not talking about Quelch that night? No.

9412. When was it he spoke of getting even with Quelch? On the second occasion, when he found it was Quelch.

9413. The night that he said a man was trying to "square his nob" with the girl was he talking of Quelch? Yes, on the second occasion.

9414. *Mr. Abigail.*] You are not a disinterested witness in this case, are you? No.

9415. You are interested with Quelch? No; I am interested to tell the truth whichever party it is for or against.

9416. But you are interested? Only so far as I know of the statements made to me by Crosby.

9417. You gave Quelch a statement, did you not? No, I did not.

9418. Whom did you give it to? *Mr. Bull.*

9419. When? This morning.

9420. Only this morning? Yes.

9421. That was after giving evidence yesterday? No; I was not called yesterday.

9422. But you gave a statement to *Mr. Bull*—why did you not give him the statement yesterday? Because I did not think it was necessary; I did not expect to be called yesterday.

9423. Have not you been subpoenaed on the case? Yes.

9424. Were not you in attendance yesterday? Yes.

9425. You knew you were going to be called? Not yesterday, because I knew there were so many witnesses to be called.

9426. When did you write the statement out? I wrote it out this morning.

9427. Did you have a conversation with Quelch? No.

9428. Yesterday or last night? No. I had a conversation with nobody about it; I thought it out myself.

9429. Do you mean to say you invented it or recollected it? I recollected it as though it were yesterday.

9430. When did this conversation take place? I believe it was the 2nd of May.

9431. Do you remember the day of the week? It was on a Sunday morning.

9432. Have you seen Crosby since beyond his attendance here? No.

9433. You have never seen him since this conversation you had on the 2nd of May and the subsequent conversation? I have seen him casually once or twice.

9434. Have you spoken to him once? Not on this.

9435. You did not let him know whether you believed him or not, did you, when he was asking you the various ways by which a man could be exposed in this sort of thing? I did not say one way or the other, because he was, to a certain extent, a friend of mine.

9436. And he would be more or less inclined to be influenced from that fact? I could not say.

9437. He came to his friend for advice, and he thought his friend would advise him for his own good. You advised him to go to *Truth*; and would you be surprised to hear that that is what he did? Yes.

9438. Did you read it in *Truth*? I saw some account about it.

9439. Did you speak to Quelch about it? No.

9440. Did not you say to Quelch, "Oh, Crosby has come to me and I jocularly told him to go to *Truth*?" No.

9441. How is it Quelch comes to call you in this matter if he did not know? Because I was speaking to Robinson something about it at the time, and possibly he heard it from Robinson. I do not know where he heard it from myself.

9442. Were you on duty that night—the 1st of May? Yes.

9443. Were you near the park? I do not think I was in the vicinity of the park at all.

9444. Do you know that Robinson keeps shorthand notes? I heard he did.

9445. A couple of days ago? Longer than that.

9446. Both you and Robinson are subordinate constables? Yes.

9447.

- Constable G. H. Edwards.
18 Nov., 1897.
9447. And Quelch is your senior-constable? Yes.
9448. You are under him? Yes.
9449. And naturally you do the best you can for him? No, not necessarily.
9450. You want to do what you can for him? No, not necessarily.
9451. You think it wise, do not you? No, not necessarily.
9452. Is it not a fact that you have gone out of your way to assist Quelch in the hope of your getting promotion? No.
9453. Because you want to be on good terms with him? No; that never entered my head.
9454. I want the rough occurrence book for the 7th of May.
9455. If a larrikin had been arrested on the night of the 1st of May, would a report of that be entered up in the rough occurrence book? No; I think not.
9456. Where would it be entered? In the charge book.
9457. I want to put in the charge book, page 67, dated Saturday, 1st May, showing that one James Day was charged at 11:55 p.m. at the station by Robinson with being drunk and disorderly, &c. I put that in to prove the time. [*Exhibit No. 38*].

Mr. Louis Crosby, driver, was recalled:—

- L. Crosby.
18 Nov., 1897.
9458. You know Constable Edwards? Yes.
9459. He was a friend of yours, was he not? Not altogether a friend.
9460. You met him out some evening? Yes.
9461. And after this Saturday night episode you went round to his place? Yes.
9462. For advice? Yes.
9463. Did you say this to him—I may tell you that he swears you did:—"I do not know whether he,"—meaning Quelch—"saw it or not, but he makes out I had something to do with the girl in the park." Did you say that? No; I did not.
9464. What did you go round to him for? To ask who was the policeman on that beat.
9465. As a matter of fact, did he advise you to send in a report to the *Truth*? He never spoke to me about it.
9466. Do you know Robinson? Yes; through accosting him on the street.
9467. You say you do know Constable Robinson, and you spoke to him thinking him to be the man who had stopped you on the Saturday night? Yes; I did not know him then, but I have spoken to him since.
9468. Did you say to him, "When may I expect a summons, as I have consulted a solicitor"? No.
9469. Had you consulted a solicitor? No.
9470. Is that statement deliberately untrue? It is, altogether.
9471. Did he say to you, "You will probably not get a summons, so why expect it"? No.
9472. Did you say, "Oh, well, if it does come, I will set him a go"? No.
9473. Do you know what that means, even? Well, I can come to a conclusion what it means.
9474. What do you think it is? Perhaps I would have as good a chance as he.
9475. Is it a phrase that you use? No.
9476. Have you ever used the phrase? Not to my knowledge.
9477. As a matter of fact, did you use that, or anything like it, to Robinson? No.
9478. But you swear that if Robinson says so it is a deliberate untruth? A deliberate lie—yes.
9479. Now, did you see Robinson about an hour after that at the "George Hotel," and have a further conversation with him? When?
9480. On the Monday night about 10 o'clock? I believe I did see Robinson on the Monday night.
9481. Were you under the influence of liquor? No.
9482. Were you ever under the influence of liquor? No.
9483. You are not a teetotaller? No; I am not a teetotallar, but I was never drunk.
9484. Do you swear that on the night of the 3rd of May you were not under the influence of liquor? I do.
9485. Is there any ground for this insinuation on the part of Robinson? No.
9486. I forgot to ask you yesterday how far was Quelch away from you when you saw him first? About 25 or 30 yards.
9487. Was he walking towards you or running? Running.
9488. Was it the noise of the running that attracted your attention? The noise attracted my attention—yes.
9489. Did you actually get to the gate, just inside the gate, the inside part of the gate, when he caught up to you? We might have been a pace or two off it.
9490. Is it a fact that you were lying down?
9491. *Mr. Bull.*] We have gone through this.
9492. *His Worship.*] We cannot have all this again.
9493. *Mr. Abigail.*] Quelch swears that he was down on the third terrace in the dark. I insist upon asking him. It is only fair to this man and fair to my case that I should ask this man.
9494. *His Worship.*] Go on.
9495. *Mr. Abigail.*] Is it a fact that you were lying down by the side of a plantation in the dark on top of this unfortunate little girl? No.
9496. Is it a fact that you were so in that position, and near a plantation, when Quelch came up to you? No.
9497. And that you were actually in the act of getting away from the girl when he came up to you? No.
9498. Is there a word of truth in that? No, not a word.
9499. As a matter of fact, if you had been there, from where you first saw Quelch, could he have seen you in the dark? It is impossible.
9500. *Mr. Bull.*] Has Mr. Dacey spoken to you during the last hour? I asked him—
9501. Kindly answer my question? Yes.
9502. What did he say to you? I asked him if I would be wanted any more.
9503. Is not this the fact, that Mr. Dacey left the hall here and went out and spoke to you on the outside there, and went out in the yard and spoke to you? No; I detained him when he was walking past me.
9504. What did you say to him? I asked him if I would be wanted any more this afternoon, and he said "I will see."
9505. *Mr. Abigail.*] Mr. Dacey came and asked me, and I said "Yes."
9506. *Mr. Bull.*] I suppose it was the noise which Quelch made upon the foot-paths which attracted your attention? Oh, no, you can make a noise on the grass as well as on the foot-paths. 9507.

L. Crosby.
18 Nov., 1897.

9507. What grass do you say he made a noise on? The grass in the park.
 9508. Not on the foot-paths at all? No, not on the foot-paths at all.
 9509. Did you say yesterday that he made a noise running on the asphalt? No, I did not.
 9510. Have you been out to the park this morning? No, I have not.
 9511. You have not been out to see whether there is any asphalt in the place? No, I have not.
 9512. Do you still persist in swearing that you were sitting upon a seat upon the second flat? I do.
 9513. Now, how far did you say that seat was from the gate out of which you came? It may have been a little over a chain.
 9514. That is only 20 yards? Twenty-two yards.
 9515. Would you be surprised to know that it has been measured—the actual distance to the seat—and it is 50 yards? I would.
 9516. Would you be surprised to know that Quelch made an examination of that very park, and there is no seat on that second flat? There is a seat on the second flat.
 9517. There was then? Yes, and there is now.
 9518. And it has been moved? Oh, no.
 9519. Do you suggest that there was one then and it has been taken away since if it is not there now? I do not say it is not there now.
 9520. Quelch says there is no such thing as a seat upon the second flat of the terrace? I say there is.
 9521. How often have you been in that park lately;—when were you there last? I have never been there since.
 9522. Do you remember what you swore yesterday? Yes, I do.
 9523. Look at this and tell me whose writing this is? I do not know.
 9524. What? I do not know.
 9525. Now you do know? I do not know.
 9526. You may as well tell the truth about it? I do not know.
 9527. Did not you yesterday say a complaint had been made in the name of Willoughby, but that was a fictitious name? Yes.
 9528. Did you notice this, as in the name of Willoughby? No, I did not.
 9529. You never took the trouble to look? No.
 9530. Can you tell us the name adopted in this complaint you sent in? Crosby.
 9531. The name of the girl Willoughby;—what Christian name? It is an assumed name.
 9532. What Christian name, in fiction, did you assume or add to this name “Willoughby”? I did not add any name. I did not write it myself.
 9533. Who told you that the fictitious name of Willoughby had been used? I do not know who it was told me.
 9534. You do know? I do not know.
 9535. Did not you use this expression, “I do not know. I did not write it myself”? Yes.
 9536. Do you not know that that is an anonymous letter? I do.
 9537. When did you first know that? About a week after the occurrence happened.
 9538. And the date is the 17th of May on this letter, so you are a little out in your dates;—when first did you see this letter? I never saw it in my life.
 9539. When first? Just this minute.
 9540. Did not you know it was going to be written? I did.
 9541. *Mr. Abigail.*] He swore that yesterday.
 9542. *Mr. Bull.*] Who did you hear was going to write it? My own sister.
 9543. Is not that your sister’s handwriting disguised? No, it is not.
 9544. Whose is it? I do not know.
 9545. Now, tell the truth about it? I do not know.
 9546. I will get it from you in a minute? You may.
 9547. Did your sister work at this place—Kahla’s? No, not this one.
 9548. One did? Yes.
 9549. What was her name? Rosina.
 9550. Where is Rosina now? At Tumberumba.
 9551. Is she in business there? Yes.
 9552. What business? Drapery.
 9553. Did Mr. Kahla then move from Regent-street to Tumberumba? Yes.
 9554. Is she married or single? Single.
 9555. Is she known there as Miss Crosby? Yes.
 9556. Do you know anybody of the name of Blatcher? No, I do not.
 9557. You do not know anybody who has assumed that name? I know the name of Blacker.
 9558. Who is that? A sister of mine.
 9559. Married? Yes.
 9560. Her married name is Blacker? Yes.
 9561. Well, you say that neither your married sister, Mrs. Blacker, nor Rosina wrote this? I will.
 9562. How did you come to know, a week after this letter was written, that it had been written? It was to be written.
 9563. Who told you that? I told myself.
 9564. Don’t you see, you cannot tell yourself anything. You cannot have a conversation with yourself. I am asking you simply, when did you first know this letter was to be written;—when did you make up your mind that it should be written? About a week after the occurrence.
 9565. Whom did you ask to write it? My own sister.
 9566. Which was that? Tillie.
 9567. Tillie told you, or you asked Tillie to write it? Yes.
 9568. Then Tillie did not write it? No.
 9569. She got somebody else? I do not know who she got to write it.
 9570. I have not asked you that yet. Did Tillie tell you she was going to get somebody to write the letter;—did she tell you whom she was going to get? She told me she was going to write it herself.
 9571. Which is true? She told me she was going to write it herself.
 9572. Did she write it herself? No.
 9573. Whom did she get? I do not know.

- L. Crosby.
18 Nov., 1897.
9574. Do you stand in that box there on your oath and tell this Commission that you do not know whom your sister got to write this letter? I do.
9575. And your sister has not told you? No.
9576. Not until to-day? Never; and she is not likely to tell me now.
9577. Why? Because she is dead.
9578. Did she never tell you? No.
9579. And she really died without disclosing the authorship of this letter? She did.
9580. Did you ever write a letter to the Superintendent? No.
9581. Was not the anonymous letter signed "Mary Willoughby" the letter upon which you acted? Yes.
9582. And do you mean to tell this gentleman that you acted upon a letter that you had never seen, and did not know the contents of? I knew the contents of it, that it was the same as the evidence I have given.
9583. Did you first draft it yourself? I did.
9584. Then the words and the language in this letter are yours copied by somebody else? I will hear it first, and tell you afterwards.
9585. You know there is only one anonymous letter? Yes.
9586. You are very careful to know what is in it before you answer it? No.
9587. You heard Mr. Abigail read it yesterday;—was that letter which he read to you yesterday the one which you drafted? I do not remember him reading one yesterday.
9588. Is that, so far, your recollection; that you do not know what took place yesterday? I do not remember the letter being read. I remember it being produced, but I do not remember its being read.
9589. Where was the letter written from;—where were you living? I was living in Redfern.
9590. Where was Rosina living? In Pitt-street.
9591. Where was Miss Willoughby supposed to be living? Anywhere you like.
9592. And you fixed her in Balmain? Yes.
9593. Will you give me the date of your sister's death? The 18th or 20th of May, the 20th, I think.
9594. Then, as a fact, she died a day or two after this letter was written? She did.
9595. Have you the draft of this letter? No.
9596. Whom did you give it to? To my sister.
9597. Well, now, will you say now that you never saw this letter before it was signed? I will.
9598. And will you also say that notwithstanding you drafted a letter to be sent, and you gave it to your sister Tillie, and she gave it to somebody else, that she never did tell you before she died whom she gave that letter to, and you do not know who wrote it? I will.
9599. I suppose you know there is a certain consequence writing some letters? I do.
9600. Well, you have given us an elaborate account, have you not, of what you say took place on that night when you and Miss Kerrigan were present? I did.
9601. And you have described as vividly as you can all you saw and heard said by Quelch up till the time that you parted company? Yes.
9602. And you heard no offensive remark made use of by Quelch to the girl from beginning to end? No.
9603. Nor did you hear any insulting remark he made use of? No.
9604. Nor did you hear anything criminal suggested by Quelch to the girl? There was no conversation between Quelch and the girl while I was with them.
9605. "Dear Sir, the following case will, I think, be most fairly and best dealt with by you." This was addressed to the Superintendent. You know that, don't you? Yes.
9606. "Some want me to send it to *Truth*"? Yes.
9607. "But I have too much respect for the Police Department to do that. On Saturday night, the 1st of May, at a quarter past 11, a young man and most respectable girl had been in the Waterloo Park a hundred yards from the young lady's residence, when a constable came up and made insulting remarks, took their names, and threatened to summons them for indecent behaviour. He tried to persuade the young lady to go for a walk with him, and he would not summons her. Inquire fully into this matter, and you will find most dastardly conduct by the constable, almost criminal. You, doubtless, know what constable would be on duty at that time. The name of the young man spoken of is L. Crosby, c/o. Kahla, draper, Regent-street, Redfern. He, probably, will give you particulars, though she does not want to be mixed in anything of the sort for reasons easily understood. Yours, respectfully, Mary Willoughby." [*Exhibit No. 36, Part a.*] Is that the letter you drafted? A portion of it is.
9608. They did not adhere to your draft then? No, that is not what I have given them.
9609. I would like you to produce that draft if you can? I cannot.
9610. That is a little different statement to the one you have made on oath? Yes.
9611. It is a bit "strong";—you know what that means? Yes.
9612. *Mr. Abigail.*] It is fuller; more detail.
9613. *Mr. Bull.*] You have already answered me by saying that in your presence the policeman never made use of insulting language to the girl. "A constable came up and made insulting remarks."
9614. *Mr. Abigail.*] "Have you finished?" That is insulting.
9615. *Mr. Bull.*] What did you do with that draft? I wrote a letter, and gave it to my sister to copy.
9616. Your sister heard none of these circumstances except what she may have heard in conversation with you? That is all.
9617. The person whom your sister deputed to write this letter could have only known what your sister said? That may be.
9618. Do you tell His Worship that that is the letter that you sent or caused to be sent to the Superintendent of Police with regard to Quelch;—was there any other letter, fictitious or otherwise? There was only the one letter.
9619. Now, speaking of Edwards, how many times have you met Edwards, the police officer, of an evening, for instance? Well, that I could not say. I have often seen him when he was on duty.
9620. I am asking you how often you may have met him of an evening? I never spent an evening with him in my life.
9621. Were you in the habit of speaking to him when on night duty? I am always at work myself until 9 at night.
9622. You see, you go in for a little diversion after 9, if it is only for a walk in the park. But Edwards tells us you went to his place on the Sunday morning;—is that true? Yes.

9623. Do you remember speaking to Mrs. Edwards, and her telling you that he was in bed? Yes.
9624. Do you remember that she called him up, and then showed you upstairs into his bedroom? Yes.
9625. You had a conversation there certainly with regard to what took place the night before? Yes.
9626. At the time did you know what the name of the constable was? No.
9627. So that his statement that you were then speaking of the man as if he were Robinson is also true? He told me that the constable would be Robinson.
9628. You asked who was on a certain beat, and the information he gave you was, that the man Robinson would be on at a certain time? Yes.
9629. Do you remember my asking you some questions, I think yesterday, about a lad that I called in here? Yes.
9630. I may tell you that Edwards has sworn here that you spoke about money—spoke of the sum of £2 to him.
- Mr. Abigail:* Edwards never did.
9631. *Mr. Bull.*] If Edwards did say that you did speak about a sum of £2, is that true? No.
9632. Did you tell Edwards that she was a respectable girl, and that she did not want to be mixed up in it? Yes.
9633. Do you not notice that in your draft letter you have used exactly the same expression. I will fix you with the draft letter directly;—do not you see that you have used exactly the same expression in that draft letter? I say she is a respectable girl, and she is a respectable girl.
9634. Did you say that to Edwards, and that you did not want her to be mixed up in this trouble? No.
9635. And yet you admit that in this draft that you gave your sister to send in this anonymous way, you used this expression, "Though she does not want to be mixed up in anything of the sort for reasons easily understood," that was her respectability of course? Yes.
9636. How long were you with Edwards up in the bedroom? We might have been ten minutes or a quarter of an hour.
9637. I suppose you really went to Edwards to find out who the policeman was? I did.
9638. Did you speak to Robinson at any time with regard to whether a summons was likely to be issued against you, or both of you? I did not. I had another conversation with Edwards at another time in Regent-street, opposite the shop. He asked me, in Regent-street, in front of the shop, was there any chance for a "meet" with the girl.
9639. *Mr. Abigail.*] That is to meet her? Yes. I told him then that she was a respectable girl, and that is the only other conversation I had with Edwards.
9640. *Mr. Bull.*] You were actually at Edwards' house;—you know he is a married man, with some family? Yes.
9641. Have you ever mentioned this to anybody in your life before? No.
9642. Have you ever breathed it to a soul before this minute? No.
9643. *Mr. Abigail.*] It would not be a thing you would? No.
9644. *Mr. Bull.*] Would it not be a thing he would do when he was making accusations against the police all round?
9645. *Mr. Abigail.*] To sum it all up, you still make the same accusation you made before on oath? I do.
9646. *Mr. Bull.*] I ask permission to recall Edwards, for his own sake?
9647. *His Worship.*] I do not think it is necessary to recall Edwards. It is only prolonging the matter.
9648. *Mr. Bull.*] I do ask you to allow me to call this witness in his own behalf.
9649. *His Worship.*] Very well.

Constable G. H. Edwards was recalled:—

9650. *Mr. Bull.*] You did have a conversation with Crosbie that you have related on the Sunday in your house? Yes.
9651. The witness says that one night after that, in Regent-street, outside Kahla's shop, he spoke to you, and you said to him outside the shop, "Is there a chance of a meet with that girl"? Yes, I did. I will tell you why; I was fishing to try and find out what sort of a character the girl was.
9652. You say you had an object—you wanted to find out the girl's character? Yes.
9653. Had you anything in your mind with regard to a collusion or collision with this girl? No; I might appear to have.
9654. You are a married man? Yes.
9655. How long have you been married? Three and a half years.
9656. Have you any family? No.
9657. *Mr. Abigail.*] Did you think it a part of your duty to make an insinuation like that against that poor, unfortunate girl's character? No.
9658. You said you did just now? I just wanted to know what sort of a girl she was.
9659. You know nothing about her? No; I do not.
9660. Did not you tell him this, "not to let on to her—"? No; I did not.
9661. What, now what? I did not tell him not to let anything on to her.
9662. You anticipate, too;—did you say this—now kindly wait until I complete the question—"Don't let on to her that I am a married man"? No; I did not.
9663. Never said anything to that effect, or "that I have got a wife"? No.
9664. And you were only fishing to see what sort of a girl she was? Yes; I knew nothing against the girl.
9665. How did it interest you? For self-satisfaction, that's all.
9666. Are you in the habit of finding out the character of other people in Redfern? I like to find out as far as I can. I believe that is part of my duty.
9667. Was not your object this, to fish for Quelch, knowing full well if you caught anything for him it would be remembered by your senior-constable? No; I never spoke to Quelch about it at the time.
9668. Was it not your object to get on good terms, not only with Quelch, but with the Inspector, who is on such good terms with Quelch? No; that never entered my head at all.
9669. Do you not know that the nearest way to promotion is to propitiate the senior-constables who are friendly with the Inspector? No; I was not aware of that.
9670. And was not your object to propitiate Quelch because you knew that you would please Mr. Lawless as well as Quelch, and earn your promotion? No; the thought never entered my head.
9671. Have you a wife of your own? Yes.

L. Crosby.
18 Nov., 1897.

Constable
G. H.
Edwards.
18 Nov., 1897.

9672.

- Constable G. H. Edwards.
18 Nov., 1897.
9672. What would you think about a constable making inquiries about your own wife? They have.
9673. Has it pleased you? No; it has not.
9674. Do you think it is a proper thing to do? No.
9675. Then why did you do it with a young lady 18 years of age against whom there was not a breath of suspicion? To find out her character. It is a part of my duty as a constable, as far as I can, to find out the characters of the residents of the district.
9676. Have you made inquiries about other young ladies 18 years of age? I have made inquiries about various people.
9677. Give me an instance of one young lady whose character you have investigated? Larrikinesses, that's all.
9678. A respectable lady? I might have done so without knowing it.
9679. Will you swear that you have made such an inquiry in any case before? I do not remember. I might have done it and I might not.
9680. You are not likely to do it again, are you? Do what?
9681. To make a similar inquiry? I might inquire about anybody; I think I would.
9682. *Mr. Bull.*] You know these rules which were issued by the Police Department, in October, 1895: "The police should never lose an opportunity of enlarging their acquaintance with persons of all classes—they should ascertain who people are that they see, their occupations, &c. This, however, should be done judiciously, so as to give no cause for offence." So far is this rule carried out that is it not a fact that an officer of the police cannot marry until inquiry is made into the very character of the woman he is to marry? Yes.
9683. And has she to be reported upon by an officer of police before you can get your superior officer's consent to marry? Yes.
9684. And this very inquiry was made in your own wife's case? Yes.
9685. *Mr. Abigail.*] *Mr. Bull* did not read this all. "Although the prevention of crime primarily demands the attention of the police, yet it devolves upon all members of the police to make inquiries and take action, when an offence has been committed, to bring the offender to justice. This duty calls for prompt and energetic action, and frequently demands astuteness, patience, and persistent effort." You had nothing whatever to do with any offender, had you, when you were making inquiries? No; but I heard of an offence.
9686. You did not. There was no charge laid against either of these young people? No.

Charge No. 14.

"Appropriation of Government money in connection with one O'Donnell."

Mr. Abigail.] I want the form of application for summons, dated 5th November, 1892.

Senior-constable W. E. Quelch.] There is not one.

Mr. Abigail.] I want the information book for the 5th November, 1892.

Senior-sergeant Robert Bell was recalled:—

- Senior-sergeant Robert Bell.
18 Nov., 1897.
9687. *Mr. Abigail.*] Do you look upon the information book, page 89 [*Exhibit 39*], and do you see an entry on the 5th November, 1892, by Senior-constable Quelch to this effect:—"George O'Donnell, 100, Pitt-street, Redfern; keeping a dog which did attack Constable W. E. Quelch in Turner-street, Redfern, 5.45 p.m., 5/11/92"? Yes.
9688. *Mr. Bull.*] Whose handwriting is that entry? Constable Kidd's.
9689. *Mr. Abigail.*] It is signed "Quelch"? Yes.
9690. It would not be there unless Quelch told Kidd? No; it would not.
9691. *His Worship.*] Was it signed by Quelch himself? Yes.
9692. *Mr. Bull.*] There is no dispute about the signature.
9693. *Mr. Abigail.*] Why was that put in the information book, Mr. Bell—can you tell me? I should think it was put there for the purpose of issuing a summons.
9694. Just tell his Worship what would be the process;—would the constable complaining then get one of these application for summons forms? There would be a slip like that made out. [*Exhibit 40.*]
9695. And would it have the details put in? Exactly what is there.
9696. And then would it be signed here by the officer applying for the summons, or the Inspector? It would be signed by the officer-in-charge.
9697. Based upon the complaint in the information book by the constable? Yes.
9698. And then would it go to the Superintendent's office? Yes, and it would be signed by the Superintendent.
9699. And then sent back? Yes, and the summons would be made out.
9700. *Mr. Bull.*] That is the ordinary course? Yes.
9701. *Mr. Abigail.*] Unless this alleged offence was that O'Donnell was charged with keeping a dog which did attack the constable while on duty, it would not be put in there, would it? I should think not.
9702. And he would not be likely to be on duty unless he had the uniform trousers on? Of course, I do not know.
9703. Did you ever know a senior-constable to be on duty with private clothes on, with part uniform and part plain clothes? No; unless, of course, he was a plain-clothes constable.
9704. Do you know anything about this case of O'Donnell's yourself? No further than this, that I think it was in 1893, I am not sure of the month, and I am not quite sure even whether it was 1893 or not, I was ordered by Mr. Lawless to interview Mr. O'Donnell. I interviewed him about the dog tearing Senior-constable Quelch's trousers, and Mr. O'Donnell's remarks to me were that he had compensated Quelch for the trousers, and that as it was so long since the affair occurred he did not wish to have anything more to do in the matter.
9705. Anything else? I then informed Mr. Lawless what Mr. O'Donnell had stated.
9706. You asked O'Donnell to give you a written statement? No.
9707. *His Worship.*] Do you know anything about the reason why the summons was not issued? I do not.
9708. *Mr. Abigail.*] I suppose that rests to a certain extent in the hands of the Inspector? In the hands of the Inspector.
9709.

Senior-
sergeant
Robert Bell.

18 Nov., 1897.

9709. Is it an unusual or an usual thing in your experience for a constable to compromise a matter of this kind where his uniform has been destroyed? Well, it is an unusual thing, I should think.

9710. You never knew of a case before, did you? No, I did not.

9711. *His Worship.*] Would not the Inspector know from that entry that there ought to be a summons? Yes, he ought to know.

9712. *Mr. Abigail.*] Would Mr. Lawless or you if it had come under your official jurisdiction;—if either of you had been told that these trousers were not official trousers, but private trousers, would you have torn the summons slip up? That rests with Mr. Lawless.

9713. In all probability he would? Most likely.

9714. Assuming these trousers to have been uniform trousers, and assuming that the dog did attack Quelch and tear the trousers, and assuming then that O'Donnell paid some money for these uniform trousers so damaged, would it not have been Quelch's duty to account for the money to his superior officer? Yes.

9715. *Mr. Bull.*] There is no doubt in the world.

9716. *Mr. Abigail.*] Can you tell me the uniform used on the 5th November, 1892? I do not know.

9717. Is there any uniform book to show what uniform should be used? No.

9718. There is a general order about that? Yes; there is a general order about wearing white summer clothing and winter clothing.

9719. *His Worship.*] Men are employed sometimes in plain clothes? Yes.

9720. Are you prepared to say that Quelch should have been in uniform at that time? I could not say.

9721. *Mr. Abigail.*] Do you know that some questions were asked in the House about this matter by Mr. Black? Yes; I believe there were some questions.

9722. Do you know that there was considerable merriment at the station at the manner in which the questions had been put—the peculiar form? I could not say anything about that.

9723. Do you think you could remember that if you could refresh your memory by looking at the questions? The only thing I know of it was that there was some mention made of it in the House by one of the Members of Parliament, and shortly after that Mr. Lawless instructed me to interview Mr. O'Donnell.

9724. This is how the question was asked in the House:—"Is it a fact that this officer, having summoned the owner of a dog which tore his uniform, withdrew the charge on receiving compensation, which he pocketed, for the damage done." Do you remember now whether there was not some merriment made over the fact that it was assumed that Quelch had actually gone to the extent of summoning the owner of the dog, although he had not? I do not know.

9725. And this is the way it is answered: "The constable had his trousers torn by a dog, the owner of which paid 18s. 6d. for the damage. There was no summons."

9726. Do you remember that the form of the question and the peculiar form of the answer caused merriment in the station? I do not; but I think there was some talk about it.

9727. Do you remember that it was also talked about in this way: That advantage had been taken of the peculiar form in which the question had been asked.

9728. *Mr. Bull.*] I object to this. How can the tittle tattle of a number of men in the station be evidence?

9729. *Mr. Abigail.*] You say you think there was some merriment? Yes; I think there was some merriment.

9730. *Mr. Bull.*] Is it admitted that no summons was ever made out?

9731. *Mr. Abigail.*] Certainly; a summons was applied for, but we say the summons slip was torn up; we say the constable had on uniform trousers and the dog rushed out and bit him, and that he immediately went to the station, and laid a complaint, and entered up the complaint in the information book in the ordinary way, and then, following the ordinary procedure, a slip was made out, and the nature of the charge entered in as usual, and sent on to the Superintendent's office. It came back, and in the ordinary course of things it ought to have been initialled by Mr. Lawless, and sent to the Clerk of Petty Sessions. Then we say that Quelch made a communication to the Inspector of some kind, and induced him to withdraw this. He did not tell the Inspector, as we say he ought to, that he was wearing uniform and not private trousers. Then, if we prove that, we say that that is misappropriation of public money.

9732. *Senior-constable Quelch.*] I will admit I was in uniform.

9733. *His Worship.*] If they were white trousers they would be his own.

9734. *Mr. Abigail.*] We do not say they were white trousers, we say they were blue trousers. We say he was coming on at 6 o'clock to do night duty. He would not be in white trousers at night-time.

9735. *His Worship.*] At what hour did this tearing of the trousers take place?

9736. *Mr. Abigail.*] 6.45 p.m. in the information book.

9737. *Mr. Bull.*] Quelch tells me that he was on duty that night from 7 to 3, and that the trousers were torn between 6.30 and a quarter to 7.

9738. *Mr. Abigail.*] Is there a report about this? I call for Mr. Lawless' report and Quelch's report.

9739. *Mr. Bull.*] Quelch says there has been no other report since the questions were asked.

Inspector Edmund Lawless was recalled:—

9740. *Mr. Abigail.*] What was the uniform of the police officers on the 5th November, 1892? Similar to what it is now.

9741. Supposing a man was going on night duty at 6? A jumper and pair of trousers and a helmet.

9742. Is that a dark blue suit? Yes.

9743. He would not be wearing this white pique stuff? White drill; not coming on at 6 o'clock.

9744. If will you pardon the apparent tautology, it would be a uniform uniform;—the uniform would be the same all through? Yes.

9745. Do you remember Quelch making any complaint to you, or did he make any complaint to you about O'Donnell's dog attacking him and tearing some trousers? I cannot remember. I remember making some inquiry afterwards. There is a report, I think, that I sent in on that subject.

9746. As a matter of fact, was any money paid in by Quelch in respect of this alleged damaged pair of trousers? Not to me.

9747. You would know about it if it had been paid in? Oh, of course, I would have to report it and forward it.

9748. And you never did as a fact so report it? No.

9749. If he, being on duty, or coming on to duty, had been attacked by a dog and his uniform trousers torn and damaged, it would have been his duty, would it not, if he had got compensation for that, to have so reported it and to have paid the money in? Certainly.

Inspector
E. Lawless.

18 Nov., 1897.

9750.

- Inspector E. Lawless. 18 Nov., 1897.
9750. Because, although worn by the constable, the trousers are Government property until the year has expired? Of course, I cannot tell you what trousers he wore. If he wore uniform trousers, of course they would be the property of the Government.
9751. Can you tell me whether it was on a special date, on the 5th November, 1892? I could not without consulting the books.
9752. Would the duty book show that? It ought to; I could not say.
9753. If he were on ordinary duty would he be ordinarily attired? Yes.
9754. Did you ever ask him to produce to you the trousers, or did he ever offer to produce them? That I cannot remember.
9755. *His Worship.*] Do you remember whether an application for a summons was ever made to you? I cannot remember. If there was it was never forwarded.
9756. Do you recollect allowing him to withdraw any charge of that nature? No; I have no recollection of that. He may have done so. I could not tell you now, unless there was something very special to recall it to my mind.
9757. *Mr. Abigail.*] This is your information book? Yes.
9758. Do you see the entry on page 89 of this information book, "George O'Donnell. Keeping a dog which did attack Constable W. E. Quelch, in Turner-street, Redfern." Unless the constable had been on duty that entry would not have been made in that information book. It is made there for the purpose of issuing a summons? Unless he had some object. If he intended to prosecute then it would; if he did not intend to prosecute it would not.
9759. Prosecutions are based on the entries in the book? Yes; if it were not to be summoned upon it would be in the rough occurrence book. All we enter in this book, unless for some special reason are entered for the purpose of summoning.
9760. It is kept for your own summonses? Yes; if any constable is out on duty and sees anything which he ought to report it is put in that book, and if it is sufficient for a summons he is summoned.
9761. If it is a private matter? If he wanted to summons someone for keeping a vicious dog, privately, not as a constable, it would not go in this book? No.
9762. That would be his own private business, and he would have to apply to the Chamber Magistrate and state his case and get a summons? Yes.
9763. *His Worship.*] Being there it ought to have been acted upon, unless there was good reason to the contrary.
9764. *Mr. Bull.*] But its not being acted upon can be no evidence against Quelch that he stuck to the money.
9765. *His Worship.*] In a case of uniform trousers torn by a dog in that way, is a constable compensated by the Government? A report is made and a new pair of trousers issued.
9766. And any damage or fine goes to the Government? Yes.
9767. *Mr. Abigail.*] The constable would not be allowed to take compensation money, and with that compensation money buy a pair, because all these trousers are made by one contractor? Yes, and sent to the store and issued from the store.
9768. *Mr. Bull.*] Do you remember some questions being asked in the House? Yes.
9769. Do you remember that you had charge of that investigation? Yes.
9770. Did you not, as a matter of fact, having investigated that matter, find that the trousers which Quelch was wearing were his own private property? That is what I understood.
9771. That is what you ascertained at the time? Yes; and I went to Mr. O'Donnell.
9772. For the purpose of furthering your inquiry? Yes; and that is the information I got from him, and I reported on it.
9773. The information you got from him was that the dog had torn the trousers which Quelch was wearing? Yes; and he had remunerated him for them.
9774. Did you not make inquiry from Quelch? Yes; and I understood that they were his own private trousers.
9775. And you were told so at that time? Yes.
9776. And you so reported—that they were his own property? I reported that the inquiry made was satisfactory.
9777. That is, you were satisfied that the trousers which were torn were not the property of the New South Wales Government? Yes.
9778. The summons book is entered up by the watch-house keeper? Generally.
9779. Always? It should be.
9780. Is not this the routine, that if it is intended to issue a summons at all, a slip is made out by the watch-house keeper, that the purport of that slip and the nature of the charge for summons is entered in the summons book, that the slip is taken to the Superintendent's office the next morning, and when the slip is returned, what is taken to the Clerk of Petty Sessions? The slip.
9781. Authorising the issue of a summons? Yes.
9782. Then, if a slip was issued in this case, would it not appear in the summons book? Certainly.
9783. The fact is that there is no entry here in the nature of issuing a summons for destroying uniform, or for anything else so far as I can see, and if the property was the personal property of the police officer, is there anything in the rules of the Department to prevent him from receiving compensation for his own property? I do not think so.
9784. Although he was a police officer, if he was not actually on duty at the time, would it not be within his province to decline to even prosecute for the dog attacking him? Yes; but it might be that if he wore Government trousers and they were destroyed, he might have to pay expenses.
9785. If he was wearing his own private property, would not he be entitled to be compensated for the loss, and be entitled to decline to prosecute for the offence? Yes.
9786. Is there any information within your knowledge, or is there anything that you can adduce before the Commissioner to show that the trousers which Quelch wore on that night were Government property;—is there any officer whom you can call from the station who can be put in the box to say that the trousers which Quelch wore were not his own? The only person who could do that would be the person who had put the information in the book. He is the only person who would know.
9787. How are these clothes issued to these men;—are not the clothes issued from time to time to the men; a couple of pairs of trousers a year and two pairs of boots each a year? Yes.

9788. And it sometimes happens, I suppose, that a police officer does not require a new outfit during the year? If he is in plain clothes.
9789. And if he does occasionally plain-clothes duty? Then he is compensated some other way.
9790. In what way? He is allowed so much for the less issue that he gets.
9791. What do you mean by that? This money is paid to him by the Department. Supposing he only takes half issue, as he was in plain clothes for half a year, that is entered in the book, and he is paid for it.
9792. Supposing Quelch's hours were from 7 o'clock on the night of the 5th to 3 o'clock on the morning of the 6th; if the fact is that Quelch was on duty that night from 7 o'clock until 3 in the morning, what would that indicate to you? That he could not be on duty at 6.
9793. And that he must have been on what? I cannot tell you without looking at the book.

Inspector
E. Lawless.
18 Nov., 1897.

Senior-constable W. E. Quelch was recalled:—

9794. *Mr. Bull.*] [*Duty book produced.*] Turn up the date 5th November, 1892? On the Saturday night I was on duty from 7 till 12.
9795. You went on duty at 7 o'clock? Yes.
9796. Do you remember this occurrence of this dog attacking you on the evening of the 5th? I do.
9797. Where was that? In Turner-street, Redfern.
9798. What time was that? About between half-past 6 and a quarter to 7 at night. I could not fix the minute.
9799. How were you dressed at that time? I was dressed in my ordinary night dress.
9800. What trousers were you wearing? My own trousers.
9801. Whose property? My own property.
9802. *His Worship.*] Were they uniform trousers? Not police uniform. They were blue material, as I generally wear at night-time.
9803. *Mr. Bull.*] Take this in your hand? This is a pair I wear now on night duty to this day.
9804. How long have you been wearing those? For months.
9805. Are they police uniform—New South Wales Police? No; my own property.
9806. *His Worship.*] They are very heavy? I always wear heavy trousers at night-time.
9807. Summer and winter? Yes.
9808. How long do you say you have been wearing those very trousers? That pair?
9809. Yes? Since last year.
9810. *Mr. Bull.*] Where do you usually get these trousers? Mr. Richard Hannabus and Mr. Yedwohf have made all my clothing since I have been in Redfern.
9811. *Mr. Abigail.*] Do I understand you to say it was a pair like this? It may have been a bit finer than that. If you doubt my the Commissioner can send straight away to my house now and my wife will give him a sample of the stuff similar to police clothes which I have now, a remnant of stuff—I believe the same stuff those trousers were made of.
9812. *Mr. Bull.*] Now, in 1892, who was making your clothes? Mr. Yedwohf and Mr. Hannabus. They have made a lot of clothing for me.
9813. And on this night of the 5th in Turner-street, wearing, with other uniform, your own trousers, tell us what happened? I was passing along the street leisurely and I was passing a narrow passage when a dog rushed out.
9814. What sort of a dog? A fox terrier, and got me by the right leg. He never did any harm to my flesh, but simply made a tear in my trousers. I said nothing, but walked on. There were a couple of young girls there, and I did not know them at the time, and I walked on. I afterwards found out who the owner of the dog was. I laid an information for keeping a ferocious dog. If it had been Government trousers there would have been the following information for destroying the Government trousers. I dare not take money—[*Interrupted.*]
9815. But if you were wearing uniform trousers? It would have been my duty to have laid an information against him for destroying the Government trousers, and then I would have had to have reported to the Department for the sanction of another pair in lieu of them.
9816. But being your own trousers? I could not do that.
9817. Now, tell us what actually took place;—whom did you report to? Constable Kidd was on the reserve at the time. I do not think Shaw was there. Constable Kidd wrote that. I went out on my beat at 7 o'clock.
9818. Now, you know this charge against you of appropriating money in connection with one O'Donnell, is this the only matter which happened pertaining to O'Donnell? The only thing that ever happened from that day to this. I went out on my beat, and I would not be certain whether it was the watch-house keeper, Senior-constable Shaw, but somebody said something about whether I wished to press Mr. O'Donnell. "Oh," I said, "no." I said, "What does he want." "Well," he said, "he is quite agreeable to destroy the dog." I said, "If he destroys the dog I have no desire to press such a man as Mr. O'Donnell, as I am not injured in any shape or form," and then I did not mention anything about the trousers at all; but eventually, somehow, Mr. O'Donnell got hold of it and came to my house, and he asked me what I was going to do about the matter. I said, "Nothing." I said, "Someone has mentioned to me who you are, and that you are willing to destroy the dog." I said, "If you do that I am satisfied." He said, "Well, do I understand my dog tore your trousers?" I said, "That is quite true; perfectly true." He said, "Well, what are you going to do about that?" "Well," I said, "the only thing I can do about that matter would be the same as any other person. I would have to take you before the Court if I wanted to do anything in that matter." He said, "I am prepared to replace your trousers." "Well," I said, "it is very kind of you to do that; if you will replace the trousers that is an end of the matter." He gave me 13s. or 14s., I forget what it was, and I got another pair of trousers made.
9819. From Hannabus? I think Mr. Hannabus made that pair; I think I have worn them out since.
9820. Is there any doubt in the world that what you were wearing were your own trousers? Not the slightest doubt in the world. Fancy going into the police station, in the presence of perhaps seven officers, and then accepting money afterwards. This book is the summons book at the station. An entry is never made in that book only by the officers in the station—that is four officers—either by Sergeant Houlahan, Senior-constable Shaw, Constable Kidd, or Moore. They are the only officers that ever make an entry.
9821. Is there any entry there pertaining to any charge against Mr. O'Donnell for anything? There is no entry whatever. Instantly the summons slip is made out, during the night of the occurrence that a summons is going to be applied for, before ever he lets that go out of his hand, a similar entry is made in

Senior-constable
W. E. Quelch.
18 Nov., 1897.

Senior-constable
W. E. Quelch.
18 Nov., 1897.

that book, otherwise that never comes through the station hand again. They make it out during the night, and when Mr. Lawless comes down at 9 in the morning he brings it down to the Superintendent's office.

9822. These entries should correspond with the summonses? Yes.

9823. *His Worship.*] Why was no summons taken out in this case? I explained to the watch-house keeper, Senior-constable Shaw, and he never made out an application, so therefore there was no summons issued in the case.

9824. *Mr. Bull.*] Was there ever an application for a summons? Never. If there was—[*Interrupted.*]

9825. It must have been entered there? There is not the slightest doubt in the world.

9826. So there can be no truth in the suggestion made in Mr. Abigail's questions that a summons slip was made out and sent to the Superintendent's office, and was afterwards destroyed or torn up in the office at Redfern? That is where it would be [*indicating the summons book*]. It would be in that book hours before it came into the hands of Inspector Lawless to bring down here to the Superintendent's office.

9827. *Mr. Abigail.*] Are you in the habit of having blue clothes of exactly the same colour and the same sort of material as your uniform trousers? I have; I have said so.

9828. Do not you think that is a fearfully monotonous way of dressing;—is it not such a monotonous way of dressing that you should have private clothes of the same colour and the same material? Yes; I go so far as to say that that piece of stuff was white, and I got it dyed particularly.

9829. This particular stuff that you wore that night was not uniform trousers? Yes.

9830. Although you were coming up to go on duty? Yes.

9831. And you were going to do duty in these trousers which were your own? Yes.

9832. Can you mention any instance where you wore your own trousers instead of uniform trousers? Yes; it is all according to a man's own liking. I know men who would not wear the police boots.

9833. Do you know of any other police constable who does what you did that night, wears private trousers of blue, the same colour as his uniform? Yes; I have known—[*Interrupted.*]

9834. Have you got a record? No.

9835. *His Worship.*] Is the supply that you get from the Government insufficient? No.

9836. Why do you supply your own? A pair of trousers has to be very bad before you can get fresh trousers. I have seen a man hold up a cape and run water into it, to show the Inspector that the water ran through, and the men have had to go out in wet weather in clothes like that.

9837. Did you make any complaint to the Inspector at that time that you wanted another pair of trousers? No, decidedly not. It was all the better for the Government.

9838. *Mr. Abigail.*] You have heard what Senior-sergeant Bell and Mr. Lawless said, that this book was for police matters;—why was a complaint made if you did not intend to prosecute? Several people make entries here, and they are never forwarded.

9839. Why was it put in this book of all books, in the book reserved for special police prosecutions? I will show you a number of entries there.

9840. What personal control had you over this charge against O'Donnell, of keeping a ferocious dog, once you had made a complaint? I would be the prosecutor.

9841. Is it not a fact that you had no right—can you give me any reason to justify you in withdrawing this case without asking the advice of your superior officers? If I liked to say, "I request that that be not forwarded," it will not be forwarded.

9842. Without asking your superior officer? Yes; I will show you entries of other officers there.

9843. That summons book would not have an entry in it of the summons until the slip would actually go to the Superintendent's office and come back? Yes.

9844. Why would it? Because I am certain of it.

9845. Is not that the ordinary course—that it is only when the Superintendent says, "Yes; a summons should be issued," and issues a slip, that then the officer in charge of the station endorses in that book, and that slip is issued? That is wrong. The entry is made in that book during the night by the watch-house keeper.

9846. *Mr. Bull.*] They must be initialled by Mr. Read before a summons can be issued, and the summons book remains in the station the whole time? That is correct.

9847. *Mr. Abigail.*] Did you, as a matter of fact, refund this money that you had got from O'Donnell back to O'Donnell, and get it again from him? No.

9848. You say that, when the dog rushed out and bit you, you said nothing, and walked on;—did not you say something to the little girl there? I may have asked her whose dog it was.

9849. *His Worship.*] Did you get any compensation from the Government for the loss of these trousers? None at all.

9850. *Mr. Abigail.*] You reported, subsequently, that that dog had been destroyed? No; I did not report it to anybody. Mr. O'Donnell told me that he would destroy the dog.

9851. You say that you did not report that the dog had, in fact, been destroyed? I cannot recollect any such thing.

9852. Has a constable any right at all, once a charge is laid against a person, without consulting his Inspector, to withdraw that summons on his own motion? I say, if an information is laid—[*Interrupted.*]

9853. Has he the right? Yes.

9854. Did you make any charge against anybody anywhere at all with regard to your trousers? No.

9855. Did you, when you went into the station, and made that complaint, show your trousers to anybody;—did you say to Kidd, "See, there are the trousers; that is where they are torn"? I may have said that.

9856. Did you then claim the trousers as your own? I did.

9857. You say you may have said it, and that you claimed the trousers? Most decidedly.

9858. Did you claim the trousers in so many words to Kidd? I may have said, "A dog up the road tore my trousers."

9859. You say that you never reported that the dog was destroyed, and the answer which was given in your report to the Parliamentary question was this:—"On the 5th November, 1892, a dog tore a pair of the Senior-constable's own private trousers; the dog was afterwards claimed by an independent gentleman, Mr. G. O'Donnell, of Pitt-street, Redfern, who replaced the trousers, and destroyed the dog"? Yes; that is quite true.

9860. Has not the dog only died recently? I do not know what happened to the dog.

9861. Will you swear he has not? How do I know?

9862. But, you see, you reported the dog was destroyed? I say Mr. O'Donnell told me that he would destroy the dog, and I believed him, because of the position he holds.

9863. He never told you it had been destroyed? No.

9864. Although you reported that it had been destroyed?

9865. *Mr. Bull.*] You want to explain something in this book. Just give His Worship one instance where there is an entry made there with regard to a complaint, and an information or summons has never been taken out.

9866. *His Worship.*] I can quite understand that, but all I can say is that the person who enters it has to communicate with some higher authority before it is not acted upon.

9867. *Mr. Bull.*] Just explain that. [*Witness showed His Worship an entry in the summons book—Exhibit No. 41.*]

9868. *His Worship.*] There is a remark in the margin here that the constable requests that this should not be proceeded with.

Senior-
constable
W. E. Quelch.
18 Nov., 1897.

Constable Nicholas Moore was recalled:—

9869. *Mr. Abigail.*] Do you look at this entry in the information book kept at your station, dated 5/11/92—"George O'Donnell; keeping a dog which did attack Constable W. E. Quelch, in Turner-street, Redfern, 5.45 p.m., 5/11/92"? Yes.

9870. What is the duty of the constable who lays that complaint once it is in that book;—has he any right on his own motion to withdraw prosecution without consulting his superior officer?

9871. *Mr. Bull.*] I object to that.

9872. *Mr. Abigail.*] He is a station man? I am only a subordinate in that station.

9873. *Mr. Bull.*] I object to this witness giving an opinion.

9874. *Mr. Abigail.*] You are frequently the officer-in-charge there? In the morning.

9875. *His Worship.*] What is the practice? If a constable comes in and lays an information, it is taken down by either the reserve man, such as myself, or the sergeant. It is entered here as this information is entered, and from this information the station sergeant makes out the information slip.

9876. *Mr. Abigail.*] Who gives him the information? The constable gives the information at the station, not necessarily to the sergeant, he may give it to myself. I enter it as it is entered here. The station sergeant when he makes out his information slip, initials it in the manner that it is initialled there. That is the practice.

9877. You see the initials there "W.D.S."? Those would be Senior-constable Shaw's initials.

9878. Would it be probable that that would be initialled, as you see it initialled there, unless a slip had been sent in to the Superintendent for a summons based on that entry in the information book? Well, what I have always seen in three and a-half years at the station is that the initialling is a check that the information has been made out.

9879. And sent to the Superintendent? Yes.

9880. Who makes it out? The sergeant at the station.

9881. And once it is in there, has a constable any right to, of his own motion, withdraw the prosecution? No, a constable could not. It lies with the officer. I am a constable, and I could not withdraw it.

9882. *Mr. Bull.*] Whose handwriting is this here in the summons book, 5/11/92;—when is this summons book made up? That is made up as the slip is made out.

9883. One follows the other? That is the practice.

9884. Whose entries are those of the 5th? Those are Senior-constable Shaw's.

9885. And he is the same officer who has initialled that entry in the information book? Yes.

9886. *His Worship.*] If a claim was made for damaged trousers would not that form part of that entry? No, I do not see that it would, Sir. Of course they have summoned him for the dog attacking him.

9887. *Mr. Bull.*] If they were uniform trousers, would not there be some entry there? There would be some record of it.

9888. *Mr. Abigail.*] There ought to be? Yes.

9889. *Mr. Bull.*] The initials are Shaw's? Yes, and the writing on this date.

9890. Showing that Shaw was there? Yes.

9891. There must have been some reason why Shaw did not enter it into this summons book? But if the summons is withdrawn, and the information has not been sent in, it is marked in the margin here; the result is marked here.

9892. If there were no form made out at all it would not appear here at all (in the summons book)? If there were no form this (information book) would not be initialled, and it would be marked on here why, in the margin.

9893. *His Worship.*] You think that a form was made out and sent to the sergeant? Undoubtedly a form was made out.

[At 6 p.m. the Commission was adjourned until 2 p.m. on the 22nd November, 1897.]

MONDAY, 22 NOVEMBER, 1897.

[The Commission resumed its sittings at 2 p.m., at the Central Police Court.]

Present:—

WHITTINGDALE JOHNSON, Esq., S.M. (SOLE COMMISSIONER).

J. R. Dacey, Esq., M.L.A., and Senior-constable W. E. Quelch.

Mr. Abigail, solicitor, appeared in support of the charges on behalf of Mr. J. R. Dacey, M.L.A.; Mr. C. Bull, M.L.A., solicitor, appeared on behalf of Senior-constable W. E. Quelch.

Charge No. 14—continued.

Senior-constable William David Shaw was recalled:—

9894. *Mr. Abigail.*] Do you see this entry, page 89 of the information book: "George O'Donnell, keeping a dog which did attack Senior-constable W. E. Quelch"? Yes.

9895. I want you to explain. You see in the margin of that entry, alongside that entry, these initials appear, "W.D.S." Are they your initials? Yes.

9896. I want you to explain to His Worship, first, what is this book kept for;—is it only kept for the entry of charges to be made by police? It is kept at the station for the purpose of entering — [Interrupted].

9897. Police charges? No, not charges—informations for summonses.

9898. Applied for on behalf of the police? Yes.

Senior-
constable
W. D. Shaw.
22 Nov., 1897.

9899.

Senior-
constable
W. D. Shaw.
22 Nov., 1897.

9899. I want you to trace the routine from the time it is entered here right up to the time the summons is issued;—what would be your duty there—I see your initials there? When I see that entry, on the first opportunity I make out an information slip.
9900. *His Worship.*] Do you know, as a fact, that an information slip was made out? I could not say.
9901. *Mr. Abigail.*] That is a slip form, is it not [*producing one—Exhibit 40*]? Yes.
9902. Would it be filled in like that? As near as I can remember that is a copy of what I wrote at the time. Of course, it is only remembering. I cannot say it is a copy.
9903. *His Worship.*] That is sent to the Inspector? Yes, just as I did it at the time; but I cannot swear it.
9904. Who should that be sent to? Inspector Lawless.
9905. Was it? I cannot say.
9906. *Mr. Abigail.*] What we all want to get at is this: that initial there will refresh your memory as to whether you did, in point of fact, make out a slip for the purpose of getting out a summons? I am certain I made out a slip like that. That is a copy, as far as my recollection serves me.
9907. *Mr. Bull.*] I object to that.
9908. *Mr. Abigail.*] You swear, do you not, that you did, in point of fact, make out a slip? I made out a slip, or else my initial would not be there.
9909. And to the best of your recollection it is a copy of it? I won't say it is a copy; but I feel certain for this offence it might be "attacked" or "rushed at," and I cannot say whether I worded it "attacked" or "rushed at."
9910. What would be done with that slip then? I say in the ordinary course I should give it to Inspector Lawless.
9911. Then would it be sent on by him in the ordinary course to the Superintendent? There are several instances—[*Interrupted*].
9912. I am not talking about this one in particular; I want the practice? In several instances, where satisfaction is arrived at afterwards, the information does not get any further.
9913. But in any of these cases, in the ordinary routine, would it be sent on by Mr. Lawless to the Superintendent, and initialled by the Superintendent and returned? Providing satisfaction was not arrived at before he took it down.
9914. And then would it be entered up in this book called the summons book? If it had not been satisfied.
9915. And that is the condition of things? If it had not been satisfied.
9916. If the trousers worn by the constable on the occasion referred to in this entry had been plain trousers and private property would that entry have been made at all? Certainly it would.
9917. Why? Because it attacked the man. There is nothing in that entry about the trousers.
9918. *His Worship.*] The charge is against the man for keeping a ferocious dog, and there is no application made for damages.
9919. *Mr. Abigail.*] But once it is there would the constable who caused the entry to be put there have any power himself personally to stop the issue of the summons? Not himself—he could be the means of stopping it.
9920. But would not he have to report it to his superior officer? To the Inspector.
9921. *His Worship.*] It would have to be done through the Inspector? There would be no doubt about it, from what he reported to me I reported the same to the Inspector.
9922. *Mr. Abigail.*] Your initialling that entry you consider is proof that you made out the statement for the Inspector? There is no doubt that I made it out, or else my initial would not have been there.
9923. It is admitted that if he were wearing his own trousers on that occasion, and he got any money in satisfaction for this damage, that that money would have to be paid into the consolidated revenue? I do not think so.
9924. *His Worship.*] Not his own property.
9925. *Mr. Abigail.*] Perhaps I have mis-stated the question. I will re-state it. Do I understand you to say that if Quelch, on this occasion, had been wearing uniform trousers, and they had been torn, and O'Donnell had subsequently handed him what the two of them considered to be fair compensation for the damage done, would not Quelch's duty be to hand that money to his superior officer? If Quelch had been wearing uniform trousers I do not suppose for a moment that he would have taken any money whatever.
9926. I did not ask for your opinion;—has a constable whose trousers are torn, and those trousers being part of his Government uniform, any right to accept compensation from the owner of the dog for the damage, and pocket that compensation? There is what we term "expired uniform."
9927. Will you kindly answer the question the way I am putting it. Assuming that Quelch was wearing uniform belonging to the Government, and the dog had attacked him and torn his uniform, and the owner of the dog had come along and compensated Quelch by giving him 14s. or 15s. compensation for the damaged uniform, would it not have been Quelch's duty to have handed that money in to his superior officer? If the uniform was recently issued — [*Interrupted*].
- 9928.] I say uniform? It would have to be within a reasonable time.
9929. How long? We are served with uniform once a year. Suppose these trousers he was wearing he had had for fourteen months, it would not be — [*Interrupted*].
9930. Assuming that they are uniform belonging to the Government? Yes.
9931. If they were expired uniform they would not belong to the Government, would they;—will you admit now that if Quelch was wearing uniform belonging to the Government and a dog had rushed out and attacked him, tearing this uniform, would it not have been his duty to have handed that money to his superior officer? If it had been uniform belonging to the Government it would.
9932. *Mr. Bull.*] Is it not a fact that there are three distinct pairs of trousers which a man may wear;—first of all he may wear what are the then uniform trousers? Yes.
9933. He may wear what were served out to him a year and a half ago? Yes; old ones that are out of date.
9934. Or he may wear his own private property? Yes, provided they are blue. Perhaps I might tell your Worship that in this instance I did not know that ever a pair of trousers were damaged. I do not remember seeing that.
9935. *His Worship.*] The trousers are not mentioned.
9936. *Mr. Abigail.*] We say they were uniform trousers, and should have been mentioned; that is part of our charge.

Senior-
constable
W. D. Shaw.
22 Nov., 1897.

9937. *Mr. Bull.*] I suppose men wear trousers which are really their own property, and which appear to be uniform? Yes, at night time.
9938. Going on night duty? Yes.
9939. When did you know that you were required to come here as a witness in this matter with regard to this entry? I believe on Friday—Thursday or Friday.
9940. The Commission closed on Thursday afternoon? I suppose it would be either that evening or the next day.
9941. Have you had any conversation or a word with Quelch since last Thursday? Yes; he told me I would be wanted at the inquiry; nothing further.
9942. With regard to the inquiry, the object of the inquiry, or the reason of your attendance here? No.
9943. *His Worship.*] What I want to know is why the information was withdrawn.
9944. *Mr. Bull.*] Shaw has told you. *To the witness:* Was it not your duty to enter in the summons book at the same time that you made out this information slip? I will try to explain to your Worship. When they first began to cross-question me — [Interrupted.]
9945. Was it not your duty to enter in the summons book at the same time that you made out the slip? Providing the complaint had not been satisfied.
9946. Your opinion is that the complaint had been satisfied, which did not necessitate the entry in the summons book? Yes. I cannot say that I gave the slip to Mr. Lawless, yet I feel confident that I did do so, and that, as the complaint was satisfied, no doubt it never went any further, but I cannot say that for truth.
9947. *His Worship.*] Mr. Lawless was the only person that could act in the matter? I do not think anyone else could act.
9948. *Mr. Bull.*] The matter must necessarily come to his knowledge? Oh, yes.
9949. *His Worship.*] And it could not be withdrawn without his knowledge? No.
9950. *Mr. Bull.*] You know this, that the entry there is with regard to O'Donnell keeping a dog which did attack Quelch himself? Yes; it does not say a word about the trousers.
9951. That would lead you to suppose, would it not, that uniform trousers had not been damaged? Well, you see, that is a question I would not hardly like to say, but there is no doubt that at the time I did not consider they were uniform trousers, or else I should have said something about them.
9952. I suppose it has happened before, even in your time, that the information would appear in that book, and possibly a slip be made out, and yet the matter go no further? In several instances.
9953. I will give you one of your own. So as to remove any shadow of suspicion of this identical one I will give one of Shaw's own.
9954. *His Worship.*] Has Mr. Lawless any personal recollection of this matter?
9955. *Mr. Bull.*] No. No doubt, he said, the matter did come under his observation, and no doubt he had done certain things, but the matter had passed from his mind altogether. *To the witness:* Here is an entry of the character I am speaking of—"Isaac Ashton, 150, Abercrombie-street, Redfern. At 5:15 p.m., 22/8/96. Keeping a ferocious-dog that did attack, in Abercrombie-street, Redfern, Pollard." [Exhibit 42.] That is your writing? Yes.
9956. With regard to these circumstances that you have given evidence of, are you aware that that matter of Ashton's went no further? Certainly I am.
9957. Explain the circumstances of that? Pollard laid this information, and when I asked him whom the dog attacked, Pollard said he was not quite certain, but he would find out.
9958. *His Worship.*] I think there can be no question of the fact that, Quelch having been compensated for the private injury, the case was withdrawn.
9959. *Mr. Abigail.*] Are you prepared to believe the evidence given by Quelch that he was wearing blue trousers, which belonged to him—private trousers?
9960. *His Worship.*] It has not been proved to the contrary.
9961. *Mr. Abigail.*] You have to consider whether what he says is true.
9962. *His Worship.*] It has not been proved to the contrary. There is only his evidence on that side. There is no evidence on the other side that they were uniform trousers.
9963. *Mr. Abigail.*] There is only common sense on the other side.
9964. *Mr. Bull.*] [Showing trousers' material to the witness.] Have you seen trousers made of that material before?
Witness: If a man came to parade, either day or night, with a pair of trousers made of that material, there is not the slightest doubt he would be allowed to go on parade and on duty. It would be so near you could not detect it.
9965. Do you know that that is blue Venetian;—is not that the material and the name of the police uniform? I could not say. I am not a tailor.
9966. Your Worship remembers Quelch giving evidence that he had at home a piece of the material of which the trousers were made, and he would produce it? This is the material referred to.
9967. *His Worship.*] It appears to me that the summons could not be withdrawn without Mr. Lawless' sanction.
9968. *Mr. Abigail.*] That is for them to prove. We raised the case that the sanction was not obtained.
Witness: There is perhaps another thing that I ought to tell you: I generally get back from my tea just before 7, and either that night directly after 7 o'clock I believe I saw Mr. O'Donnell, and he told me that he understood that one of his dogs had attacked one of our men. He said he did not really wish for anything of the kind, and he said he would apologise, and he would destroy the dog, and if the dog had done any injury he said he would compensate him. Having that in my memory I feel certain that I must have told Mr. Lawless, and the information went no further.
9969. *Mr. Abigail.*] Did you ever tell anybody that before? I did not.
9970. Do you not know that it has been common talk about the station, and there have been conversations in which you yourself have engaged before this Commission ever started, when you put a different complexion on the matter? You told me a similar thing the other day.
9971. I said just now, "Before the Commission started."
9972. *His Worship.*] The whole question is whether it is a proper thing to accept compensation and withdrawn a summons of a public nature. I cannot see anything to support a charge of appropriating Government money.
9973. *Mr. Abigail.*] It is a question whether you will believe this man's evidence (Quelch's).

Charge

Charge No. 15.

“False swearing in the case against one Madigan of cruelty to a horse.”

Mr. Abigail.] I call for the original depositions in this case, “Police v. Michael Madigan,” heard on the 21st August, 1894. [*Exhibit No. 43.*]

Owen Crilley, carrier, 81, Darlington-road, Darlington, was called and sworn:—

- O. Crilley. 9974. *His Worship.*] What was the result of the case.
 22 Nov., 1897. 9975. *Mr. Abigail.*] Dismissed.
 9976. *His Worship.*] What is your name? Owen Crilley.
 9977. Where do you live? 81, Darlington-road, Darlington.
 9978. What are you? Carrier.
 9979. *Mr. Abigail.*] Do you remember one Michael Madigan being prosecuted on the 21st August, 1894, in the Redfern Police Court, before his Worship Mr. Delohery, on a charge of cruelty to a horse? Perfectly.
 9980. You gave evidence on that case? Yes.
 9981. Did you swear that you were the owner of the horse? Yes; I was the owner of the horse.
 9982. In question, in that case? Yes.
 9983. Did you also swear that you operated on the horse in the shed with searing-irons? Yes.
 9984. And the horse was suffering from greasy heels? Yes.
 9985. You also swore you tried a lotion, did you not? I had not time to try the lotion; I went over to get the lotion.
 9986. But before this you had tried a lotion? Yes.
 9987. You used the searing-irons because the lotion had not been successful? Yes.
 9988. You have been amongst horses since 1871? Yes.
 9989. And have you frequently performed operations of a similar character? I did before, previous to that one.
 9990. And in the presence of a veterinary surgeon? Under the supervision of Mr. Scott.
 9991. Did you leave the shed with the irons on that occasion? I left the shed after I performed the operation with them in my hands.
 9992. Immediately after? Yes.
 9993. Did you see a constable at the corner of Codrington-street and Darlington-road? Yes.
 9994. How far was that locality from the shed? Forty-two yards.
 9995. And who was the constable? I did not take much notice of him. I found out afterwards that it was Mr. Quelch.
 9996. Is this the man you saw? Yes.
 9997. You did not know his name at the time? No.
 9998. You know that is the man? Yes.
 9999. *His Worship.*] You see him now? Yes.
 10000. Is that the man? Yes.
 10001. *Mr. Abigail.*] You had actually left the shed, and got 42 yards away before you met the constable? He was 42 yards from me at the time I saw him.
 10002. Did you step it out? Yes; I stepped it out.
 10003. In your opinion was it possible for him to have seen the operation? That I cannot say. He said that he did see Madigan performing the operation.
 10004. Did Madigan have anything to do with the operation? No; no more than you that was not there at all.
 10005. He was there? He was the owner of the blacksmith's shop. He is a blacksmith.
 10006. Was he there at the time? Yes.
 10007. Had he anything to do with it? Nothing whatsoever.
 10008. In fact, you cured the horse, didn't you? Yes; I got £25 for him a fortnight afterwards.
 10009. After this alleged cruelty? Yes.
 10010. *His Worship.*] The first time you saw the constable was when you were coming away? Yes.
 10011. You did not know where he was while you were performing the operation? I did not know whether he was about or not, and another thing, it did not trouble me whether he was there or not.
 10012. *Mr. Abigail.*] You were well dressed on the occasion, as well as you are now? Not quite so well.
 10013. You had not got a gold pin or a chain on? Yes; I had a gold pin. I do not usually carry my gold chain.
 10014. You were respectably dressed? Yes.
 10015. And Madigan was in his working clothes? Yes.
 10016. Are you like Madigan or is Madigan like you? No.
 10017. At any rate, one could not be mistaken for the other, either by the way he was dressed or by form or build? Madigan is outside; you can see whether he corresponds with me or not.
 10018. Did you subsequently see Quelch arrest Madigan for this? Quelch had Madigan arrested and the horse when I came down. I went across from the blacksmith's shop to my own stable to prepare a lotion to put on the sole that I had seared. My boy came in and said, “A constable has arrested Madigan and the horse.” I said, “What for?” He said, “I do not know.” I went down and I met my brave Quelch; I met him on the corner of the street.
 10019. *Mr. Bull.*] Did you hear that, your Worship?
 10020. *Mr. Abigail.*] You had better withdraw the accusation of bravery? I would be sorry to call him brave. I asked Quelch, “What's up?” and he said, “I have taken this horse and this man Madigan for cruelty in treating this horse.” I said, “Now, you be careful; I am afraid you will be getting yourself into serious trouble.” He paid no attention to me, and took the horse away to the station.
 10021. Did you tell him he was arresting the wrong man? He took the horse to the station and Madigan, and half an hour afterwards I went up and bailed Madigan out.
 10022. What was done with the horse? He was sent down to the Belmore Barracks and kept there all night.
 10023. And actually the oil which you had been mixing up had not been placed on the horse? Not that night; it was placed on the next morning.
 10024. So he was taken away to the station just after the operation had been performed, and walked all the way to the barracks? Yes, I believe so. I got him there the next morning. 10025.

O. Crilley.
22 Nov., 1897.

10025. *His Worship.*] Was Madigan charged with performing the operation? Yes.
10026. Whereas you did it? Yes.
10027. Was Madigan there at the time you were performing it? Yes, he was.
10028. *Mr. Abigail.*] Do you remember Quelch being recalled after you gave your evidence, and saying: "Crilley said to me, I am the man who sent the horse to be done." Did you say that, making it appear that you were the owner and that Madigan had performed the operation? I said nothing of the kind.
10029. Quelch also swore this: "I swear I was not within a hundred yards of Codrington-street, Darlington, that day"? It was not Codrington-street, it was Raglan-street.
10030. You made a mistake in the name of the street? Yes.
10031. I see Quelch swore this in his statement: "The horse was kicking. Some children were looking through the fence, saying, 'Oh, the cruel man.' Accused could have heard it";—were there any children saying, "Oh, the cruel man"? Well, I did not hear them.
10032. And I suppose that it would be very natural if the children had? I could not hear it.
10033. *His Worship.*] I suppose this operation was performed in an open blacksmith's shed? Yes.
10034. It could be seen by any person taking the trouble to look through the door;—how wide is the door? I suppose it is about 20 feet wide, and there are two windows.
10035. You have not yet stated what the specific charge of perjury is.
10036. *Mr. Abigail.*] We will unfold that in the case. We say it is a tissue of lies all through. First he swore he saw Madigan doing this, and now we produce the man who did do it. We say this, that our charge is this: That Quelch swore that he saw the operation, and that Madigan was the operator, whereas, in point of fact, we say he was too far away to see anything of the kind, and this man was the operator, and not Madigan; and we say that, in order to get a conviction in that case, he purposely swore what he knew to be false.
10037. *His Worship.*] Will you kindly read his evidence to me?
10038. *Mr. Abigail read deposition by Senior-constable Quelch, Exhibit No. 43.*] *To the witness:* What was the operation for? There was a fungus growth.
10039. *Mr. Bull.*] The horse had greasy heels, and it had contracted a fungus, and they were searing and burning that off the horse's heel.
10040. *Mr. Abigail.*] What was the matter with the horse? Some people term it a greasy heel, and other people term it a fungus growth.
10041. The only way to get it off was to burn it? There are two or three remedies.
10042. *His Worship.*] I suppose the magistrate decided that the operation was one that was allowable? A lawful operation, yes.
10043. *Mr. Abigail.*] We will put before you the deposition of the constable, and we want you to see whether you will not come to the conclusion that we come to—that, for the purpose of getting a conviction in this case, and finding that straining was not sufficient, he then imagined that he saw things, and that imagination we say is a concoction, and what he swore to he knew to be absolutely untrue, and he did what he did do because he wanted to get a conviction, and a lie was neither here nor there with him. At first he says, "I never asked who did it," to a point blank question put to him in cross-examination, and then he says, "I inquired who did it." *To the witness:* Did you burn the fetlock off? No.
10044. You did not have to burn the fetlock off? No.
10045. If he had been looking, could he have possibly seen you burn the fetlock off? If he had stood where he said he stood, he could see me.
10046. Could he see you burning the fetlock off? I did not burn the fetlock off.
10047. *His Worship.*] You burnt the heel? Yes.
10048. It is not very far from the fetlock? It grows a little to the back of the heel. You see, first of all I took and cut it off. I do not know whether it is about three or five, about an inch or an inch and a half long of these fungus growths. I tried the lotion first, and found it was no good, and then I clipped them off and then I seared it.
10049. *Mr. Abigail.*] It was not the fetlock. This sort of thing does not grow on the fetlock, does it? Between the fetlock and the heel.
10050. It is like a series of big warts? Yes.
10051. And you cut them off and seared them with a red-hot iron? Yes.
10052. *Mr. Bull.*] You are not a farrier, are you? No, sir; I did not say I was.
10053. What are you? A carrier.
10054. This man Madigan does the farriery work for you? He is a blacksmith.
10055. And a farrier? Well, I do not know whether he is a farrier or not; I know he is a blacksmith. He shoes my horses.
10056. Was he shoeing this horse on that day? He fastened the shoe on this horse on that day after I performed the operation on him.
10057. Did he shoe this horse that day? He fastened a shoe on the horse that day after I performed the operation.
10058. *His Worship.*] Did he assist you in performing the operation? No, your Worship. At the performing of the operation the horse loosed a shoe.
10059. *Mr. Bull.*] Now, listen. Did you see blood on Madigan's hand and up his arm? No, I did not.
10060. Would you like to swear there was none? I would not swear there was none.
10061. What would you like to swear? I would not like to swear there was no blood on him; but I did not see it on him.
10062. You had not a scrap of blood on your hands? Yes, I had. I had blood up to my two elbows and with my shirt-sleeves tucked up—on both my hands.
10063. I think you were fully dressed that day;—you swore a while ago that you were? I did not.
10064. Now, just to see where the perjury may come from, and what a man will descend to swear, you gave evidence in the case there? Yes, I did.
10065. Can you tell his Worship if you have ever said before that you were in your shirt-sleeves, and had blood up to your elbows? Well, it was not required of me.
10066. Did you swear the contrary? What did I swear? You just tell me.
10067. Is that your signature? That is my signature.
10068. And I suppose this deposition was read over to you? I would not be surprised if it was.
10069. Did you say this: "I have a very good memory; I saw Quelch at a quarter-past 4 p.m.; I was dressed as I am now; I had no blood on me";—that is a poser for you—did you swear that? Listen to me ——— [Interrupted.]

- O. Crilley. 10070. Did you swear that? Well, if I have sworn that I have made a mistake. I know this much, with all due respect to you and your bluff, that that man did not see Madigan do it any more than you did.
- 22 Nov., 1897. 10071. Did you swear that? It would not do for you to ask for my opinion of Quelch, for if you want my opinion of Quelch it would not be a very respectable one. I always judge a man by his looks, and if Quelch could look you straight in the face it is more than he could do with me. I have been five-and-twenty years in business, and I know what men are.
10072. When you have done this oration of yours, and thrown all this mud which you think will stick, just listen to me. This is not true, is it, "I have a very good memory; I saw Quelch at a quarter-past 4 p.m.; I was dressed as I am now; I had no blood on me";—that is not true? Well, I could not be dressed as I am now."
10073. Did you swear that? Well, if I have said so I have made a mistake, for I could not be dressed that way.
10074. And you made a mistake when you swore that you had no blood on you;—you made that mistake too? It would be a mistake if I said so, because I did have the blood on me after performing the operation.
10075. You did not see any blood on Madigan at all? Well, not to my knowledge.
10076. Who is Drake? One of my men.
10077. Did he swear this? I cannot say what Drake swore.
10078. Just wait a minute? That was held the same as this one is held, with closed doors.
10079. Drake says, "I am a labourer, employed by Mr. Crilley; accused did not operate on the horse or touch it with a hot iron; he only fastened a shoe"? That is correct.
10080. "Accused had blood on his hands with lifting the foot"?
10081. *Mr. Abigail.*] That is after this man went.
10082. *Mr. Bull.*] You may chime in now if you like. That is not my object in asking that. Now, did not Quelch swear as a fact that you were not there at all? He did.
10083. Did not he say that whilst he was speaking to the men there about what he had seen through the window you came down;—did not he say that you came into the shop whilst he was having a conversation with the men who were there? If he said so he said wrong, for I did not go in the shop.
10084. Did he say so? Yes. He did not speak to me in the shop. It was on the street opposite—
[*Interrupted.*]
10085. Do not talk so much? Well, you have all the talking to yourself.
10086. I am here to talk? What am I here for?
10087. You are only here to answer questions. When you operated on this horse you went to your house? No, sir; I went to the stable.
10088. How far would that be away from this forge? Well, I suppose it would be between 30 and 40 yards.
10089. When you came back, Quelch was there? He was on the street; he was not in the shop, nor yet the horse was not in the shop. Both Quelch and the horse and Madigan were on the street.
10090. Is it not a fact that when you came back he had actually arrested Madigan, and was taking Madigan and the horse down to the police station? Certainly he was.
10091. That is so? That is so. That was not in the blacksmith's shop that he arrested him, and with all due respect to you and what you know about law and Mr. Quelch, he dare not arrest the man on his own premises. I know just as much about that as he does. I am too long in the business. He dare not arrest the man until he came out on the public street, I am informed, and it was on the public street I met him.
10092. *Mr. Abigail.*] Did not you say that he did not arrest the man until after you had performed on the horse? Certainly not.
10093. *Mr. Bull.*] You called Mr. Green, the veterinary surgeon? Yes, and a qualified man too.
10094. One would think you were an Irishman by the way you talk? So I am, and very proud of it too.
10095. Did not you call Mr. Green to show that this operation was a proper one? I called Mr. Green to prove that there was a legal operation.
10096. Did not you call him to prove that the operation was a proper one? Yes.
10097. And that is what Mr. Green said, is it not—listen;—were you in the Court when Mr. Green gave evidence? That I cannot say. I will not take it on myself to say.
10098. I am not binding you to that. This is what he said: "I am a veterinary surgeon, and a Member of the College of Veterinaries. I have a diploma. I remember the horse. I saw it after the 18th inst. It had been suffering from greasy heels, and had a fungus growth which would be best removed by firing. The result of the operation was successful, and relieved the horse from all pain. Before the operation he would be in pain. Cauterising the place was the right process. *To the police:* I did not see the horse before the operation. An unskilful operation would cause unnecessary pain." Done by a farrier, not by this man, who knows nothing about it? Don't you say any such thing, for if you say such a thing you are wrong. Your Worship, I call upon you to protect me. I won't allow such a man as Mr. Bull to make such a statement about me.

Michael Madigan, farrier, Raglan-street, Darlington, was called and sworn:—

- M. Madigan. 10099. *His Worship.*] What's your name? Michael Madigan.
- 22 Nov., 1897. 10100. What are you? Farrier by trade.
10101. Where do you live? Raglan-street, Darlington.
10102. *Mr. Abigail.*] You remember the 21st August, 1894. You were prosecuted by Senior-constable Quelch in the Redfern Police Court before Mr. Delohery? Yes.
10103. And after Quelch gave his evidence, and, peculiarly enough, Mr. Vane—Sergeant Vane—who was called as an expert, you gave your evidence, and you called Mr. Green, Mr. Crilley, and Mr. Drake, and the magistrate dismissed the case? Yes, that is correct.
10104. Mr. Moffatt appeared for you? Yes.
10105. Do you remember Quelch swearing that he saw you cruelly ill-treat the horse? Decidedly so.
10106. And do you remember him swearing that he saw you with the red-hot iron burning the fetlock off one of the animal's hind legs? Yes.
10107. Is there a word of truth in either of those assertions? They are certainly false.
10108. Do you remember him swearing that the shoe of the foot that was burnt was not touched? That is also false.
- 10109.

M. Madigan.

22 Nov., 1897.

10109. Is it not a fact that a shoe was put on the foot by you? Yes.
10110. And that is all you had to do with it? Yes.
10111. And after fastening the shoe on you got some blood on your arm? Yes, I did.
10112. And is that how you got the blood on your arm? Yes, exactly.
10113. When you were charged with merely ill-treating a horse, and were taken by the constable to the station, Quelch says that you muttered some reply;—what did you say to him—it must have been something in your favour, because he forgot it? I cannot remember muttering anything. I generally speak straight out.
10114. Did you tell him that it was not you who performed the operation? Yes; before he arrested me.
10115. Why was that? I told him that I had nothing to do with the horse, and I forget exactly the reply that he made, and he said, "You had better come to the station," and I went to the tub to wash my arms, and he said, "Don't wash that off," and the reply that I made was, "Some of you fellows have hung a man for that."
10116. You were in your old toggery, were not you? Yes; dirty clothes.
10117. In your working clothes? Yes.
10118. Your clothes were a bit torn? Yes; I requested Mr. Quelch to let me go inside to change my trousers, and he refused.
10119. You had specially retained Mr. Crilley to perform this operation? I beg your pardon.
10120. You had specially allowed Mr. Crilley the use of your forge to perform this operation? Oh, yes; he was always getting the use of my forge, at any time; in fact, any man who comes along—a respectable man.
10121. Mr. Crilley performed the operation? Yes. He and his own men.
10122. You were the proprietor of the farriery? I was.
10123. Was the operation performed skilfully? To the best of my belief.
10124. Your veterinary surgeon, Mr. Green, said it was? Yes; and he is a thoroughly qualified man.
10125. Was there any ill-treatment at all? Not so far as I am aware of.
10126. Did you have anything to do with the horse from first to last in this operation except to put the shoe on for him? Nothing more.
10127. And if Quelch swears that he saw you do it, is that a deliberate lie? It is a deliberate lie, a dirty falsehood.
10128. Did you hear any children outside? Yes, they were all in; I had to keep them away.
10129. Did you hear any children outside say, "Oh, the cruel man"? No, I did not hear them say that; there are always a lot of children outside; I have a job to keep them away at any time.
10130. If Quelch had been looking as he says, through the window in Raglan-street, could he have seen all he alleges that he saw—namely, that you were doing this? He could command a view of the shop to a certain extent. I could put ten or twelve men in the shop in different places, but he could not see them.
10131. Would he have a better view of the interior of the farriery from Wolseley-lane? He would.
10132. If he had been looking through there at the time that the operation was performed, is it possible that he could see all that he alleges he saw? He could see everything that was going on.
10133. He could not have seen you perform the operation because you did not do it? No.
10134. If he had been looking through at the time the operation was performed he must have seen Crilley, who was really performing the operation? No. I do not think he could mistake me for Crilley. He had a white shirt on. He was dressed the way he is dressed now, or else he had a brown suit on.
10135. You had your working clothes on? Yes.
10136. You were put to all this trouble and expense, and the humiliation of being dragged up to that Court, and being locked up there until you got bail, and you got nothing out of it? Nothing.
10137. No redress at all? None whatever.
- 10137½. It is one of the pleasures of citizenship.
10138. *Mr. Bull.*] And notwithstanding that this case was heard on the 21st August, 1894, you never moved in the matter;—you were satisfied when the case was dismissed? Was I? That might be your opinion; that is not mine.
10139. We are not here to be insulted by men who come here? I will not be insulted either.
10140. His Worship has exactly the same power with you as he has in any Court, so do not attempt to be insolent. You were dressed how? In my working clothes, the clothes I work all the week in.
10141. I suppose your sleeves were tucked up as farriers' usually are? Yes, about up to here. [*Indicating.*]
10142. How was Crilley dressed? In a brown suit and a white shirt on, to the best of my opinion, and a cap.
10143. How were his sleeves? They were down. His shirt-sleeves were buttoned round here to the best of my belief. [*Indicating his wrists.*]
10144. Did you hear Mr. Crilley at Redfern swear that he had no blood on his hands or arms? I never heard him utter those words; I do not think so.
10145. Do you remember him being asked whether he had any blood on him? I would not like to say anything about that. I am not sure whether he was asked that question or not.
10146. There would be no harm in telling you that he swore at the Police Court that he had not any. He said "I had no blood on me"? Very likely he had not. He never got in a position to get any on him.
10147. If he says he had blood up to his elbows on both arms to-day what do you say to that? I cannot say anything about that.
10148. Would that statement be true? It might be. I am only swearing to the best of my belief in regard to that question you asked me.
10149. You did not qualify it in any way. I read you first what Mr. Crilley said? I did not remember Mr. Crilley being asked that question.
10150. He has already sworn it on his deposition? Perhaps he may have.
10151. Will you explain to his Worship why you have a doubt that there was blood up to his elbows? I said to the best of my belief. I will not bind myself down to anything.
10152. You would not like to swear that he had no blood on him at all? I would not.
10153. Who was it heated the irons? That I cannot say.
10154. Try and remember? I cannot. I was doing my work. I was shoeing two horses. I was working in that corner [*pointing*], and the operation was going on with Mr. Crilley and his men here, in about this position, and I was down in that corner shoeing two horses, and the fire was at this end. Now how could I watch Mr. Crilley performing the operation?

10155.

- M. Madigan. 10155. *Mr. Abigail.*] You did not even hold the horse? I held the horse when I was putting the shoe on.
 10156. But not while the operation was being performed? No.
 22 Nov., 1897. 10157. *Mr. Bull.*] You did nothing to the horse at all? No, no more than fastening the shoe after the operation was performed; being late in the evening, I could not shoe it.
 10158. You did fasten the shoe on? I did.
 10159. Will you explain why the place was shut up? On account of the operation being performed, and the children being there.
 10160. Was not this place absolutely shut up, closed, so that people from the outside could not see what was going on unless they were inquisitive? Certainly not. They could see all round by peeping through the cracks and windows. There are any amount of windows to look through.
 10161. But the shed itself was closed? I usually do close the door when there is anything rough going on, on account of the children going round.
 10162. Anything rough going on? Yes; shoeing young horses, or anything like that.
 10163. How long have you known Crilley? I have been intimate with Mr. Crilley about four years and eight months.
 10164. I suppose you are what would be recognised, not only as an ordinary horse-shoer, but as a farrier? I do a little that way.
 10165. In fact, whether you have that ability or not, you all practice it to some extent? Yes.
 10166. If I sent in my horse with lampass you would burn them out? No.
 10167. Have you never burned the lampass out of a horse? I have done.
 10168. You know that that was the old idea? Yes, it was the old idea.
 10169. When you were a lad serving your apprenticeship it was done in the forge where you served your apprenticeship? Yes.
 10170. How many operations have you seen Crilley perform on horses? Two or three.
 10171. Will you name any circumstance when you saw him operating in your forge before? He had not operated in my forge before.
 10172. Do you do his shoeing? I do.
 10173. And you act as his farrier when the necessity arises? Exactly.
 10174. Do you know Mr. Green, the farrier? He is a veterinary surgeon.
 10175. Do you know him? I did know him when he was alive.
 10176. He is since dead, I hear? Yes.

Senior-constable William Edward Quelch was recalled:—

- Senior-constable W. E. Quelch. 10177. *Mr. Bull.*] Do you remember being in the vicinity of a forge occupied by and operated in by Mr. Madigan? Yes.
 22 Nov., 1897. 10178. Do you remember what day that was? It was on the 18th day of August, 1894. At 2 o'clock in the afternoon I paraded for duty. I went over on the Baptist Estate, in the opposite direction altogether. I worked the first two hours in that portion of the district.
 10179. *Mr. Abigail.*] What do we want that for? I went over Abercrombie-street way between 4 and half past. I arrived along Raglan-street about a quarter past 4.
 10180. *Mr. Bull.*] Tell us what you saw? When I got near to the forge—going towards it—I saw that the forge door was closed, which is an unusual thing. It is a very large door, I suppose about 12 to 16 feet long. I heard some little children who were peeping through—there were several of them there who had just come out of the public school close by—and they were singing out, "Oh, the cruel man." Knowing there was a vacant window in Wolseley lane, just round the corner—[*Interrupted.*]
 10181. A window with no sash in it? Yes; an open window. I went round the lane; that put Mr. Madigan's back towards me. I looked in through the window; I saw a large draught horse. A man was holding it at the head. It turned out to be an employee named Drake, who gave evidence in the case.
 10182. How many persons were in the forge? Three.
 10183. Was this man Crilley one of them? No. I stood there for two or three minutes seeing what was done.
 10184. What was being done? Madigan had a hot iron. He had red-hot the iron in the forge. Then he would burn the horse's hind hoof, near to the foot. When the iron would be cold, he would put the iron in the fire again, and would heat it again, and would burn it again until the iron got cold. The foot was bleeding very freely, and Madigan's arms were all over blood—all up the arm. The horse was kicking, and shaking, and holding its foot up. I went round to the gate then, and I could not get in. Presently the gate was opened, and the man Drake was going to bring the horse out.
 10185. Leading it out? Leading it out. When he got it out on the footpath I stopped him, and asked him what was the matter. He said, "Nothing, boss; only having a shoe fastened on." The only shoe that was touched was a couple of new nails put in one of the front feet. The shoe was not off, but a couple of nails were put in only.
 10186. And nothing was done in farriering or shoeing to either of the horse's hind feet? Nothing at all. They were all good shoes on the horse. I said, "As there is nothing wrong, what are you treating the horse in that way for with the irons?" and then he tried to back the horse into the forge again. I said, "Oh, no; keep it here." I collared hold of the horse myself then. I said to the farrier, Madigan, "I want to speak to you." I asked him what was wrong with the horse, and, to the best of my memory, he replied the same as Drake did. I said, "If you say there is nothing wrong with the horse, and have only put a couple of nails in, come to the station with me." I took him up to the station, and just as I was coming away down came running Crilley to me, and wanted to know what I was going to do with the horse.
 10187. Was that the first you saw of Crilley? That was the first I saw of Crilley.
 10188. How was he dressed then? Similar cut of clothes he has now. He always wears that cut of clothes, but it was a brown suit of clothes, and skull-cap on.
 10189. Had he all his clothes on? Yes, white shirt, and coat, and everything else. He came running down and asked me what he was going to do, and I told him that I was going to take the horse to the station and the farrier too. He followed us up to the station, and at the station I called Sergeant Vane out. The horse's leg was then bleeding freely, and he was holding it up as if in pain, and shaking. Madigan was charged; but Crilley said something to the effect that if anyone was to blame it was he for sending the horse down.
 10190. *His Worship.*] Was the shoe on the foot then? Yes; all the shoes were on the horse. But Madigan was then charged, and the horse was taken to the police depôt for care. On the case coming before

before the Court, evidence was given by Crilley, Madigan, and Drake, and the veterinary surgeon. After the veterinary surgeon had given his evidence, there was a question put to the veterinary surgeon whether his evidence was not questioned by a certain magistrate at one of the other Courts. I forget the answer that took place. After that the magistrate said, "Well, I must dismiss the case, as we have professional evidence here"; but he used some words to the effect that it was pretty clear that the horse was cruelly treated, but he could do no other but dismiss the case. He had his own opinion about it.

Senior-
constable
W. E. Quelch.
22 Nov., 1897.

10191. I understood you to say that when you saw the horse first there was no shoe on that foot? No; there were only two nails in one of the front shoes. The shoe was intact, but loose, and a couple of new nails were put in.

10192. You still hold to your statement that Madigan was the man operating? Madigan.

10193. *Mr. Abigail.*] Your Worship sees that when Crilley went away Quelch came up and saw Madigan putting the front shoe on.

10194. *Mr. Bull.*] Did you hear Crilley in the box? Yes.

10195. Do you remember his being asked whether he had any blood on him? Yes.

10196. What was his answer? No.

10197. Has he ever given such evidence as he gave here to-day—that he had blood up to his elbows? Never in his life. The evidence was that he was fully dressed, as he was to-day.

10198. *Mr. Abigail.*] My friend asked the witness this question, "Was Crilley dressed?" and the answer was, "Oh yes, when he came down to bail these men out he had all his clothes on." That was after the operation.

10199. *His Worship.*] I must go by the evidence given at the time of the case.

10200. *Witness.*] Crilley followed us right to the station, and he also swore that he saw me at the corner of Codrington-street and Darlington-road. I was never within a hundred yards on that day.

10201. *Mr. Bull.*] And he swore before the magistrate then that he had no blood on his arms, and that he was as fully dressed then as he was at the time in the witness-box.

10202. *Mr. Abigail.*] Now, is not this a fact that Crilley came out of the forge and met you, as he says, at the corner of Raglan-street and near Raglan-street, about 42 yards away from the forge, and that you were then walking up to the forge, and then when you got up there you looked through these two points of vantage, and finding that you could not see enough at the first point you went round to this window, and that then you saw a man with his back turned to you and you immediately thought it must be Madigan, because it was Madigan's forge; and you saw then, not Madigan performing the operation, but putting a shoe on, and you immediately jumped to the conclusion that it must have been Madigan who did it, from first to last? I do not jump to any conclusions at all. I say I was not at the corner of Codrington-street and Darlington-road that day; that I did not see Mr. Crilley come out of the forge, and he was not in the forge.

10203. Did you know him before? Years before.

10204. Will you swear that what he swore on that occasion and here was a tissue of lies? Yes.

10205. And the same with Madigan? Yes.

10206. And the same with Drake? Drake has not sworn here to-day.

10207. We have his depositions here;—do not undertake too much? I am not undertaking too much at all.

10208. Won't you swear that what Madigan and Drake swore was a tissue of lies? Yes.

10209. And the only person who swore truly was you? I say I saw Madigan performing an operation and Crilley was not there.

10210. Will you not admit the peculiarity—that whenever you are cornered by incriminating witnesses you call them perjurers. You say they are all liars and perjurers and you are the only truthful man.

10211. *His Worship.*] You cannot expect him to admit that the incriminating evidence is true.

10212. *Mr. Abigail.*] Why does he not admit that he might have made a mistake. Would not that go further with your Worship and with everybody if the man would make that admission. This is an instance of how "strong" this man is, to use Mr. Levien's peculiar term. *To the Witness:* Now, as a matter of fact, you went up there and heard these children talking and made inquiries from the children? I did not speak to a child.

10213. Did not you find out from the children that some naughty man had been burning a horse's foot? No; certainly not. What I swear I saw — [Interrupted.]

10214. Will you swear that Crilley was not there? He was not.

10215. Does not that again go to show that you went up there after the operation, and after he went for the oil, and that you saw Madigan putting the loose shoe on? Crilley was not there the whole time I was there, until I was taking the horse away.

10216. When you were cross-examined by Mr. Moffitt, who appeared for Madigan, you said this, "The accused never said 'I did not do it.'" No.

10217. You have heard him swear he did? I have heard him swear it, yes.

10218. Then you were asked and said, "I never asked who did it"? No; of course I did not.

10219. But after that, in answer to the police, you contradict your evidence in cross-examination by Mr. Moffatt, and you said, "I enquired who did it to see was it necessary." Which is the more likely thing? I asked Drake.

10220. You first said, "I never asked who did it;" and then you say, "I inquired who did it to see was it necessary." Now, which of the two statements, in direct opposition of each other, is true? I asked Drake.

10221. Which of the two is true? They are both true.

10222. You see you will admit that you can never make a mistake? They are both true.

10223. Are you playing with me—are you trying to be funny; How can they both be true;—how can these two directly contradictory statements be true. "I enquired who did it";—is not that asking who did it? I say I spoke to Drake after they saw what I had seen, and they denied it; then I asked Drake.

10224. Is not that a direct contradiction of the first statement you made? I cannot say it is a direct contradiction.

10225. First you say you never did it, and then you say you did;—you cannot see that that is a contradiction? No.

10226. *Mr. Bull.*] You say that you saw what you describe, and then when each of them denied what you had seen, you asked Drake? I saw it before they had ever opened the gate to come out.

10227. *Mr. Abigail.*] You say you saw Madigan's back turned towards you? Yes.

10228.

- Senior-constable
W. E. Quelch.
22 Nov., 1897.
10228. And yet you say you saw him take a red-hot iron and burn off the fetlock? Yes.
10229. Will you swear that they were burning the fetlock? I will swear they were burning the hoofs.
10230. You have said here, "I looked through that and saw the accused with a red-hot iron burning the fetlock off"? I say that it was not the fetlock—it was pretty close to it.
10231. You see, "Burning the fetlock off," you would get the whole leg off? The fungus fills up the gap there.
10232. If you burn the fetlock off, what part of the hoof would be left;—would not the hoof drop to the ground if you burned it off? If you burned it off. I think if you will go down further you will see that I swore I did not know much about horses.
10233. You know much about what you swore? Yes.
10234. You were swearing to something which you swore positively occurred.
10235. *His Worship.*] Quelch has been a sailor, and could not know much about a horse.
- Witness.*] The burning caused a lot of smoke, and you could not exactly see what was burned at the time.
10236. *Mr. Abigail.*] You also swear this: "No shoes were put on the horse. The shoe of the foot which was burnt was not touched"? Yes.
10237. Now did you swear that all the shoes were on? I did.
10238. Now tell me how it was possible to perform this operation without taking the shoe off? Easily.
10239. Do you not know that that is always done? No.
10240. Because then, if the horse kicks out, well, he kicks with less force than if he had his shoe on? No, I do not think the horse could kick out when the operation was being done, because one leg was up, being held well with Madigan, and if he had kicked out with the other foot down would go the horse.
10241. How could he hold the hoof up and perform the operation at the same time? He was holding it up similar to farrying the horse. He had it up on his knee.
10242. You were looking through something, not a keyhole, something intended for a sash? Yes.
10243. You see there is a fatal attraction on your part to anything in the nature of a keyhole, or anything in the nature of a hole in the wall? You seem to think so.
10244. "Somerset Hotel," a keyhole. Pogson's lock, again a keyhole. Then there is this other case of the "Salutation Hotel," the corner of the window; and now there is this again, the bit near the window which was intended for the sash.
10245. *His Worship.*] I suppose, as a matter of fact, you get your information the best way you can? Yes.
10246. You are not particular how you get it? No.
10247. *Mr. Abigail.*] That is about the only time you have ever been candid. You do not care how you get your information? No.
10248. You will also swear to it no matter how you get it? If anybody gives me information, I always like to see that it is correct before I move in it.
10249. Do you remember giving evidence in that case the other day where the attorney objected to the evidence because it was after you had asked for a confession, and you said, "Oh, but your Worship, I asked this before, and he said this before I asked for a confession"? I think you have got hold of the wrong end of it.
10250. You know you have the reputation of going pretty strong when you are in the box? I have got the reputation of being pretty firm and showing no quarter to anybody. I believe in putting the case forward as much as I can.
10251. You know, do you not, that promotion follows your activity in getting convictions? No; I do not know that at all.
10252. You know it has a great deal to do with it? No; I do not know that at all. I do not consider for the manner in which I have done my duty, and the length of service, I am a bit too far advanced.
10253. Not in the matter of giving evidence? No; not in evidence, rank I hold, or anything else. There are plenty of men in the Police Force the same rank as I who have not done the same work as I have. As long as it is my duty I do my duty.
10254. You swear up to it? I do my duty as to what I see.

William Stanger Kelk, deposition clerk, Redfern and Newtown Police Courts, was called and sworn:—

- W. S. Kelk.
22 Nov., 1897.
10255. *His Worship.*] What is your name? William Stanger Kelk.
10256. What are you? Deposition clerk at Redfern and Newtown.
10257. *Mr. Bull.*] Do you remember a case tried before Mr. Delohery, at Redfern, 20th August, 1894—are these your depositions—perhaps you will remember the circumstances;—were these depositions written by you? Yes.
10258. Do you remember any of the circumstances of the case? Slightly, I do.
10259. What is your recollection? I do not know.
10260. A man named Madigan was charged with cruelty to a horse? Yes; some alleged operation I think.
10261. Burning the horse's heel or fetlock? Yes.
10262. Evidence was adduced according to these depositions to show that it was somebody else, not Madigan, but Crilley, and veterinary evidence was called to show that no matter who performed the operation it was a lawful operation and a necessary one;—do you remember that? To that effect.
10263. That is the funny part of it. Would you just look at Mr. Green's evidence there. You see there that Mr. Green swears that cauterising a fetlock with a fungus growth would be the proper treatment? Yes, "right process."
10264. Do you remember the case being dismissed? Well, I do now.
10265. The matter has come to your recollection? Yes, it has, certainly.
10266. *His Worship.*] Mr. Delohery officiated? Yes; that is so.
10267. *Mr. Abigail.*] Your memory has been refreshed on this recently—in fact, no later than a few minutes ago by young Mr. Bull? No.
10268. Did not young Mr. Bull go outside and see you and tell you why you were going to be called? No; he told me the name of the case, I think.
10269. Did he tell you what it was about? No.
10270. No conversation at all about it—about the case? I do not know. There was as to the number of witnesses. 10271.

10271. Did not young Mr. Bull go outside and see you, and remain out with you fully ten minutes? Oh, W. S. Kelk.
no; I stood with him at the time. 22 Nov., 1897.
10272. *Mr. Bull.*] Did you see Mr. Trevor Jones outside? Yes.
10273. Was not my son in conversation with him most of the time? A good deal of the time.
10274. *Mr. Abigail.*] And with you too? I think we were talking about cricket a good deal.
10275. At any rate, your memory was somewhat refreshed? I would have refused to have allowed my memory to be refreshed in the matter.
10276. *Mr. Bull.*] I suppose the conversation was a mere cursory one? Yes.
10277. You know my son? Yes.
10278. You are cricketers together? Yes; if I had anything wrong to say to Mr. Bull I would not have said it with that door open.
10279. With regard to this circumstance, I would not offend you, or offer an insult, by saying anything about it;—tell us what your recollection of the matter is? I remember that expert evidence was called for the defence. I certainly can remember that fact.
10280. Do you remember anything said by the Magistrate at the time of dismissal? I can give my impressions of what was said.
10281. *Mr. Abigail.*] I object to that.
10282. *Mr. Bull.*] Is this your belief? Certainly.
10283. *Mr. Abigail.*] I object to it.
10284. *Mr. Bull.*] I press it.
10285. *His Worship.*] Do you recollect whether, in the course of inquiry, any doubt was thrown upon the identity of the person charged in Quelch's evidence? Not by the Court.
10286. Before the Court, in Quelch's evidence? A witness gave evidence to the effect that the man alleged to have done this was not the man who did it; but beyond that, nothing.
10287. *His Worship.*] That was a question before the Court—the question of identity was a question before the Court? Undoubtedly.
10288. *Mr. Bull.*] Was not the case dismissed, as you say, on the veterinary evidence? Undoubtedly.
10289. That the operation was a lawful one? Yes; there is no doubt about that. Of course, in the ordinary way I cannot read a Magistrate's mind, but I was certainly under the impression something was said to make me believe that it was on the expert evidence.
10290. *Mr. Abigail.*] And not on the question of identity? No.
10291. *His Worship.*] Cannot you recollect;—the Court expressed no opinion as to the question of identity? No; the expert witness gave evidence, and then the case closed summarily on his evidence. I suppose—*[Interrupted.]*
10292. *Mr. Abigail.*] I would like Mr. Kelk to read the depositions.
10293. *His Worship.*] Please read Mr. Madigan's evidence? "This deponent Michael Madigan, on oath, states as follows:—I am a farrier. On 18th instant I never operated on the horse. He had greasy heels and a fungus growth called 'stones.' The proper process is searing. I think it less painful in the long run to operate. The horse is working now. The blood on my hand got on through my fastening a loose shoe. I swear I never performed the operation. I am proprietor of the farriery. Crilley was the man who did the operation. He performed it carefully and skilfully.—Michael Madigan." *[Exhibit. 43.]*
10294. Then the question was raised? Yes; and whatever doubt there was was overcome by the expert evidence. It was a side issue.
10295. *Mr. Abigail.*] Do I understand you to say that undoubtedly this question of identity as to who performed the operation was in contest—in issue—in the case, but then this other question as to the lawfulness of the operation cropped up, and the Magistrate decided on that, and left the question of identity perfectly open? The question of identity must have been at issue, when the witness swore that he did not perform the operation. He must take cognisance of it.
10296. *His Worship.*] Then the Court expressed no opinion on the point at all? No.
10297. *Mr. Abigail.*] How long have you been taking depositions? About eight years.
10298. And I think everybody will give you credit for the correctness of the manner in which you take them. You cannot carry in your recollection all that a Magistrate says in dismissing a case, can you? No; certainly not.
10299. Although I dare say certain cases in which certain police officers are concerned do imprint their incidents on your mind more than other cases? Undoubtedly.
10300. Particularly in cases in which certain police officers give evidence. For instance, do you remember a case against a publican when Quelch was prosecuting, and the attorney defending objected to certain evidence which Quelch was giving on the grounds that it was inadmissible, it having been extracted from the accused as a confession and on a certain promise, and that Quelch immediately, when he saw the point, antedated the evidence to give it strength? Did you ask me whether I remembered a conversation connected with it?
10301. The case? I do remember the case.
10302. Now, what was it? I do not know the name of the case. I remember a very trivial matter that impressed itself on me for the moment.
10303. What was it? It was something to do with a man leaving the hotel with liquor. I think he was the son of the licensee, and Senior-constable Quelch gave evidence that he had seen him leave the hotel with the liquor, and that he accosted the man and told him that he had better come back to the hotel. Well then the defendant made some remark, which Senior-constable Quelch was about to give in evidence, and the lawyer certainly did stop it and objected to its inadmissibility. Of course they explained that the conversation that the man gave was said before he said he had better come back to the hotel.
10304. Although he at first put it *vice versa*? Yes, he did; and I certainly for the moment thought "Well, it is rather strange"; in fact, it was some remark the lawyer made that impressed it on my mind. Really, it is a very trivial matter.
10305. We have heard from a practising solicitor in that Court that Quelch has a habit of going it strongly; in fact, he unduly presses his case;—is that your view as deposition clerk? From the defendant's point of view he does.
10306. From your point of view as deposition clerk, you are independent, what is your experience? Well, I must say whatever else he is, he is a most energetic officer. There is no doubt about that.
10307. Does he unduly press his cases? I could not answer that question; I do not know the facts.

- W. S. Kelk.
22 Nov., 1897.
10308. From your own experience in the Court, and the observations which fall from the Magistrates at times, is it not so;—has he not got the reputation of unduly pressing his cases? It is a very hard question.
10309. *His Worship.*] He is a man very positive in his evidence? He is, decidedly.
10310. *Mr. Abigail.*] Without being offensive to you, he swears up? He has the reputation of swearing up? Swearing up to the truth or beyond it?
10311. Swearing up to a conviction? Well, possibly. I do not believe the man is a liar, if you want to know that.
10312. *Mr. Abigail.*] I did not ask you that.
10313. *His Worship.*] He is an uncompromising witness in the box? Undoubtedly.
10314. *Mr. Bull.*] He does not give much away? No; he would make a good tradesman. I mean that he would attend to his business.
10315. *Mr. Abigail.*] Do I understand that you would give him a good certificate of character? I am appearing in quite a new role in this matter.
10316. *Mr. Bull.*] What do you think? I do not object? I could certainly not give him a certificate of bad character.
10317. *Mr. Abigail.*] Is not that like a constable answering the question "Was he drunk or sober?" with "Well, he was not very sober"? Are you prepared to give him a certificate of good character? I do not think he is as keen on his cases as you are on yours.
10318. That is not the way to put it;—are you prepared to give him a certificate of good character? Well, I have heard lots of things *pro.* and *con.*
10319. What is your own experience of his general conduct and reputation as a police officer? It would depend upon whose point of view you looked at it from.
10320. From your own point of view? He is a nuisance to me, he brings me so many cases.
10321. *His Worship.*] He is an active and energetic officer? Undoubtedly.
10322. *Mr. Abigail.*] Do you know that there is no officer attached to that Redfern police division who so often comes in for abuse on the part of defending attorneys or for observations from the Bench for the conduct of his cases there? If you will let me answer in my own way I will certainly answer you. Granting that defendant's lawyers almost invariably do abuse police witnesses, I may admit that they perhaps abuse Quelch more than the ordinary.
10323. What about the observations from the Bench;—have not you yourself heard observations from the Bench? You mean derogatory observations, do you not?
10324. *Mr. Bull.*] That is what my friend wants.
10325. *Mr. Abigail.*] I want the truth? I would not like to say I have, as to the truth of his evidence; I have, as to the manner of giving it. His mannerisms may jar.
10326. Do you know anything about the Redfern police;—is not there a considerable amount of disorganisation there? I think a terrible lot.
10327. And no doubt about it? No doubt about it.
10328. And does it not arise out of the alleged favouritism by Superintendent Lawless of Quelch and Dukes? [*Witness did not answer.*]
10329. Does not this ill-feeling arise, from what you have heard and seen, from an alleged favouritism on the part of Inspector Lawless towards Quelch and Dukes? [*Witness did not answer.*]
10330. Is it not alleged that the Inspector unduly favours Quelch and Dukes? I certainly have heard allegations to that effect.
10331. Have you ever heard that the ill-feeling arose from any sectarian grounds, except what you might have heard Mr. Lawless say? I certainly have not.
10332. Do you believe, from your observation and experience, that there is any sectarian ill-feeling or bitterness in the Redfern ranks? No, not in the *ranks*, I do not.
10333. *Mr. Bull.*] The very case that Mr. Abigail refers to, in which you say the lawyer took some exception with regard to a statement made, was a charge against Mrs. Graham, was it not? It was a case of mother and son.
10334. The boy was seen leaving the house with a bottle of stuff, and two men had preceded him along some right-of-way? Yes.

Michael Madigan was recalled:—

- M. Madigan.
22 Nov., 1897.
10335. *Mr. Abigail.*] You have heard Quelch to-day swear that he saw you; your back was turned to him, while he was peeping through this sash, and that you were holding the horse's leg up;—is there a word of truth in that? It is utterly false.
10336. Were you holding the horse's leg up? No.
10337. How was it held up? It was held up by a rope during the time of the operation.
10338. *His Worship.*] The hind leg? No sir, the front leg.
10339. You could not be holding up the front leg and performing the operation, that is impossible.
10340. *Mr. Abigail.*] Did you hold the leg up with the operation going on? No. No operation could be performed with the foot on the ground.
10341. Was the front leg near the window? Yes.
10342. Tell me this: As a matter of fact, did you, after the case was over, actually go to the extent of applying for and getting a copy of the depositions? I did.
10343. And did you take your solicitor's advice about a prosecution for perjury? I did not. I went on my own responsibility. I reckoned I had enough witnesses when I had nine at the Court and only three called. I asked the Magistrate to hear all the witnesses, as the case would be detrimental to my business, and I heard a wrangle here a while ago about the observations the Magistrate made. He said the operation was a justifiable and necessary one, and he said people have to go through pain sometimes as well as animals.
10344. You were prepared with nine witnesses;—how many people were in the forge altogether? About the time that Quelch came on the scene?
10345. How many people at the time the operation was going on? There were eight or nine, or might have been ten.
10346. Did you have all the witnesses there? I had them all there.
10347. Now, tell me, had you, at the Redfern Court, on the 21st August, 1894, nine witnesses and yourself to prove that it was Crilley and not you who had performed this operation? Yes sir, that is with the veterinary surgeon.
- 10348.

10348. *Mr. Bull.*] Is it not absolutely certain that the veterinary's evidence must have closed the case.
10349. *Mr. Abigail.*] Did you intend originally to prosecute for perjury? Yes, and I intend after this inquiry.
10350. *Mr. Bull.*: I object to that.
10351. *Mr. Abigail.*] Why did not you? I had not the funds then. I have the funds now.
10352. *His Worship.*] You are rather late in the day? Mr. Quelch has perjured himself on this inquiry, now, if he is on his oath.
10353. *Mr. Bull.*] You are on the list of voters? I am.
10354. *Mr. Abigail.*] Are you in Mr. Dacey's electorate? No, sir. I went to Mr. Dacey; he never came to me.
10355. *Mr. Bull.*] Do you remember Vane calling upon you lately with regard to your name upon the Electoral Roll? On the Jury List—yes.
10356. What did you say to him? "It is no good of your putting me on the Jury List, because I would not listen to a policeman's evidence."
10357. Didn't you say this: "It is no use your putting this on the list, because if a policeman's case came before me I would hang him"? I beg your pardon, I said if a man's life depended on a policeman's evidence I would not listen to the police.
10358. Did you give your reason then? I did.
10359. What was it? On account of the way in which I heard Quelch swear.
10360. You have a good opinion of Vane? I believe he is a gentleman.
10361. But if he came before you in a case, giving evidence, you see what that brings you to;—you have not a good opinion of the police? How can I have?
10362. *Mr. Abigail.*] Your experience of Quelch would not allow you? Certainly not. There are gentlemen among the police, I admit, but how are you going to find them?
10363. *Mr. Bull.*] You have been before the Court before? Yes.
10364. Were they all dismissed? Not all dismissed.
10365. I suppose the policeman in that case swore a lie? Yes.
10366. *Mr. Abigail.*] You were only a witness before? Yes.
10367. *Mr. Bull.*] What was the policeman's name in that case? Mr. Snooshaw; he was a country gentleman, up in the northern district.
10368. *Mr. Abigail.*] He has been in trouble for perjury? Something like that. I have seen it in the papers lately.

Constable James Christison, recalled:—

10369. *Mr. Abigail.*] I want to know are you a Roman Catholic or a Protestant? I am a Protestant—Presbyterian.
10370. Do you know of any sectarian ill-feeling in the ranks at Redfern? Not to my knowledge.
10371. Particularly in connection with this inquiry? No.
10372. *Mr. Bull.*: This is not a charge. If there is anything in this it is likely to introduce sectarian ill-feeling now.
10373. *His Worship*: This does not relate to any specific charge.
10374. *Mr. Abigail*: It has gone on the depositions from no less a person in this inquiry than the very Inspector of the division to which Quelch is attached, and of which Quelch is the alleged favourite. If that is allowed to go on the depositions, while it will not influence your Worship, it is a permanent record, and it is a record of the very blackest kind that could possibly be recorded; besides, if it is allowed to go unchallenged and it is untrue, it will not earn, as it should earn, as I said the other day, the reprobation of every honest and honorable man.
10375. *Mr. Bull*: It was a mere matter of opinion by Mr. Lawless.
10376. *Mr. Abigail*: He distinctly and positively swore before he left the witness-box that this was simply a sectarian inquiry, and then I immediately asked him in cross-examination whether Constable So-and-so was a Protestant, or an Orangeman, or a Roman Catholic, and your Worship remembers that when I was asking him questions, and assuring him that the witnesses were Protestants, he said, "Oh, I do not know," but where he could strain it and say, "Oh, I think they are Catholics," he did so. I think these men should be allowed to state what their religion is, simply to show how little justification there is for their Inspector's observation.
10377. *His Worship*: I do not believe that the question of religion has affected the evidence in any way.
10378. *Mr. Abigail*: There is one other matter that I am instructed to point out, and that is this, that serious complaints have been made that Quelch should have been allowed free access to these defaulter's sheets, and have been allowed the right to copy them out, instead of their being kept in proper custody all the while, and their being called for from proper custody when required, and that only goes to show that there has been undue favouritism.
10379. *Mr. Bull*: I have never recognised, from first to last, in any instructions of mine from Quelch that there has been any sectarian feeling. I have never raised the question, and I have never had instructions to raise it, and I have never dreamt that there was any such thing. With regard to what my friend has said about the defaulters' sheets, I might tell my friend that Quelch has assisted this Commission greatly, and saved this Commission a great deal of trouble. No other man in the police station at Redfern could have assisted the Commission so much.
10380. *Mr. Abigail*: I think there is one duty, and a very pleasant duty, which I have now to perform, and that is to thank your Worship for the way in which you have heard this case, and the indulgence you have given us. In the heat of the case there may be little unpleasantnesses, but now it is over I have to thank your Worship.
10381. *His Worship*: I am afraid I have been a little impatient myself now and then.
10382. *Mr. Abigail*: I must also thank the shorthand-writer, Mr. Garlick, for the way in which he has helped us in the inquiry. He has not stuck us up once, although we have put him to the severest test, and have given him an immense amount of work to do. He has shown himself to be a writer of the highest ability.
10383. *Mr. Bull*: I cordially endorse Mr. Abigail's remarks about both of you gentlemen.
10384. *His Worship*: I thoroughly agree with what you say, and hope that there will be some more substantial acknowledgment of Mr. Garlick's services.

[At 4:45 p.m. the Commission adjourned *sine die*.]

M. Madigan.
22 Nov., 1897.

Constable
J. Christison.
22 Nov., 1897.

ROYAL COMMISSION *re* SENIOR CONSTABLE QUELCH.

APPENDICES.

Exhibit No. 1.—Part a.

Joseph Brüll, "Somerset Hotel," Redfern.—Complaint against Senior-constable Quelch.

INFORMATION.

New South Wales, to wit. }
Metropolitan }
Licensing District. }

45 Vic. No. 14, Sec. 63.

BE it remembered, that on this 8th day of January, in the year of our Lord one thousand eight hundred and ninety-four, at Redfern, in the Colony of New South Wales, Edmund Lawless, a Sub-Inspector under the Licensing Acts of 1882-3, informs me, the undersigned, one of Her Majesty's Justices duly assigned to keep the Peace of our Lady the Queen in and for the Colony of New South Wales,—that on Sunday the 7th day of January, in the year of our Lord one thousand eight hundred and ninety-four, one Joseph Brüll, being the holder of a publican's license for the premises known as the "Somerset Hotel," situate at Pitt-street, Redfern, in the district of Redfern, in the said Colony, and within the Metropolitan Licensing District, did at ten minutes past 1 of the clock in the forenoon of the date last aforesaid, permit liquor to be drunk on his said licensed premises by persons who were not travellers nor *bonâ fide* lodgers, nor inmates drinking such liquors at a part other than the public bar of such licensed premises, contrary to the Act in such case made and provided; whereupon the said Edmund Lawless prays that I, the said Justice, will proceed in the premises according to law.

Exhibited at Redfern, in the said Colony, on the day }
first above written, before me,— }
C. JESSON, Justice of the Peace.

EDMUND LAWLESS.

Exhibit No. 1.—Part b.

SUMMONS.

To Joseph Brüll, of the District of Redfern, in the Colony of New South Wales.

WHEREAS information has this day been laid before the undersigned, one of Her Majesty's Justices of the Peace in and for the said Colony of New South Wales, for that, on Sunday, the 7th day of January, 1894, you, being the holder of a publican's license for the premises known as the "Somerset Hotel," situate at Pitt-street, Redfern, in the district of Redfern, and within the Metropolitan Licensing District, did, at ten minutes past 1 of the clock in the forenoon of the date last aforesaid, permit liquor to be drunk by persons on your said licensed premises who were not travellers nor *bonâ fide* lodgers nor inmates drinking such liquors at a part other than the public bar of such licensed premises. These are therefore to command you, in Her Majesty's name, to be and appear on Tuesday, the 16th day of January, 1894, at 10 of the clock at the forenoon, at the Police Office, Redfern, in the said Colony, before such Stipendiary Magistrate in and for the Metropolitan Police District in the said Colony as may then be there, to answer to the said information, and to be further dealt with according to law.

Given under my hand and seal, this 8th day of January, in the year of Our Lord one thousand eight hundred and ninety-four, at Redfern, in the said Colony.

C. JESSON, J.P.

Exhibit No. 1.—Part c.

Mr. Smith for defence.
Plea—Not guilty.
All formalities admitted.

William Edward Quelch, on oath, states as follows:—I am a senior-constable of police; I remember the 7th instant; I was on duty near defendant's hotel at 12:30 a.m.; I saw his parlour fully lit up; the hall in Phillip-street was fully lit up, and a glimpse of light showing through the bar door; I listened; I heard the voice of a female in the bar; I heard the drawing of corks, the rattle of glasses, and the beer-engine working; I went to the Pitt-street parlour door, and looked through the key-hole; it is in a parallel line with a door from the bar into the parlour, also the door leading from the hall into the parlour; the bar door was open; I saw the female hand some drink into the parlour; I heard four or five different voices in the parlour; I recognised one voice as Constable Swan's, of Redfern Police Station; I waited watching outside until ten minutes past 1 a.m.; I saw two or three rounds of drinks supplied; at ten past 1 o'clock a.m. Swan addressed a conversation to the licensee by name; I saw the licensee immediately afterwards; Swan said, "Mr. Brüll, I had better be getting home"; Brüll said, "Don't go yet, Mr. Swan; we are not going to bed yet; sit down"; Swan then stood up right abreast of the door that was shut; another round of liquor was supplied by a female; all the glasses except one were handed to men sitting at the table; the glass of beer was handed to Constable Swan, who drank it, and put the glass down as if on the table; the bar door was open before the drinks were supplied; Swan remained standing for several minutes longer; at 1:30 a.m. Swan and two other men were let out of the side gate in Phillip-street; I went to the side gate and called to the person who let them out; he wouldn't come; he ran inside; the three men were under the influence of drink; when Swan heard my voice he left his two companions, and hurried in the direction of his home close by; I stopped him near his home; the other men remained at the corner; I said to Swan, "Why were you in the hotel at this hour of the morning, drinking, and making yourself like this? you ought to know better, being a constable"; he made no reply; I said, "I shall report you"; Swan was off duty and in plain clothes; when I went back to the hotel I called to defendant; he had the door opened; he was sitting at the table with another gentleman; the female stood at the door; I said to Mr. Brüll, "What conduct is this, letting these three men out this time in the morning under the influence of drink? you ought to know better, especially as regards Constable Swan; I shall report the whole matter to my Inspector"; defendant and the gentlemen begged me to let the matter drop; he said, "Don't report it this time for the sake of the constable"; I said, "I shall do nothing of the sort"; I produce a pattern of the keyhole to show the size of my view or extent of it; at 2:20 a.m. I was opposite; defendant was on his balcony; two constables were passing; defendant addressed them; he said, "Good morning; look out, Quelch is on the other side; he caught me," and then his voice dropped; I heard him add, "and is going to report him."

To Mr. Smith: I reported Constable Swan for being in the hotel at that hour of the morning; it is a breach of the Police Regulations; I never reported that I looked through the keyhole of the bar door; I wasn't at the hotel two minutes past 12 o'clock; Swan didn't see me until he came out; I spoke to him; Brüll, the licensee, asked me not to report the matter for the sake of the constable; I accused defendant of supplying liquor after hours; I didn't knock at the door; the gentleman I saw sitting with Brüll wasn't one of the three who went out; I said nothing to the gentleman sitting with Brüll.

Taken and sworn at Redfern, this 16th day }
of January, 1894, before me,— }

GEORGE H. SMITHERS, D.S.M.

WILLIAM E. QUELCH.

Exhibit No. 1.—Part d.

George Henry Edward, on his oath, states as follows:—I am a constable of police; about 2·20 a.m. on 7th instant I was passing the defendant's hotel; I stood at the corner; defendant and his wife were on the balcony; he said to me, "Good night! look out, Quelch is on the other side; he caught one coming out this morning and is going to report him."

To Mr. Smith: I think I was warned so I would not stand gossiping.

Taken and sworn, at Redfern, this 16th day }
of January, 1894, before,—

GEORGE HENRY EDWARDS.

GEORGE H. SMITHERS, D.S.M.

Exhibit No. 1.—Part e.

Herbert William Hind, on his oath, states as follows:—I am a constable of police; I remember the 7th instant, at twenty past 2 o'clock a.m., I was passing the defendant's hotel; someone on the balcony said, "Good night! Quelch is opposite; he caught one coming out and is going to report him"; I was in uniform and under the light; I had never been in the defendant's hotel; he never said, "Quelch nearly caught one"; I was only three days in the Force then.

Taken and sworn at Redfern, this 16th day }
of January, 1894, before me,—

HERBERT W. HIND.

GEORGE H. SMITHERS, D.S.M.

Exhibit No. 1.—Part f.

DEFENCE.

Joseph Brüll, on his oath, states:—I am a hotelkeeper living at "Somerset Hotel"; I remember the 6th instant; a Mr. Cooke visited me from Wagga; he stayed until last Wednesday; Walter Griffith, a friend of ours, stayed there that night; Mr. Swan was there; he came in to see Mr. Cooke about 10 p.m.; they are old friends; Swan had a drink before 11 o'clock; Griffiths and Cooke came in at 11·30 p.m., and were lodgers; they had a drink and asked Swan to join them; he refused; he gave a reason; I don't think he got anything at any time; about 12·15 a.m. he went to go; he came back and said, "Senior-constable Quelch is at the corner"; he waited; Griffiths went out and came back and returned; he went out with Swan; Cooke never left the parlour; no third man could have come out of my place; my wife would have let the men out; about twenty minutes after the men went out, Quelch knocked at the door; I had it opened; Cooke, my wife, and self were present; Quelch said, "Mr. Brüll, this is a nice hour to let men out of your house, especially Constable Swan"; I said, "Don't be hard on a fellow"; he went away; later I sang out to two policemen, "Good night, look out, Quelch is over there, he nearly caught a man coming out of my place"; Quelch couldn't see the table from the key-hole; he said nothing to me about summoning me; Swan wasn't drunk when he left, nor any of them.

To Police: Cooke was a *bonâ fide* traveller; Griffiths was a friend of ours; I am particular about who I let in; I cannot say how many drinks Swan had; he had more than one; he was never in my place before, after hours; my wife was serving drinks; I swear Swan had no drink after 11 o'clock p.m.; Cooke came from Wagga to-day.

Taken and sworn at Redfern, this 16th day }
of January, 1894, before me,—

JOSEPH BRÜLL.

GEORGE H. SMITHERS, D.S.M.

Exhibit No. 1.—Part g.

Charles Cooke, on oath, states as follows:—I am a baker, living at Wagga; I know defendant; I arrived in Sydney at 7 p.m. on last Saturday week; I put up at defendant's; I went out and returned with a friend named Griffiths, who stayed all night; when we returned I found Swan there; I had made an appointment with him, but was late; he was sober; he refused to have a drink at my request; I gave him a cigar from my pocket; he got up to leave about 12·15 a.m.; he came back and said, "Quelch is there, I don't care to go out"; after he ultimately went, Quelch knocked; he said something "about letting out a constable at that hour"; I was a lodger; I went to the hotel about 7 p.m.; when we returned we had a drink; Swan, I swear, wouldn't have one; I came from Wagga to-day; Swan was quite sober.

Taken and sworn at Redfern, this 16th day }
of January, 1894, before me,—

CHARLES COOKE.

GEORGE H. SMITHERS, D.S.M.

[Postponed until Thursday next.]

Redfern, 16th January, 1894.

GEORGE H. SMITHERS, D.S.M.

Exhibit No. 1.—Part h.

Walter Griffiths, on oath, states as follows:—I am a grocer, living at 49, Cooper-street, Surry Hills; I remember the 6th instant; Mr. Cooke, a friend of mine, came down from Wagga; I met him in Sydney; we ultimately decided I would go with him and stay all night at his hotel; I did so; I saw Swan there; Cooke and I had a drink; Swan was asked, and refused; Cooke gave him a cigar; Brüll had a drink with us; Swan went out, and came back; he didn't say why he didn't go; Swan and I ultimately left; a man was in the lane; Swan was sober; we walked up the street; Quelch said, "A nice time to be coming out of an hotel"; Swan made no reply; I left him; ultimately returned to the hotel, and slept there, as decided upon early in the evening.

To Mr. Lawless: I met Cooke about 10·30 p.m., I think; I arrived at the hotel at 11·30 p.m.; Cooke called for drinks; three were supplied to the landlord, Mr. Cooke, and myself; Cooke asked Swan to drink; Swan refused, and gave some reason, which I didn't catch; we left about ten past 1 o'clock a.m.

Taken and sworn at Redfern, this 18th day }
of January, 1894, before me,—

WALTER GRIFFITHS.

GEORGE H. SMITHERS, D.S.M.

Exhibit No. 1.—Part i.

William Richard Swan, on his oath, states as follows:—I am a constable of police; on 6th instant I was off from 6 p.m. until 10 a.m. next day; I went to defendant's hotel in the evening to see Cooke; I met him at 2 p.m., and made an appointment for 10 p.m.; I went there; Cooke came in at 11·30 p.m.; between 10 and 11 o'clock p.m. I had two glasses of ale; after 11 o'clock p.m. I had no drink; I stayed as I wanted to see him; he came in with Griffiths, and asked me for a drink; I refused, saying, "I won't let anyone say I ever drank in an hotel after 11 p.m."; I was going out at 12·20; I saw Quelch opposite; I thought it would be judicious to wait; I went out at twenty past 1 p.m. with Griffiths; we saw a man come up; Quelch came up and spoke to me, saying, "This is a nice thing, Swan, coming out of an hotel at this hour"; he spoke in such an angry manner that I would not reply to him, for fear of a quarrel; I was perfectly sober; Cooke gave me a cigar; the man that came up when we were outside was not sober.

To Mr. Lawless: I saw Quelch opposite about 12·20 a.m.; I looked at my watch; I know of a rule prohibiting a constable from frequenting an hotel after hours; I know of no rule against going there on one occasion to see a friend I had not seen for years; I was going on duty, just at 2 p.m., when I first met Cooke; I would be very much surprised to learn Quelch was in the station at 12·20 a.m.; he never saw me drinking.

Taken and sworn at Redfern, this 18th day }
of January, 1894, before me,—

W. R. SWAN.

GEORGE H. SMITHERS, D.S.M.

Exhibit No. 1.—Part j.

Margaret Brüll, on oath, states as follows:—I am wife of defendant; I remember the 6th instant; Swan came in about 10 p.m.; I cannot remember what drink he had; he had a drink; Cook was boarding at my place; he came in at 11:30 with Mr. Griffiths; he asked for drinks; Swan refused to have one; one was not supplied him; it was after 11 p.m.; he had no drink subsequently; after 12, midnight, Swan wanted to go; I cannot say I heard his reason for not going; about 1:30 a.m. he left with Griffiths; no one else went out; the men were both perfectly sober; Quelch subsequently knocked at the door; he said, "This is a nice hour of the night to let people out of your house, especially Constable Swan"; nothing was said about a breach of the Act; later in the night I remember my husband saying something.

To *Mr. Lawless*: I supplied Swan before 11 p.m. with a drink; I did not afterwards; Swan came in to-day to see if the magistrate had examined the key-hole; Swan occasionally comes to our place when off duty.

Taken and sworn at Redfern, this 18th day }
of January, 1894, before me,— }

M. BRÜLL.

GEORGE H. SMITHERS, D.S.M.

Lawless v. Brüll.—Case dismissed. Redfern, 18/1/1894.—GEORGE H. SMITHERS, D.S.M.

Exhibit No. 1.—Part k.

Redfern Station, 8 January, 1894.

SENIOR-CONSTABLE William E. Quelch respectfully reports Constable William R. Swan, No. 5,363, of this station, for being found in the "Somerset Hotel," Pitt and Phillip Streets, Redfern, between 12:30 and 1:30 a.m. on Sunday, the 7th instant.

The Senior-constable begs to state that at 12:30 on Sunday morning he was passing the above hotel, and hearing a noise at that hour in the bar and parlour, which was lit up, he waited outside and listened, and recognised the voice of the constable inside; he looked through the door keyhole, where he could see the constable with a glass of beer in his hand. There were several other persons inside also, who were supplied with liquor several times.

At 1:10 a.m. the constable said to the licensee, "I had better be getting"; the licensee replied, "Don't go yet, Mr. Swan; we are not going to bed yet; stop a little longer; sit down."

Defaulter's
Book.—G. READ.

At 1:30 a.m. the constable and two other men were let out the side gate in Phillip-street; the constable and the two men were under the influence of liquor; the constable, on hearing the senior-constable's voice complaining at the gate to the inmate of the hotel, hurried away from his companions towards his home. The senior-constable went to the constable and asked him why he was in the hotel at such a time in the morning. He was in such a condition he made no reply.

The senior-constable went back to the side door, and called to the licensee; the door was opened by a female, and he complained to the licensee of letting the constable and the other men out in such a state and hour in the morning, and informed him that he would report the circumstance to his Inspector.

The licensee begged earnestly of the senior-constable not to say anything about the matter for the sake of the constable, who is a married man with a family, and resides near to the hotel, and went off duty at 6 p.m. the previous evening.

The senior-constable could not say how long the constable had been in the hotel previous to the time stated.

WILLIAM E. QUELCH,
Senior-constable.

George Read, Esq., Superintendent.

Forwarded to the Superintendent, G. Read, Esq., 8/1/94.—E. LAWLESS, Inspector.

Exhibit No. 1.—Part l.

Redfern Station, 8 January, 1894.

CONSTABLE William R. Swan, No. 5,363, respectfully begs to report to the Superintendent *re* attached report by Senior-constable Quelch that he admits leaving the hotel at 1:15 a.m. on the 7th instant. The constable was about to leave at 12:15 a.m. when he saw the senior-constable on the opposite side of the street. Knowing what the senior-constable was, the constable did not go out in front of him. The constable went into the hotel at 10 o'clock to meet a friend who arrived that morning from Wagga Wagga, and is staying at the hotel, but his friend (whose name is Charles Cooke), did not arrive until 11:30 p.m. The constable had not seen Mr. Cooke for over ten years until that night; and the constable thinks it very hard that he cannot have some latitude on an occasion like that, especially as Mr. Cooke was a kind friend to the constable's mother at the time of his father's death. The senior-constable states that he saw the constable drinking, and that he came out of the hotel with two others that were drunk. The constable was not drinking, and it was impossible for the senior-constable to see any such thing through a keyhole of a door, also that he did not leave the hotel with two others, there only being one other person, and that other person's name is Walter Griffiths, a friend of Mr. Cooke's, and he stayed with Mr. Cooke at the hotel that night.

The senior-constable also states that the constable was drunk, and was unable to answer when spoken to. The constable did not answer him; if he had, no doubt there would have been unpleasant words through the rough manner in which the senior-constable spoke, and he would have more to add to his now untruthful report. The constable kindly asks the Superintendent to cause thorough investigation, as the constable intends to bring before your notice the conduct of the senior-constable.

WILLIAM R. SWAN,
Constable.

G. Read, Esq., Superintendent.

Exhibit No. 1.—Part m.

To the Inspector-General of Police, Sydney.

"Somerset Hotel," Corner, Phillip and Pitt Streets,
Redfern, 10 January, 1894.

Dear Sir,

Having been informed that William Swan, Police Constable, of Redfern Division, has been reported for coming out of "Somerset Hotel" on the morning of the 7th instant, at 1:10 a.m., I wish to place the case before you, as far as I know.

I arrived from Wagga Wagga on Saturday morning by the mail train, and went to stay with my friends, Mr. and Mrs. Brüll, of the "Somerset Hotel."

Having met Constable Swan (an old friend of mine), I promised to meet him after he came off duty, or about 10 o'clock p.m.

I did not keep my appointment, having, in the meantime, met another friend named Walter Griffiths, and we went to the theatre.

I invited Mr. Griffiths to come and stay with me, which he did, and arrived at the hotel at about 11:30 p.m., where we met Mr. Swan, who was waiting to see me.

I asked my friends to have a drink, and Constable Swan refused, saying to me, "I would not leave myself open, in case, at some future date, I might have to proceed against the publican, and I would not have him say, 'You had a drink in my hotel after hours.'"

Myself and Griffiths had a drink, which I thought I could have, being a boarder.

Trusting you will give this your favourable consideration,

I remain, yours respectfully,
CHARLES COOKE,
Wagga Wagga.

Mr. Read.—E.F., 11/1/94.

Exhibit No. 1.—Part n.Police Department, Superintendent's Office, Metropolitan District,
Sydney, 17 August, 1897.

Memo.

I AM unable to recall all the circumstances connected with Constable Swan's alleged misconduct; but he was off duty at the time, and the investigation could not be completed in the absence of material witnesses. I therefore permitted the case to stand over.

Senior-constable Quelch has been about eleven years in the service. Before serving in the General Force, he was in the Water Police. He has been efficient, and his conduct has been good. No serious complaint has ever been made against him.

The Inspector-General of Police.

G. READ,
Superintendent.
Exhibit

Exhibit No. 2.—Part a.
J. Brüll, "Somerset Hotel" Case.

"Somerset Hotel," Redfern, 22 January, 1894.

I BEG to bring under your notice a case recently tried against me under the Licensing Act, at the Redfern Police Court, the information being sworn by Inspector Lawless at the instigation of Senior-constable Quelch, of Redfern, charging me with allowing liquor to be drunk on my licensed premises by others than lodgers or *bona-fide* travellers, his principal evidence being having seen drinks served after hours through a key-hole. The case was heard before Mr. Smithers, S.M., and dismissed, remarking that the senior-constable had evidently made a mistake. I wish to draw the Inspector-General's attention to the deposition of the constable, in which he swore that he was watching my place for fully one-and-a-half hour to obtain a case against me, which he thought he did, but did not succeed, by giving false and malicious evidence. Is this the constable's duty? and such annoyance I call great injustice.

Since my case was heard, I found out that the constable's reason for taking proceedings against me was to have a clear case of dismissal against Constable Swan, of Redfern Police. For this reason I beg that the Inspector-General will inspect the depositions of the constable, and his report against Constable Swan, which will differ in many points. As I had to attend two days the Police Court, I was put to a lot of inconvenience and expense, as I had to bring Mr. Cook from Wagga Wagga down as a witness, and especially as I had arrangements made to be an inmate at the Prince Alfred Hospital about ten days ago; and I trust that the Inspector-General may see his way clear for compensation, for the great injustice he received by that constable.

I also beg to mention that I am a subject to great annoyance from the constable, as he has circulated a report to civilians that he will watch me till he has another case against me, also against Constable Swan; so I trust that the Inspector-General will kindly look fully into this matter.

I have, &c.,

JOSEPH BRÜLL.

Referred to Superintendent Read for inquiry and report. I have already expressed my strong disapproval of constables acting as eavesdroppers, or spies at key-holes; the hour-and-a-half could have been more beneficially employed thief-taking. Brüll has been a constable, and is a very respectable man, and I trust that Mr. Read will see that he is not persecuted. I think the senior-constable should pay all expenses, and I doubt his fitness for the rank he holds.—E.F., 23/1/94. Supt. Read.

Exhibit No. 2.—Part b.

Redfern Station, 24 January, 1894.

Sir,

Re attached complaint of Mr. J. Brüll, licensee of the "Somerset Hotel," Pitt-street, Redfern.

Having read the complaint of Mr. Brüll, I certainly feel surprised at the statement made that I swore to the information which he, as an ex-constable, must have known was only an exhibit. With reference to Quelch's watching his house for an hour and a half, the depositions contradict that. Of course I was not aware until after the information had been filed, and I had received the report against Constable Swan, how the matter stood. I told Quelch, when he mentioned the fact of the keyhole, that having no person to corroborate him I did not believe he would get a conviction. As he was so persistent in the matter, I did not consider I had any power to obstruct the Senior-constable in his duty during the hearing of the case. Mr. C. Smith, the solicitor for Brüll, got possession of a portion of the depositions, and took them out into the yard, and admitted to the Magistrate that he had read them to his witnesses who had previously been ordered out of Court, greatly to our disadvantage. He was called to account by His Worship, but the mischief had been done. Quelch practically denies that he has any ill-feeling as against Constable Swan, or that he ever made any comments to anyone about the defendant.

Mr. Brüll has only held the license for about a month or five weeks, and there has been no complaints against the house, except the one referred to in this report.

I have, &c.,

EDMUND LAWLESS,

Inspector.

George Read, Esq., Superintendent.

Exhibit No. 2.—Part c.

Superintendent's Office, Sydney, 24 January, 1894.

MEMO.

Copy of depositions in the case of Brüll herewith forwarded.

SENIOR-CONSTABLE QUELCH has but recently been promoted to his present rank. During the nearly seven years he has served in my district he has performed his duty to my entire satisfaction, and he is considered a thoroughly trustworthy officer. I think it probable but for the extraordinary proceeding of taking the depositions out of the Court, and reading them to the witnesses that the result of the prosecution would have been different, as I am quite satisfied Quelch would not have given the evidence he did unless it was true. The principal reason for giving attention to the house was to place himself in a position to deal with Constable Swan, who, instead of taking his rest, was spending his night in a public house. The Senior-constable acted very wrongly in taking observations through the keyhole, and he would have acted more judiciously, if he thought the circumstances required it, had he procured the assistance of a Sergeant or Licensing Sub-Inspector, and boldly demanded admission into the house; but I should be sorry to see him punished for a little excess of zeal, and fear it might have the effect of permanently discouraging him. I do not believe he has intimated to anyone that he intends to give special attention to Brüll's house, and I have given instructions that he must not be subjected to any exceptional supervision; of course if he break the law he will have to suffer. Observing that Constable Swan was becoming somewhat irregular in his habits, I gave instructions that he should be closely looked after, as it appeared to me that a constable who was found in a public-house between 1 or 2 in the morning was not likely to be in a condition physically to perform his duty efficiently.

GEORGE READ,

Superintendent.

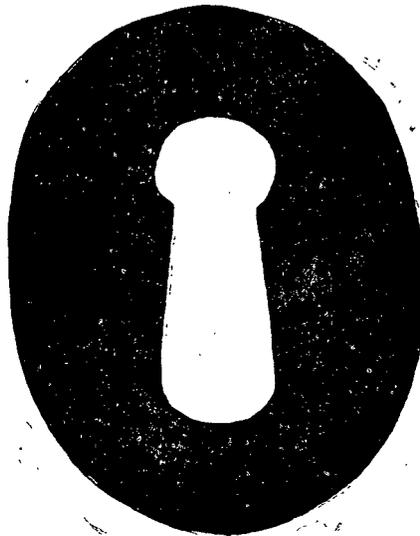
The Inspector-General of Police.

Write to Brüll in the third person, that the depositions do not show that the Senior-constable was watching the house for an hour and a half. The information was not laid by the Inspector, and the claim for compensation is out of the question. So long as he observes the law he need not fear interference by the police.

My minute should be read to Senior-constable Quelch. As he bears such a good character I will take no further action.—E.F. Superintendent Read, 25/1/94. The minutes of the Inspector-General and Superintendent have been read and explained to Senior-constable Quelch.—E. LAWLESS, Inspector. George Read, Esq. Superintendent, 25/1/94.

Noted and returned.—G. READ, Supt., 27/1/94. The I.-G.P.

Exhibit No. 3.



Exhibit

Exhibit No. 4.—Part a.

Sir, Water Police Station, Sydney, 31 January, 1887.
I would respectfully beg to bring under your notice the insubordinate conduct of Constable Quelch towards me on the 29th instant.

I had an occasion on that date to find fault with Constable Quelch and Constable Anderson for wasting two hours longer than was necessary in taking a boy to the "Vernon" in the skiff, as it was reported to me by Senior-constable Skinner that he informed Constable Quelch to make all haste he could, as the skiff was wanted for other duty. Constable Quelch remarked that he should take his time. The abovenamed constable left the station at 9:30 a.m. on the above date, and returned at ten minutes past 1 p.m. I called both men into my office, and asked the reason of the unnecessary delay, as the skiff was required for other duty; and I remarked to Constable Quelch that he told Senior-constable Skinner that he would take his time. Constable Quelch then became insolent in manner and tone, and pointing to Senior-constable Skinner said, "That man there is not telling the truth." I reminded Constable Quelch that he was not addressing Senior-constable Skinner as he ought to do; but he became so excited that I ordered him out of my office, as his conduct was such that he would not listen to any remarks that I had to offer. On leaving the office Constable Quelch stated that he would send an application for a transfer to the Metropolitan Police. I then called him back, and told him I would strongly recommend his application. On the 31st instant, finding that Constable Quelch did not send in his application for a transfer, I called on him for an explanation, when he told me he intended sending in an application to be transferred to the Detective Police. I told him I should not recommend him for that position, as I did not consider him fit for it. Constable Quelch then, as is usual in manner, became very excitable, and said in an insolent manner that he should send a report to the Inspector-General about this matter, and refused to supply me with a report that night, although I told him he could be relieved from duty until he had done so. I find Constable Quelch is a most violent-tempered man, always disputing the orders he gets from the senior-constables. I consider it would be an advantage to this station if he were removed.

JOHN DONOHOE,
Inspector.

The Water Police Magistrate.

Sergeant Garrick states: I was present at the office on 29th January last, on the occasion when Constables Quelch and Anderson were brought in to explain the unnecessary delay in returning from Biloela to the station; Water Police Constable Quelch's conduct and manner then were most excitable, and referred to Senior-constable Skinner, in his presence, as "that man," making other unbecoming remarks; his conduct was insubordinate in the extreme, and in consequence Mr. Donohoe had to order him out of his office; as he was leaving it, he said in an undertone, "he would thank him if he would recommend his transfer to the Metropolitan Police"; he repeated this a second time, and I drew Mr. Donohoe's attention to it; Mr. Donohoe then called him back, and told him if he sent in the application he would strongly recommend it, which he agreed to, and then left the office; with regard to the paddles and oars at the boat-shed, to which Constable Quelch refers in his first report, there is quite a sufficient supply on hand; there were three pairs or sets of paddles there at the time, 10 feet long, properly fitted for the skiffs, independently of two pairs of sculls then in a skiff doing duty at Quarantine Station; Water Police Constable Quelch left the Water Police Station for Biloela on 29th January at 9:30 a.m., to go to the "Vernon," and did not return till 10 minutes past 1; I have been in the Water Police force twenty-three years, and I consider that instead of the trip in question taking three and a half hours, the time should not have exceeded two hours; at this time the launch was under repair, and the services of the skiff would be urgently required to see the mail-boat "Iberia" away from Neutral Bay at 1 o'clock; the general conduct of Water Police Constable Quelch, more especially of late, has been unsatisfactory, in never, after receiving an order, replying to it, so that I never knew rightly whether he understood that order or not, and have had very frequently to call him back to see if he correctly heard it or not; and the senior-constables, Martin, Skinner, and Mannion, have similarly complained of this indifference.

Senior-constable Skinner states: Water Police Constable Quelch has been under me for the last year, and during that time he has been very insolent to me, more than a dozen times, never replying when given an order; the other day (Saturday) I told him to go to the "Vernon" with Constable Anderson, and to make all the haste he could as the skiff would be wanted immediately after for other duty, to which Water Police Constable Quelch replied "that he should take his time"; he left the station at 9:30 and returned about 1 o'clock (three hours and a half), whereas the time ought not to have exceeded two hours; on Mr. Inspector Donohoe speaking to Constable Quelch, I heard him say—pointing to me at same time—"That man there is not speaking the truth," and then turning to Mr. Donohoe, added "I wish you to give me my transfer to the Metropolitan Police," and this was said in a very insulting tone and manner towards Mr. Donohoe, so much so that Mr. Donohoe had to order him to leave his office at once.

Senior-constable Martin states: I have been in the Water Police Force thirty-two years on 26th July; I have been associated with Constable Quelch since his appointment, about a year; I have reason to complain of his conduct generally; he does not obey the orders given him cheerfully—doing everything, as it were, against his will on all occasions; his demeanour and disrespect towards those above him, especially to myself, renders it unpleasant to go on duty with him; I have cautioned him, on one or two occasions, if he did not alter his manner I should have to report him, and latterly he has done so; he is the most disagreeable man I ever did duty with.

Senior-constable Mannion, who has been in Water Police Force for eight years, states: Water Police Constable Quelch has been something over a year in the Service; I have had him on duty under me and have had to give him orders; he never obeys cheerfully, never replies when an order is given, and his demeanour is constantly insulting, ignoring my authority, and a most unpleasant comrade to be associated with; I don't feel comfortable when on duty with him; I don't like taking him with me unless I am compelled.

Exhibit No. 4.—Part b.

Water Police Station, 1 February, 1887.

CONSTABLE W. E. Quelch, No. 5,076, respectfully begs to report to J. M. Marsh, Esq., S.M., through Mr. Inspector Donohoe, on the conduct of Senior-constable Skinner, the senior-constable having accused the said constable of having said the following words, "That he would take his time." The constable denies ever having said such words to the senior-constable, or to any senior or constable attached to the Water Police Station. The senior-constable has been known to pass the following remark at the Central Police Station, whilst waiting at the Superintendent's office, to Constable Tinsley, "That if every man done his duty on our station the same as the above constable done his, there would be no growling between the men." The constable begs to state:—That on Saturday, the 29th of January, the day of the accusation, he was told off in the kitchen by the senior-constable to go with Constable Anderson, his senior member, to take a boy to the "Vernon" in the skiff; the said constable proceeded to the boatshed and launched the skiff, but found that there were no sculls belonging to our Department, and only some temporary oars that we could get; we were only able to use one of them, and with a strong sluicing tide against them, were not able to do the journey in the hot sun as soon as it could be done if things had been favourable with them; the "Vernon" being reached, and having the sail in the boat, Constable Anderson, in charge of the boat, decided to sail back, which meant that we were to beat back the whole of the distance, and being the wrong sort of boat, it meant time, having no keel or centreboard. The constables were back at the boatshed at a quarter to 1 p.m., which could not have been reached any sooner under the same circumstances and heat; had the constables had the opportunity of getting a tow, they certainly would have done so, and would have been back much sooner. On returning to the station, at 1 p.m., the constable-in-charge was remonstrated with as to the length of time we had taken; nothing whatever was said to the constable, being present and in two separate parts of the station, and not one word with reference to the accused constable having said the words before leaving; but after dinner the constable was called in Mr. Inspector Donohoe's office, and was told that he should say the words, "that I would take my time," which the constable most positively denies. The constable begs to state that he has always been an honorable and upright man, which is known to the rest of his comrades; and if the constable had uttered such words he would have owned to it at once. This is the first time that the constable has ever been found fault with, with regard to his duty, having been attached to the Water Police Station thirteen months. The constable, knowing the feeling that the senior-constable has towards the constable, which the constable can prove, and give his reasons for the same, the constable has had to caution the senior-constable that he should keep his place, and ought to know better to mention such things before a young constable. The conduct the constable refers to would have come before J. M. Marsh, Esq., S.M., if the report had been gone into the last time the constable reported the senior-constable for threatening the constable; Constable M'Lean would have satisfied His Worship, J. M. Marsh, Esq., S.M., Constable M'Lean being a witness in the last case. The constable was on the station last Thursday when the senior constable came up to the constable and said, "Have you got a uniform

uniform jacket" in the most uncivil way. The constable, being in a uniform jumper, replied that he had. The senior constable replied, "Go and put one on then when you are on the station for duty." Later on the constable was told off for duty on Circular Quay in company with the senior-constable and two other constables. All four left the station together. The constable was in the same uniform as the senior-constable, but one of the constables wore the same uniform as the constable when he was found fault with, nothing being said to the constable out of uniform the time the constable was found fault with. It was raining hard, but the time the constables went to Circular Quay it was fine. The constable begs to state if he had used the word he has been accused of, the senior-constable would never had let the constable left the station on any account before he had acquainted his superior officer; neither would he have left the constable return without having mentioned the circumstance to the constable. The constable begs to state that since he gave evidence concerning the damage done to one of the skiffs, that the said senior-constable has done nothing else but have a great ill-feeling towards the constable, because the constable would not inform the senior-constable how the boat got broken and on whom the blame was attached; but the constable, knowing the facts of the case, and knowing that the constable in fault was trying to screen himself and place the blame on an innocent man's shoulders, the constable would not inform only his superior, Mr. Inspector Donohoe, and the constable that was innocently blamed with doing the damage to the boat. The constable in fault was doing duty in the same boat the same night with the senior-constable. The senior-constable asked the constable more than one occasion about the damage, but could not get a reply until the case was brought before His Worship J. M. Marsh, Esq., S.M., which proved to turn out as the constable has stated. The constable, being desirous that an investigation be made by his superior, Mr. Inspector Donohoe, but the constable seeing none forthcoming, deemed it advisable to report the circumstance to his Superintendent, J. M. Marsh, Esq., S.M., through Mr. Inspector Donohoe, to the Inspector-General of Police. The constable begs to state that he was suspended from duty without cause, and told to resume his duty a quarter of an hour after. Twenty-four hours then elapses before the constable is spoken to, when the constable was asked whether he was going to hand in an application for transfer to the Metropolitan Police Force. The constable replied that he had no intentions of doing so, when the constable was told that if he did not make one and hand it in that his superior, Mr. Inspector Donohoe, would make one out and forward it for me. The constable replied that his intentions were to make out a report to the Inspector-General, when his (the constable's) superior, Mr. Inspector Donohoe, replied, "You make out a report to the Inspector-General!" The constable was then told by his superior that he was the most saucy man that was ever known, and to go and make out my report and not leave the station until the constable had done so. The constable begs to state that he has been commented on by His Worship Mr. J. M. Marsh and also by Mr. Inspector Donohoe with reference to the manner in which the constable had performed his duty since he had been attached to the station. The constable begs to state that if he desired to be transferred he would hand in his transfer if the constable deemed it advisable. The constable begs that this report will have cause for inquiry, with the object of proving the constable's innocence, and begs that the report will have every consideration from His Worship J. M. Marsh, Esq., S.M., and Mr. Inspector Donohoe.

WILLIAM EDWARD QUELCH.

Exhibit No. 4.—Part c.

Water Police Station, 2 February, 1887.

CONSTABLE W. E. Quelch, No. 5,076, begs respectfully to state, in answer to the report of Mr. Inspector John Donohoe against the constable, of insubordination on the 29th January last:—(1) That he was ordered by S.-C. Skinner to go with Constable Anderson to take a boy to the "Vernon." The constable proceeded with the constable in charge to the boatshed and launched the skiff, the wharf being left at 10 a.m., the constables pulling one oar each, and being a strong tide against them could not gain so much headway, if they had been supplied with the proper service sculls the same as every department under the Crown are supplied with. S.-C. Skinner never made use of the same words before your Worship as he did to Mr. Donohoe. S.-C. Skinner informed Mr. Donohoe that he should say that he informed the constable that the skiff would be wanted for other duty; that is quite correct, and the same words are down in Mr. Inspector's report, but the s.-constable should say in his evidence that he informed the constable that the skiff would be required for to see the "Orient's" boat away, which statement is untrue, and the constable denies the s.-constable may informed the constable in charge.

The constable begs to state the time actually taken was something under what has been stated to your Worship. The constables were away from the boatshed exactly two hours and three-quarters. A quarter of an hour of that the constables were alongside the "Vernon"—making actual time under way two hours and a half, the principle part of which was taken in the return, owing to being under sail, which has been stated by the s.-constable meant two hours. If the constable had been the senior in the boat no doubt he would have taken the other plan in returning. The constable in charge is the person that thought we making more headway than if were pulling against the wind. Mr. Inspector Donohoe has stated that the constables were called into his office and asked the reasons for the unnecessary delay, which the constable in charge was asked about before dinner. If the constable had been asked at the same time, the constable might have given a good explanation as to the being so long; but the constable is not asked until after dinner when he taken before Mr. Inspector Donohoe, and the constable accused of the words before your Worship which the constable honestly denies ever coming out of his lips. The constable begs to state that he does not consider that he was insolent to Mr. Inspector Donohoe in any way, but the constable owns to having pointed to the s.-constable when the s.-constable should accuse the constable of what was never used. The constable also owns to having addressed the s. constable as that man is not telling the truth, which the constable only hopes the s.-constable would do. The constable begs to state that he would listen to any remarks that Mr. Inspector Donohoe felt inclined to make, but when he was going to answer was not allowed to have the least opportunity of doing so, and told that he was suspended, which suspension lasted fifteen minutes. The constable did make the remarks that it would be better for a man to transfer to the Metropolitan Force, but the constable meant the detective force, and when the constable mentioned it to Mr. Inspector Donohoe the constable was told that he would not be recommended, as he was not thought a fit and proper person for the Detective Force. The constable was asked whether he was going to give Mr. Inspector Donohoe his transfer; the constable replied that he had no intention of doing so. The constable at the same time mentioned that his intentions were to hand a report in to the Inspector-General which the constable did, but was informed your Worship refused. The constable was called into Mr. Inspector Donohoe's office and asked for an explanation why the constable did not send in the report. The constable never refused to furnish Mr. Inspector Donohoe with a report, but the constable informed Mr. Inspector Donohoe that it would be ready by the next day. The constable was relieved from duty that night to furnish the report which the constable started, and was seen in his quarters at 12 p.m. that night by S.-constable Skinner, who came to the door and spoke to the constable. The constable was employed also the best part of the next day in the kitchen at the same report, which was handed to Mr. Inspector Donohoe as soon as finished. The constable begs to state that he is of a different principle to be of a violent and insolent manner to any one, more especially his superior officers, and trusts that if he is not to be believed that His Worship Mr. Marsh, Esq., S.M., would recommend his transfer to the metropolitan police.

W. E. QUELCH.

Exhibit No. 4.—Part d.

Water Police Station, 3 February, 1887.

CONSTABLE W. E. Quelch, No. 5,076, respectfully begs that the following statement through Mr. Inspector Donohoe to Mr. J. M. Marsh, Esq., S.M., will be excepted from the constable wished to clear himself of the manner his is accused of having performed his duty. If your Worship recollect that on the last occasion that he reported S.-constable Skinner, that your Worship gave the constable an excellent character as to the manner in which the constable performed his duty, and stated at the same time that your Worship had noticed the constable about the Courts. Your Worship also asked Mr. Inspector Donohoe as to the constable's character. Your Worship received at that time a reply that the constable was of a very good character, and that the constable had never been found fault with, which conduct your Worship commended the senior-constable upon. The senior-constable cannot deny that he has not told the constable himself that the constable done his duty in a proper manner. The constable begs to state to your Worship to explain to what as been stated by the senior-constable's referring to the matter on not answering them when being told off for duty. The constable having previously served twelve years in Her Majesty's Imperial Service, where discipline and the law is so strict that every member are always instructed by his superior officer that when he is spoken to or ordered by his superior officer that he is on no account to make any reply or answer to his superior officer, in which case, if he does answer his superior officer, it is put down as insubordination at once. The constable begs that your Worship will look at the point that after the constable having served twelve long years in Her Majesty's Imperial Service under such discipline, and was never charged with being insubordinate to one single officer, does it not strike your Worship that it would take the constable some time before he could get out of such

such discipline. The constable begs to state that ever since he has been attached that he has always been civil to every one belonging to the station as well as outside, and has always gone wherever he has been sent in the most urgent way impossible, and begs to state that if he had been in charge of the boat that he would have been the same; but owing to once being ask by the constable he was sent with wether he was in charge or not, considered it best to hold his tongue. If your Worship would ask the senior-constable wether the constable done his duty in the proper manner when sent with the senior-constable to the picnic given to William Beach, where the constables were under the eye of several gentlemen of the House of Parliament, which the constable can name, besides many other well-known gentlemen. If your Worship would only ask the senior-constable whether he performed his duty in a proper way, the same as the constable did, under the eyes of such gentleraaen. The constable cannot refrain from keeping such truth after having been charged with not performing his duty in a proper way, for which he has never been found fault with by any one before the present time since he has been attached to this station. What the constable has stated to your Worship is gospel truth, and if it were not the truth the constable would never take the Holy Bible in his hand to enter the same church as your Worship enters as long has he lives. The constable considers that the conduct of S.-c. Skinner at the mentioned picnic, under the eye of three Members of the House of Parliament and other gentlemen of the Crown, was unbecoming his position; and having mentioned the words to the constable that there was no duty wanted to be done here, the constable replied that it was just the place where duty ought to be performed in a proper manner. The constable never had his photo. taken along with the company; neither did he have any refreshments or eatables from the time the constable left the station untill he returned, but done his duty about the grounds from start to finish as any constable should do, and showing an example to the senior-constable that he ought to do his duty in the same manner. If your Worship does not believe the constable is telling the truth, your Worship will be punishing an innocent man.

W. E. QUELCH.

Exhibit No. 4.—Part e.

3 February, 1887.

MEMO.
THE insubordinate conduct of Water Police Constable Quelch, complained of by Mr. Inspector Donohoe, in his letter of the 31st January, is in my opinion fully proved, and the evidence of the sergeant and three senior-constables is confirmatory of the fact.

The lengthy explanation offered in reply by Water Police Constable Quelch is not satisfactory, and does not in any way exculpate him from the charge.

It is, therefore, of the highest importance, as well for the discipline of the Service, as for the harmony of this Force, that Water Police Constable Quelch should be removed therefrom, or transferred to the Metropolitan or some other Force, and I would strongly recommend the adoption of such a course; otherwise, I fear, the present ill feeling which too evidently exists on Water Police Quelch's part towards all those in the Water Police under whose authority he may be placed will be the constant source of strife and dissension hereafter.

J. MILBOURNE MARSH,
W.P.M.

Edmund Fosbery, Esq., Inspector-General of Police, Sydney.

It would be unfair to transfer a man with such a character as that given to Constable Quelch by his superior officers to the Metropolitan District. As he is generally complained of for disrespect and want of cheerful obedience of orders, as well as insubordination, he had better send in his resignation or be discharged.—E.F., B.C., 4/2/87. J. Milbourne Marsh, Esq., P.M.

Exhibit No. 4.—Part f.

Quelch—Insubordination—Water Police.

Water Police Station, 5 February, 1887.

CONSTABLE W. E. Quelch, No. 5,076, respectfully tenders his resignation to the Inspector-General as a police constable, and respectfully begs that his resignation may be accepted forthwith.

CONSTABLE W. E. QUELCH.

Forwarded to Inspector-General of Police.—J. MILBOURNE MARSH, P.M., 5th February, 1887. The Inspector-General of Police, Sydney. Resignation accepted and discharge approved.—EDMUND FOSBERY, I.-G.P., 5/2/87. Mr. Inspector Donohoe.

Exhibit No. 4.—Part g.

My dear Fosbery,

Saturday, 6 March, 1887.

Quelch's case is a hard one, and I would like you to reinstate him in the Water or to put him in the Foot Police.

He has explained to me that in tendering his resignation he did so looking upon your suggestion as orders.

I think he should have asked for an inquiry instead.

Yours, &c.,
GEORGE R. DIBBS.

E. Fosbery, Esq., Inspector-General of Police.

For Mr. Marsh's information.—EDM. FOSBERY, I.-G.P., B.C., 7/3/87. The Water Police Magistrate.

Exhibit No. 4.—Part h.

My dear Dibbs,

Police Department, Inspector-General of Police Office, 7 March, 1887.

Ex-Water Police Constable Quelch has evidently misrepresented the facts of his case to you.

The Water Police Magistrate (Mr. Marsh), submitted the case to me—one of insubordination, fully proved. The Inspector reported that Quelch was a most violent tempered man, always disputing his orders, and Mr. Marsh added that it was of the highest importance, as well for the discipline of the Service, as for the harmony of the Force that Quelch should be removed therefrom.

How could I retain such a man.

Yours, &c.,
EDM. FOSBERY.

G. R. Dibbs, Esq., M.P., Reform Club.

Exhibit No. 4.—Part i.

My dear Fosbery,

Water Police Office, Sydney, 7 March, 1887.

I return Mr. Dibbs's letter to you and your reply thereto. I thought that the inquiry I made into ex-Constable Quelch's conduct was sufficient to show how inadvisable it was that he should remain in the Water Police Force any longer.

Ex-Constable Quelch has just called upon me, saying he was directed by you to ask for a character during his service in the Water Police, up to the time of his resignation. As I am somewhat doubtful of the matter, I should be glad to know from yourself if such be the case or not, as I am under the impression that characters are never given except from your office.

Yours, &c.,
J. MILBOURNE MARSH.

Exhibit No. 5.—Part a.

Isaiah Chaseling, teacher, Superior Public School, George-street, Redfern.—Re keyhole.

DIMENSIONS OF DOOR—HOW VIEW OBTAINED.

THICKNESS through door and lock combined, 2½ inches; height from step to top of keyhole, 2 ft. 8¼ in.; height from step to bottom of keyhole, 2 ft. 6½ in.; depth of room from keyhole to hall-door, 15 feet; breadth of keyhole at top, ½ and ¼ in.; breadth of keyhole at bottom, ½ in.; keyhole depth, 1½ in. This, worked out, cannot be disputed.

Exhibit

Exhibit No. 6.—Part a.
Parliamentary Question—Quelch.

QUESTION—LEGISLATIVE ASSEMBLY, 3 APRIL, 1897.

- (18.) *Senior-constable Quelch* :—*Mr. Fegan*, for *Mr. Black*, asked the Colonial Secretary,—
- (1.) Is it a fact that Senior-constable Quelch has succeeded in having some publicans fined under the Licensing Act by disguising himself as a fish-hawker, and obtaining liquor some minutes before the prescribed opening-hour?
 - (2.) Is it a fact that this officer, having summoned the owner of a dog which tore his uniform, withdrew the charge on receiving compensation, which he pocketed, for the damage done?
 - (3.) Is it a fact that this officer also brought a charge of drinking during prohibited hours against a fellow-constable, and that the case was dismissed by *Mr. Smithers*, after inspection of the premises, on the grounds that it was impossible for Quelch to have seen the offence committed?
- Sir George Dibbs* answered,—The following information has been supplied by the Inspector-General of Police :—
- (1.) No; the senior-constable was in uniform.
 - (2.) The constable had his trousers torn by a dog, the owner of which paid 18s. 6d. for the damage. There was no summons.
 - (3.) The charge referred to was dismissed; the magistrate remarking that, as the senior-constable might possibly have made a mistake, he would give the benefit of the doubt.

Exhibit No. 6.—Part b.

Sir,

Redfern Station, 2 April, 1897.

Re attached memo. in reference to questions to be asked by *G. Black, Esq., M.L.A.*, in the Legislative Assembly. I have the honor to report that I have made inquiry, and, so far as I can ascertain, there is no foundation for the statement made in the first question, *re* the catching the publicans, the senior-constable being in uniform all the time.

As regards the second question, I interviewed *Mr. O'Donnell*, who corroborated the statement of Senior-constable Quelch, which is attached.

With reference to the case of the publican *Brüll*, I was in court, having charge of the case. The magistrate, *G. Smithers, Esq., S.M.*, did not state that it was impossible for Quelch to see *Swan*; he merely said that he thought the senior-constable might possibly have made a mistake, and in consequence would give the defendant the benefit of the doubt.

I have, &c.,

George Read, Esq., Superintendent.

EDMUND LAWLESS,

Inspector.

Forwarded to the Inspector-General of Police. The senior-constable received 18s. 6d. from *Mr. O'Donnell* as compensation for the destruction of his private trousers. He was off duty when it occurred. The detections were made of the publicans referred to by the senior-constable when in night-duty uniform.—*G. READ, Superintendent, 2/4/94.*

Exhibit No. 6.—Part c.

Redfern Station, 1 April, 1894.

SENIOR-CONSTABLE *William E. Quelch* most respectfully begs to report, for the information of his Superintendent, with reference to the questions to be asked by *Mr. Black*, a Member of the Legislative Assembly, in connection with the senior-constables' duty:

That in November last, complaints being made of publicans committing a breach of the Licensing Act by early-morning trading, the senior-constable and constable were instructed to attend to the complaint. On Friday, the 3rd of November last, seeing a number of men walking in and out the side door of the "Bellevue Hotel," which was left open, the senior-constable and Constable *Edwards* entered and found the men in the bar drinking liquor, the licensee behind the bar supplying the liquors. He was spoken to by the senior-constable, and admitted that he was fairly caught breaking the law.

A summons was issued against the licensee for keeping his house open for the sale of liquor during prohibited hours at 5.27 a.m. on the 3rd November, 1893, and he appeared before *Whittingdale Johnson, Esq., S.M.*, on the 7th November, 1893, and pleaded guilty to the information, and was fined £3, with costs 5s. 6d.

On Thursday, November 23rd, seeing men entering and leaving the "Imperial Hotel," the door, which was left open, as in last case, the senior-constable and Constable *Edwards* entered. The men were in the hotel; the licensee was supplying the liquors. He was spoken to by the senior-constable, and he admitted that it was a fair catch—that it was his fault for leaving the door open.

A summons was issued against the licensee for keeping his house open for the sale of liquor during prohibited hours at 5.35 a.m. on the 23rd November, 1893, and he appeared before *A. M. Fisher, Esq., S.M.*, on the 28th November, 1893, and pleaded guilty to the information, and was fined £2, with costs 5s. 6d. in each of the cases. The senior-constable did not obtain liquor, but witnessed the public supplied; neither did he disguise himself as a fish-hawker, but wore his uniform, and did his duty in each case in a straightforward, honest manner.

With reference to the second question: On the 5th of November, 1892, a dog tore a pair of the senior-constable's own private trousers. The dog was afterwards claimed by an independent gentlemen, *Mr. G. O'Donnell*, of Pitt-street, Redfern, who replaced the trousers and destroyed the dog.

No summons was ever issued against *Mr. O'Donnell*, so it would be impossible for the senior-constable to withdraw a summons that was never issued. If such summons had been issued, the senior-constable thinks it would have been a persecution, and not a prosecution, against such a respectable person.

With reference to the third question: A summons was issued against a publican for supplying liquor to others than *bonâ fide* inmates, lodgers, or travellers, at 1.10 a.m. on the 7th of January last. A constable was called as a witness for the defence. Some unusual circumstances took place during the hearing of the case in connection with the defence, which was commented upon by the presiding magistrate. There was an inspection made by the magistrate, but not at the corresponding time the offence was committed, the inspection being in broad daylight, the offence being committed in the dark, quiet, early hours of the morning, which would give a different view. No such remarks were made by the Presiding Magistrate, *Mr. Smithers, S.M.*, on the case being dismissed as those contained in the last portion of the question.

The senior-constable's case was not closed when the case was dismissed, he having two sergeants and a constable to call to prove that the evidence given by the licensee and the constable that they saw the senior-constable outside the hotel at 12.15 a.m. was not true, as the senior-constable was writing at the station at that time and did not leave the station till some minutes after. The information was laid in this case from instructions from his inspector, and as this case has been before his Department, he does not wish to state further than that he merely done his duty in the case in a honest, straightforward manner.

George Read, Esq., J.P., Superintendent.

WILLIAM E. QUELCH,

Senior-constable.

Exhibit No. 7.—Part a.

To the Inspector-General of Police, New South Wales.—

Sir,

65, Elizabeth-street, Sydney, 16 July, 1897.

I have been instructed by *Mrs. Norah McInerney*, licensee of the "Court House Hotel," Redfern-street, Redfern, to bring under your notice the insulting and inexplicable conduct displayed towards her and the members of her family on Sunday last, the 11th instant.

The facts are shortly as follows:—At about half-past 1 on Sunday, the 11th instant, just after the family had dined, *Mrs. McInerney's* son, *James*, aged 17, went to the side door of the hotel. Constable *Quelch* was standing alone, near the door. On seeing the lad, *Quelch* shouted out, "I am here, I am here; I will have you all out of here by the end of the year; you can now go and tell your priest so." *Quelch* was highly excited, and was gesticulating wildly.

Mrs. McInerney very keenly feels the insulting remarks so made, more especially as she has been the licensee of this hotel for over thirteen years, and never yet has she been before a Court charged with any offence.

I therefore trust, sir, that you will call for a report on this matter, and on the conduct of Constable *Quelch* generally.

I am, &c.,

JOSEPH A. DOYLE.

Referred to Superintendent *Read* for inquiry and report.—*E.F., I.-G.P., 16/7/97.*

Exhibit

Exhibit No. 7.—Part b.

Redfern Station, 18th July, 1897.

SENIOR-CONSTABLE W. E. Quelch respectfully reports, for the information of the Superintendent, with reference to attached letter, written on behalf of Mrs. McInerney, licensee of the "Court House Hotel," George and Redfern Streets, Redfern.

A systematic Sunday trade is done at the above hotel. A strict watch is kept from both sides the hotel by the daughters and a boarder, a relative, who sits on the balcony.

On Sunday, the 11th instant, the senior-constable saw seven men let in and out the side door in George-street by the son, who let in and out two; these were also seen to leave hotel by Senior-constable Proctor. The son then let in and out three more, and then two more, the last two observations being made from inside the Police Court room. It is a most *diabolical* statement on the part of Mrs. McInerney to say the senior-constable was standing outside. On the senior-constable leaving the station, the son was then in the act of letting in two more men. On his observing the senior-constable some 50 yards away, he shut the door of the parlour. On going around into Redfern-street, the daughter was there watching. The senior-constable said, "Your brother has just let in and out several men by your other side door. I shall *recorded* it at the station." The daughter replied, "What do you want to come and bother us for. If my father was alive, you would not come and bother us." The senior-constable replied that he did not come there to bother them, but to do his duty, and that it would not trouble him if her father was alive, in the least; that I should still do my duty just the same, and that was the least I would do. If the daughter feels disposed to construe the word "least" into that of "priest" she is quite at liberty to do so; nevertheless, it's false.

The licensee was not present; if she had been, the senior-constable would have spoken to her, and not the daughter. The observations were entered at the station at the time.

This hotel has been mentioned to Inspector Lawless about the Sunday trading by prominent gentleman, who has also mentioned the same facts to the senior-constable.

Mr. Doyle asks for a report of the general conduct of the senior-constable, which the senior-constable thinks most impertinent. That gentleman has on several occasions had the opportunity of testing such, and has tried and signally failed, and has now been prompted by evil-disposed persons, who would try to make out the senior-constable a maniac and didn't know what he was doing, by the statements in the letter. This letter, dated the 16th inst., was late news to the senior-constable, who knew what was working by a remark dropped at the Station, and conveyed to the senior-constable by Sergt. Vane on the 14th inst. by one that frequents the hotel.

No doubt Mrs. McInerney wants the senior-constable to close his eyes on Sundays, or to follow in the foot-steps of some of my comrades, which will never happen as long as the senior-constable is entrusted to do his duty in an impartial, honest, and straightforward manner.

Mrs. McInerney has been the licensee of the hotel since the 6th June, 1893, and not for the past thirteen years. Her husband held the license previous, who always made it his point to encourage the police, some of the men having boarded with them.

George Read, Esq., Superintendent.

WILLIAM E. QUELCH,
Senior-constable.

Forwarded to the Superintendent.—E. LAWLESS, Inspector, 19/7/97. G. Read, Esq.

Forwarded to the Inspector-General of Police. Senior-constable Quelch appears to me to have simply performed his duty in this matter. He denies that he used any insulting language, but the McInerneys can, if they think fit, make their complaint to a magistrate and ask for a summons against the senior-constable.—GEO. READ, Superintendent, 19/7/97.

Reply to Mr. Doyle that the senior-constable emphatically denies having used the expression attributed to him. The duty he was performing at the time was in obedience to his instructions, but should his client think proper, she can make her complaint to a magistrate, and apply for a summons against the senior-constable.—Done.—A.B., 19/7/97.

Mr. Read will see within the tenor of my reply, but I cannot comprehend the object of this wandering, irrelevant report from Senior-constable Quelch. What does he mean by his charges against his comrades?—E.F., 19/7/97. Supt. Read.

Exhibit No. 7.—Part c.

Mrs. Norah McInerney, "Court House Hotel," Redfern, *per* Mr. Doyle, Solicitor.—Complaint against Senior-constable Quelch.

Redfern Station, 21st July, 1897.

SENIOR-CONSTABLE W. E. Quelch respectfully reports, for the information of the Superintendent, with reference to that portion of his report of the 18th instant:

The senior-constable's meaning is: observing several of the police visiting this hotel, and knowing the amount of trade done on Sundays, it is hardly possible for them, in the ordinary execution of their duty, not to observe the same, and then fail to record such in the observation book at the Station for that purpose.

George Read, Esq., Superintendent.

WILLIAM E. QUELCH,
Senior-constable.

Forwarded to the Superintendent.—E. LAWLESS, Inspector., 22/7/97. G. Read, Esq. Forwarded to the Inspector-General.—G. READ, Superintendent, 22/7/97.

Exhibit No. 8.—Part a.

Reports by different Officers *re* Charges.

MEMO.

Police Department, Inspector-General's Office, Sydney, 21 August, 1897.

SUPERINTENDENT READ will please to peruse carefully the statements made in Parliament affecting Senior-constable Quelch.

He will cause to be extracted at length, and in the words made use of by Members, the accusations made against Senior-constable Quelch.

Any reports or papers bearing on the charges will be attached.

Also the articles from *Truth* referred to, which I have not seen, and inform me if any civil action is contemplated.

I may say that it is then my intention, after the formulated charges have been shown to Mr. Dacey, M.P., to ascertain if they correctly summarise his accusations, that a Royal Commission be opened to a Stipendiary Magistrate to inquire into the same on oath, and report to the Government. I would have caused Senior-constable Quelch to be proceeded against under the Police Regulation Act, but the charges could not be framed, I fear, definitely and completely to allow of investigation in that manner.

I desire expedition.

E.F.

Exhibit No. 8.—Part b.

Police Department, Superintendent's Office,

Metropolitan District, Sydney, 23rd August, 1897.

Sir,

I have the honor to forward a statement of accusations of misconduct made by Mr. Dacey, the Honorable Member for Botany, against Senior-constable Quelch in his place in Parliament on the 17th instant.

In formulating the charges, I have, in accordance with your instructions, adhered as nearly as possible to the Honorable Member's own language, omitting only such portions of his speech as were not required to fully express the alleged misconduct.

Senior-constable Quelch has not yet taken any steps to vindicate his character by civil action, but he informs me that he is considering the advisability of doing so.

The accompanying reports relate to charge No. 5, which was investigated and decided by myself without reference to the Inspector-General.

I have, &c.,

GEO. READ,
Superintendent.

The Inspector-General of Police.

Exhibit

Exhibit No. 8.—Part c.

"TRUTH," SUNDAY, 8TH AUGUST, 1897.

Police v. People—Quelch—Squelch Him—Constable Quelch, of Redfern—A Menace to the Reputation of the Force—Quelch a Bugbear in the Division—Why does Lawless stick to him—Quelch must go—Or there will be an Uprising in Restful Redfern.

THIS is not the first occasion upon which this paper has felt constrained to animadvert upon the conduct of the Redfern police. It is only a very short while back that *Truth* had the painful duty of showing how that illustrious Redfern policeman, alleged "detective" Dukes, with his unfortunate mate, Constable Hinds, deliberately arrested the Elliotts, father and son, on a charge of burglary under arms, when they well knew that the men they impudently gathered in and tried their damndest to "send up" were absolutely innocent.

This paper showed this at the time, and no one, let alone Dukes and Hinds, dare come forward and refute the bold charges then given utterance to.

It might have been thought that such a glaring exposure of police crookedness in one division would have restrained other officers therein from overstepping the bounds of police prudence, at least for a while. But some of the men of the division feel so safe under the ægis of their chief, that they do and dare anything, however outrageous.

In the Redfern Division, there is a little coterie of favoured confidants, to whose opinions, irrespective of their grade, the officers defer, to the extent of even ignoring immediate non-commissioned officers. If one of these favourites gets into trouble at head quarters, even though it may go so far as to cause his reduction in rank a couple of grades, he takes but scant notice, for he knows that he will soon get promoted again. Why, Dukes was degraded from Senior-constable to plain constable, and influence got him his two grades back in about a fortnight.

But it is the conduct of Senior-constable Quelch that *Truth* now wishes to make public in the interests of the Force as well as for the protection of the people. That Quelch is totally unfit to wear "the coat," is a fact well-known to all his brother officers (even his superior, Lawless, must be aware of that fact), while there is not one inhabitant of the Redfern Division who would say a good word for this notorious man—most of them are bursting to say all that is bad of him.

One of Quelch's most notable characteristics is his snaky jealousy of other officers, which carries him so far as to induce him to condone or remain blind to criminal conduct rather than they shall secure good cases, likely to lead to their promotion. Here are a few instances:

A short while back, as Constable Bruce was walking his rounds in the small hours in the eastern part of Redfern, he disturbed two men, who ran from him. Bruce chased them right into the hands of Quelch, who was roundsman. Bailed up, they told a whining tale about being on their way to the Farmers' and Dairymen's Milk Company for their supply to serve their customers. They gave names and addresses, one of them saying he lived in Pymont. And Quelch either would not or could not see any anomaly in a man coming round through East Redfern on his way from Pymont to the Farmers' and Dairymen's Milk Company! He let the men go, calmly ignoring a strong protest from Bruce. The angered constable immediately returned on their tracks, and found a sack full of pigeons in the lane from which the precious pair of "milkmen" had bolted when he disturbed them. Bruce thus lost an excellent case, while two night-hawks went free to continue their depredateions, as it will be shown they did, and it will also be shown that Quelch was once more their saviour.

Constable Brennan was on duty at 5.45 a.m., a few weeks back, when he noticed three men standing outside Riddell's boot store on Botany Road. Considering their actions suspicious, he crept quietly towards them, and had got within 60 yards of them when they saw him and bolted. Brennan is a "colt," and has not yet lost the rapid use of a remarkably smart pair of legs; so, finding he was fast overhauling them, with all their 60 yards, start, they turned into an alley-way, and stood snarling, at bay. Brennan pulled his gun and covered them, and being joined by a watchman, the three were soon at Redfern station, where Quelch was in charge. On the way they gave Brennan names and addresses. At the station, when questioned by Quelch, they gave different ones, one of them the same as that given a few days before by one of the pigeon-stealers he had so stupidly or maliciously allowed to escape.

Even that significant fact did not appear to arouse any interest in Quelch. The constable who had had such good reason to gather the trio in, asked him to detain them while he went back to investigate as to what they had been doing that caused them to flee when they saw a policeman. Nothing could have been more reasonable, and yet Quelch refused, contenting himself with taking down the fictitious names and addresses, and let them go free.

Lord! how they must have chuckled as they walked straight down into Liverpool-street, city, and sold the proceeds of the burglary they had committed at Riddell's, and which they had upon their persons when Quelch refused to book a charge of being suspected persons, so as to allow of their being searched and detained. A few moments after they had gone away rejoicing and praising God for making constables of the Quelches of this world, young Brennan went back and found Riddell's place broken open and large bundles of boots and shoes placed at the door ready for removal.

They were industrious gentlemen, too. That same night, or early next morning, Cohen's jewellery shop, King-street, Newtown, was broken into and robbed. During the following day, Constables Macatoney and Welsh arrested two noted characters in George-street on suspicion of their being the burglars. They didn't have any Quelch to "crab their pitch," so the heavenly twins "went in," were searched, and the loot of the Cohen stronghold found upon them. They gave the same names as two of Brennan's friends had done to him. Brennan noticed this, and went to interview the pair, with the result that he at once identified the two as being identical with two of the three Quelch had refused to take charge of.

What can have been Quelch's motive in treating these same men twice with such exceptional leniency? If it was lazy carelessness, it should be enough to prove him unfit for his position. If it was to prevent younger officers from securing creditable cases, then he ought to be given a flying start from the Force.

A report was made to the Inspector-General of Quelch's attitude in the boot burglary, and evidence was taken at an inquiry. Under the regulations it was competent for the station constables who were present to have over-ridden his dictum, and either compelled him to accept Brennan's charge or have called the sergeant from his bed, and submitted the case to him as senior station officer. They neglected their duty in not adopting either course, and though they were very wide-mouthed in their outside condemnation of Quelch's conduct in the case, when they were called upon for their report, they stuck to Quelch, for their own interests. The consequence was that Quelch escaped the just consequences of this gross folly, or misdemeanour, and Brennan lost a splendid case, and one likely to advance him on the road to promotion; though the Inspector-General minuted in his favour, and he got his men eventually, for all three of them were convicted at last sessions, for the Riddell burglary.

The whole division grins broadly when Quelch goes into the box. He is notorious for the amazing strength of his evidence. Mr. Smithers, S.M., can bear *Truth* out in this. The "Somerset Hotel" case to wit. In that instance Quelch swore to seeing a brother constable drinking at illegal hours, through the key-hole of a room. He swore most emphatically that he could see right into the bar, through the keyhole. A number of witnesses for the defence swore just as positively that this was impossible, so Mr. Smithers, strongly impressed with the very reasonable idea that there was flat perjury on one side or the other, left the bench and went and inspected the premises. His inspection was so interfered with by the now funky Quelch that he had to ask the sergeant to "remove that man, and keep him quiet." Also it perfectly satisfied him as to which side the flat perjury was on. He returned to the Court, and in dismissing the case said that Quelch's conduct was such as to render him unfit for his position, and a lot more besides. Yet Quelch is there to-day, a dangerous man placed in a position of authority and a certain degree of power which he grossly abuses.

On a Saturday evening in May last a young man, well known in Redfern, left the drapery establishment where he works, in company with one of the young ladies of the shop, with the intention of seeing her safely home, as she lived in a lonely part near Mount Carmel and it was after 11 o'clock. To reach her home they crossed Mount Carmel (or Waterloo) Park, and just as they emerged therefrom they were bailed up by Quelch, who was in uniform, and who made a most insulting suggestive remark, and then ordered the young man to clear out or he'd lock him up.

Being, luckily, a strong and hearty young fellow, who was quite capable of holding his own, man to man, with Quelch, he flatly refused to leave the young lady to the tender mercies of a crooked-minded cop, and as Quelch found he was determined, he stated his intention of seeing where the girl lived anyway. So he accompanied the young couple until, within a few yards of, and in sight of her own gate, the young man bade her good night and remained to watch her safe within. But Quelch had another game to play. So he went at her side to the gate, where he detained her, using covert threats and cajolings alternately, as inducements to her to meet him on a date and at a place he defined. In desperate fear, and anxiety to get rid of her unwelcome wooer, the girl at last agreed to do so, but, of course, never intended to keep the appointment.

And this is a specimen senior-constable of the New South Wales police! A sample of the class of men who are supposed to protect our women and girls from violence or blackmailing ruffianism

Quelch

Quelch was at one time a Water Policeman, but after being sent back to the depot for some reason, he was appointed to the foot police. How, under the circumstances, he ever got into the street police is a question that demands an answer, as does the question as to what powerful influence it is that keeps such a character in the Force.

Quelch goes out of his way to make cases, and is notorious for most malignant spite. He has hounded one unfortunate publican out of the district, a ruined man. To gratify his malice he even went to the trouble of raking up a forgotten clause in the Pawnbroker's Act, which provides that no pledge shall be taken before 8 a.m., and went the length of summoning a most respectable pawnbroker of many years' standing in the district, for taking a pledge from a regular customer, at 7.30 a.m.

Three or four weeks ago, on a Sunday, the young son of Mrs. McInerney, who has for sixteen years, without a mark against her, kept the "Court-house Hotel," right under the Redfern clock, and opposite the police station, was expecting a buggy to call for him. He had been laid up for a fortnight, and was going for a drive after his dinner.

Young McInerney is shipping clerk at Toohy's Brewery. Just before sitting down to his dinner he stepped to the side door to compare his watch with the town clock over his head. Just then Quelch swooped up with a "Ha-ha-a-a! I'm here, you see." The lad, scared, slammed the door to, and went in to his dinner, white with the shock to his weak nerves. They had just sat down, mother, son, and other members of the family, when Quelch suddenly stuck his head through the open window, close to the old lady's side, with a wild shout, "Ha-ha-a-a! I missed you that time, but, by Christ, I'll have you yet. I'll have you out of that before the year is out, and go and tell that to your priest."

The suddenness of this ruffianly act caused Mrs. McInerney to go into a hysterical fit, from which she has not yet fully recovered.

It would appear that Quelch has a deadly down on Roman Catholics. Belike he's a Yellow Puppette, for he goes the length to frequently insult Mrs. McInerney's young daughter as she goes to Sunday Mass, with such remarks as, "Yes, you ought to go to church, you ought." And not one of the family can meet him without, being insulted. Yet, though so severe on publicans, Mr. Quelch is not himself a teetotaler.

There is not a senior-constable in the division who can work well with this extraordinary man. Indeed, it is not long since one very decent two-stripe man had to ask for a transfer elsewhere, and got it, as he flatly refused to work in the same division as Quelch.

Surely, in face of such an indictment as the above, this man will not be allowed longer to disgrace a fine force. Neither *Truth* nor the people of the district will be satisfied with his "removal." Besides, fancy the feelings of the police of any district to which he might be transferred. What a treat for everybody, from sub to probationer, to have such an audacious incompetent sent among them, to crawl to his superiors and spy upon and bully and wrong his inferiors as he now does at Redfern. By all or any means, Mr. Inspector-General, cleanse the Force of the foul stain of this man's presence therein. Once fired, as was Coufts when *Truth* made the Force too hot to hold him, Quelch could imitate that perjured pet's example, and go into the beer trade himself, and find out how pleasant it is to be dogged and spied upon by other Quelches and Coufts who have not yet lost their coats.

Exhibit No. 8.—Part d.

"TRUTH," SUNDAY, 22 AUGUST, 1897.

Police v. People—Quelch—Squelch him—Senior-constable Quelch's case before Parliament—A terrible array of damning accusations—Quelch stigmatised as Burglar and Perjurer—Dacey's Diatribes endorsed by Levien.

ON Tuesday evening, at 4.50, Mr. J. R. Dacey, member for Botany, moved the adjournment of the House to consider the conduct of Senior-constable Quelch, of Redfern, whose extraordinary vagaries, insolent, overbearing treatment of citizens, and suspicious acts, were pretty fully set forth in *Truth* of August 8. Of course *Truth* did not publish all it knew, but it was well posted, as was hinted in that article, and was merely keeping a reserve fire for close range.

However, the charges made in the Assembly on Tuesday, while in many cases a repetition of what this paper has already published, are in some instances new to the public, and they and their endorsement disclose a very terrible state of things.

Mr. Dacey said:—

The peculiar conduct of Senior-constable Quelch, one of the policemen in the Redfern Division, has been of such a nature as to raise up a considerable amount of scandal of such proportions that I consider it my duty to bring the matter under the notice of this House. Week after week "*Truth*," one of the city papers, has brought very serious charges against this constable, and he has made no attempt to defend his character. Therefore, the public have no option but to believe the statements contained in that paper. Over and above that, there are other charges that have not been stated publicly, which I will bring before the notice of the House this evening. First, I think that I will be able to show that this senior-constable has been

GUILTY OF THE GROSSEST PERJURY,

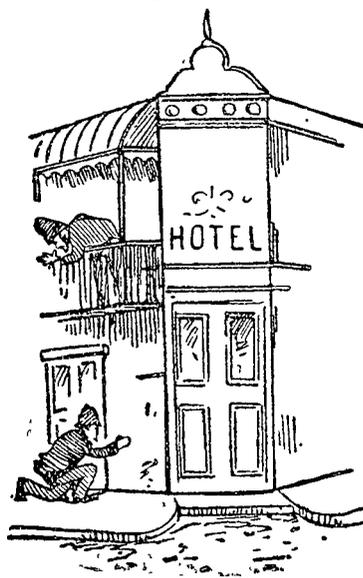
and, further, I hope before I sit down to show that he is simply a burglar, police-constable and all as he is. Some time ago he brought an action against the lessee of the "Somerset Hotel," Redfern, for selling drink within prohibited hours. He also charged a brother policeman, named Swan, with being present in the hotel, and drinking within those prohibited hours. Quelch swore that he looked through the keyhole and saw Constable Swan drinking a glass of beer. The evidence was so conflicting that the magistrate decided to go and inspect the premises for himself, with the result that when he looked through the keyhole of the door he could only see a man's legs in the position indicated by Quelch. The keyhole was too low to enable one to see a man's body; therefore it was an absolute impossibility for Senior-constable Quelch to see what a man was doing inside. The case stands thus: Constable Swan was to meet a friend from the country, named Cook, an alderman, at 10 o'clock on this particular night. Cook did not turn up until half-past 11, and when he did, as a traveller he was entitled to get some drink. Swan refused to have anything but a cigar, and after chatting for a few moments he decided to go home. The landlady, when she opened the door, said she saw a constable on the opposite side of the street. Swan went on to the balcony to see who the constable was. When he did so he

SAW QUELCH LOOKING THROUGH THE KEYHOLE,

and at that particular moment Quelch swore he saw Swan drinking a glass of beer, although Swan was looking over the balcony at Quelch. I sent a telephone message through to Swan the other day to ask him if this was the fact; but there is such a reign of terrorism in the Police Department that he was afraid to answer me. I think it is what the public might expect that when a senior-constable is proved to have committed such outrageous perjury some steps should be taken to punish that officer. If it was a private person, if it was an unfortunate publican, he would have been prosecuted for perjury. In contravention of the strict instructions of the Inspector-General, who orders that no constable shall in any way try to trick a publican into supplying liquor within prohibited hours,

QUELCH DISGUISED A YOUNG NEW POLICEMAN

as a fisherman, and sent him into an hotel next the fish market before 6 o'clock in the morning to appeal to the publican for a drink. Quelch got a conviction by that, in my opinion, most contemptible action. Similarly he sent the same constable, disguised as a driver, into an hotel next McMahon's stables. He was disguised as one of McMahon's drivers. The result was that the lessee of that hotel was also fined. Some short time ago a constable named Bruce was on duty at the Baptist Estate, near Moore Park, when he saw three men prowling about in a suspicious manner. He went over to see what they were at, and they ran away. He chased the men, who actually



RAN INTO THE ARMS OF QUELCH.

Quelch heard their yarn, which was that they were dairymen going to the Farmers' and Dairymen's Milk Supply Company to get milk for their customers; but, strange to say, they said they lived at Pymont. How could they possibly be over at Moore Park if they were coming from Pymont to get milk from the company's premises in Harris-street, Pymont? Quelch did not see the absurdity of that; but he took down these men's names and let them go. A few minutes after Bruce went back on their tracks and discovered a sack full of pigeons which these men had evidently stolen. Shortly after this there was

A ROBBERY AT BOTANY ROAD,

at a boot store, kept by a man named Riedel. Constable Brennan saw three men in front of Riedel's shop under rather suspicious circumstances, and he tried to get near them. When he got within about 60 yards of them they ran away. He went after them, and eventually arrested them, with the assistance of Special-constable Brewin. They gave their names and addresses, and he took them to the station, where Quelch was. They gave different names and addresses to Quelch, and one of them gave the self-same name that one of the pigeon-stealers gave a few nights previously. Notwithstanding that,

QUELCH RELEASED THESE MEN.

While these men were standing in the presence of Quelch they actually had on their persons the stolen boots out of Riedel's shop. The arresting constable appealed to Quelch to wait until he went back to see if a robbery had been committed; but he refused to do so, because, as I think I will show, Quelch was in league with these men, whom he twice saved from the clutches of the law. These men were released, and afterwards the robbery was discovered. It was found that the window was cut open, and a quantity of goods taken away. Then they sought to arrest the men again; but, of course, the addresses were bogus, and they could not be found. A couple of nights afterwards the same three men committed

A BURGLARY AT COHEN'S JEWELLERY SHOP,

King-street, Newtown, or rather two of them did. Seeing their names recorded, I suppose in the books which the police have, Brennan went there and found two of the burglars who had been concerned in the robbery of Riedel's boot store; but he had some difficulty in getting the third. If Quelch had arrested these men when they were caught in connection with stealing pigeons, Riedel's boot store would not have been broken into, nor would Cohen's jeweller's shop. They caught two men, and eventually arrested a third man. The third man swore in court that he never was with these burglars, and the burglars themselves swore that he was not. So through Quelch allowing the three men to escape, there is considerable doubt as to whether the police have the third man. That is one instance of the suspicious conduct of Senior-constable Quelch;

HERE IS ANOTHER INSTANCE:

In July, 1896, upon the advent of the Public Service Board, it was decided to remove the offices of the Director of Charitable Institutions from "Myall House," Redfern, to Richmond-terrace, in the Domain. Pursuant to this determination the front part of the building was vacated, and all the things were removed. There was at the back of the premises a store, containing boots, shirts, and other articles. There was a clerk named Coghlan there in charge during the daytime, and he was asked by the Director of Charitable Institutions to draw the attention of the police to the fact that the place was unprotected at night, and that it was necessary for them to keep an eye upon it. As far as I can ascertain the only man who received this information was Quelch. Coghlan showed him over the premises, and the amount of stock which the place contained, and, strange to say, about three nights afterwards

THE BUILDING WAS BROKEN INTO

under circumstances of the most suspicious character. Coghlan had told Quelch that he left the store between 5 and 6 o'clock in the afternoon. On this particular night Coghlan returned in company with another clerk named Newcombe. They stood outside the store door, at the back of the main building, yarning, for about ten minutes. The place where they stood yarning is not more than about 12 feet away from the door behind which Quelch was hidden. One of the clerks finally went into the main building and lit the gas and called out, "What did you leave the middle door open for?" The door had also been taken off its hinges. The other clerk had been to one of the out-houses, and when he came out of the out-house he put his knee against an empty case opposite an outside door broken off its hinges, and placed it in a line with some other cases. This so disturbed the burglar inside the door that he pushed the door open and rushed out. The man who rushed out of the building was, strange to say,

SENIOR-CONSTABLE QUELCH.

Coghlan said, "What is this?" whereupon Quelch said, "Someone has been in, and has got away over the fence." Now, if Quelch had gone into the store after the burglar, seeing that he went in in the dark, and did not know what might happen to him, it is not at all likely that he would have closed the door after him. It is not at all likely that he would have done that had he not been there with an unlawful intent. He would have left the door open as a means of escape in case of danger. On the place being examined inside, it was found that something like £20 worth of goods were prepared ready for removal. The two clerks, as I have pointed out, stood outside the building for about ten minutes yarning about the Charities Department work, the books, and other subjects, and Quelch was standing—I paced the distance to-day—at a point not more than 12 feet away from them. Although he stood only that distance away from them, several minutes elapsed before he came out from his hiding place. I will now mention another case. Constable Lambert was on duty one night and heard a noise at Biron Pogson's grocery shop. He came up to the place to see what it was. He found the door open and

SENIOR-CONSTABLE QUELCH INSIDE WITH A BAG OF GROCERIES.

Quelch said, "Someone has broken into the place." What I wish to draw particular attention to is that this case of attempted robbery of the grocery store has not been reported at head-quarters. That is a significant fact. Quelch was the officer to have reported it, but he has not yet made his report.

An Hon. Member: What about the other constable?

Mr. DACEY: He was Quelch's subordinate. It was the duty of the senior-constable to report the matter. I may mention, in passing, that I do not know Constable Lambert, and that I do not know Senior-constable Quelch. About six months ago Constable Hill, when on duty on the Botany Road, saw a man crossing the road in a slouch hat, and with a bag of something on his back. Hill approached the man, and was astonished to find that he

WAS HIS SENIOR OFFICER, QUELCH,

who said, "It's all right, Hill; I have been getting some sand for my canaries." Now, I submit that when you connect these three cases together, the facts look extremely suspicious as against Senior-constable Quelch. Another point to which I would direct attention is this: Senior-constable Quelch receives 9s. a day, or £3 3s. a week. With that he pays principal and interest instalments on a house worth between £700 and £800. The house is elaborately furnished, and

QUELCH DRESSES ON SUNDAY IN A SILK "BELLTOPPER,"

in broadcloth clothing, and kid gloves. Can anyone tell me how that is done on 9s. a day?

Mr. LEVIE: The hon. member has evidently never been a policeman!

Mr. DACEY: I could not do it on four times 9s. a day.

Mr. LEVIE: The hon. member has not been long enough in the Force.

Mr. DACEY: If I were long enough in the Force I should probably be able to have a house as good as Quelch's, and as elaborately furnished as Quelch's, and I should also be able to dress in the elaborate manner in which Quelch dresses. Some of these cases, I understand, have been inquired into by the Inspector-General of Police; but what I would ask the hon. gentleman at the head of the department to do is to institute a Ministerial inquiry into the truth of the statements I make. Let him get his own officers in the Charities Department to make inquiry. I have given the names of the two clerks who were present at the attempted robbery at "Myall House." These charges are too serious to be looked over. The public do not like to think that they are giving their property over to the protection of thieves and burglars. They do not like to think that they are appealing to burglars themselves to protect them against other burglars.

Mr. HOGUE: Does the hon. member charge this man with being a burglar?

Mr. DACEY: I do. I also charge him with being a perjurer on the verdict of Mr. Smithers, the Stipendiary Magistrate. Is it right that we should have a man who will perjure himself, as this man did, in such a responsible position in the Police Force of the Colony? I desire the hon. gentleman to confine the inquiry solely to the conduct of Senior-constable Quelch,

Quelch, and I have worded my notice of motion accordingly. Let hon. members consider the suspicious circumstances attending the three cases I have mentioned, and I think they will then agree with me that, if the police authorities will not take action, it is the bounden duty of the hon. gentleman at the head of the Government to cause inquiry to be made into the man's character. He should be called upon either to defend his character by prosecuting the newspaper to which I have referred, or he should resign. Surely, if he is fit to occupy the position he does, he ought to defend his character from the charges levelled at him in certain newspapers in this city. If the Government will cause inquiry to be made, they will find that what I have stated with regard to the release of the burglars is absolutely correct. The same observation applies to the other cases I have mentioned. I feel sure that on inquiry the truth of my statements will be substantiated.

Mr. Levien said: This is not one of the kind of things I care to take part in. I do not believe in hitting a man below the belt. I have no doubt that the hon. member who has moved the adjournment is actuated by the highest motives in the interests of the public, and with no regard to the fact of an approaching election.

I AM NOT A BELIEVER IN QUELCH.

I do not think he is a man that will altogether speak the truth; but I think it would have been far better, in the interests of the Force, had the hon. member put his charges in writing, and sent them to the Inspector-General. Without a doubt they are serious charges. There are four or five charges, any one of which, if proved, would send a man to gaol for the rest of his life. The hon. gentleman takes no action after he hears these things. The persons whose places are broken into take no action, and nothing is done. The Inspector-General, according to the Colonial Secretary, hears nothing whatever about the charges, and until to-night we hear nothing about them. With reference to the evidence given by Quelch, that he saw a publican through a key-hole, that is a notorious case. The hon. member for Camden, the hon. member for West Macquarie, and everyone else who was in Court heard Quelch swear that he saw a man through a key-hole, when such a thing was physically impossible. It should have been the duty of the presiding magistrate to recommend the man's dismissal or have an inquiry. There is no doubt he told a lie.

I BELIEVE HE IS A LIAR

beyond all doubt, and as far as I am concerned, I would not have him in the force ten minutes.

Mr. Crick: A policeman tell a lie!

Mr. Levien: A policeman would be rather a novelty who did not tell a lie. But according to the hon. member for Waterloo

THEY ARE ALL MODELS,

and the hon. gentleman speaks from experience. It was the bounden duty of the hon. member who made these serious accusations to compel the persons whose places were broken into to lay a charge against Quelch, to be brought before the Inspector-General of Police. I suppose the more numerous these cases became, the more suspicious they became, and not until they became suspicious did it occur to the minds of people that Quelch was an absolute burglar. As to his going from place to place committing burglaries, I believe that is rather a far-fetched story.

I BELIEVE HE WOULD TELL A LIE,

but I cannot believe from my knowledge of the man that he is mixed up in all these burglaries—that he is going round aiding people to commit these crimes. I do not believe that his superior officer, Inspector Lawless, would allow him to be guilty of such a course of conduct. Inspector Lawless is a man whom everyone respects and esteems, and from my knowledge of him, I believe we can rely upon him. I suppose Inspector Lawless has made inquiries and satisfied himself beyond all doubt. The hon. gentleman lives in the electorate, why could he not go to Inspector Lawless and say to him, "Your officer is suspected of being concerned in certain robberies?"

BUT NOTHING OF THE KIND IS DONE,

and a motion of adjournment is taken advantage of to bring before the House charges against this man's character of dereliction of duty and of thieving. I think it is rather an unfair way of proceeding. [What a grand old "kiddier" Harry Levien is? As if he didn't know what a lot of satisfaction anybody who went to Lawless about Quelch's misconduct would get. In Lawless' eyes Quelch is a cock angel and a prize bencher at that.—Ed. *Truth*.] He should have been charged in the proper way before the Inspector-General of Police. I suppose the highest motives are moving the hon. member for Botany in the discharge of his important duties as a custodian of the people's interests, and perhaps some advantage may be gained at the general election, because this man is, perhaps, one of the most distasteful men in the Police Force.

I KNOW SOMETHING OF HIM,

and only the other day I mentioned to the Inspector-General that he ought to be removed. At the same time I can hardly believe that he has been guilty of the serious charges brought against him. Now that the hon. member for Botany has taken on himself the responsibility of making those serious charges, and of naming the persons who he says can prove them, it will be the duty of the Colonial Secretary to make the necessary inquiries in the interests of the public, a course which I have no doubt the hon. member will take.

It will also be the pleasing duty of *Truth*, next Sunday, to give the outline of the "speeches" of certain other members who addressed themselves to this theme, Solon Anderson's and Dismal Jimmy M'Gowen's, for instance. They will make choice reading—with a running comment?

Exhibit No. 8.—Part e.

Redfern Station, 27 May, 1897.

CONSTABLE PATRICK McEVoy BRENNAN begs respectfully to report the following circumstances to the Superintendent:—

That at 5.30 a.m. on the 26th instant, whilst the constable was standing at the corner of Raglan-street and Botany Road, Waterloo, he heard a grating sound. The constable went on tip-toe into the road, and saw three men standing up close to a shop window, and apparently tampering with it. One of them, on seeing the constable, cried out, "Nit." The three men then ran away, followed by the constable, who threw away his macintosh in the chase. The constable came up with them at the rear of the "Commercial Hotel," when they turned at bay with the evident intention of showing fight; the constable then drew his revolver and threatened to blow out the brains of the first man who interfered with him. The constable, with the revolver still in his hand, marched them back to Botany Road, where he was joined by Special-constable Brewin, who, with drawn revolver also, assisted the constable to take them under arrest to the station. On arriving with the prisoners at the station the 6 o'clock a.m. relief was parading, and the constable remained in the yard with the men until the relief had left, when he took them inside. Senior-constable Quelch (who was in charge of the constable) coming into the station, he explained the above circumstances to him, and said, "It would be as well, senior, to detain them and see what they have done down the road." The senior-constable asked them their names and addresses, when they gave him different ones to those they had already given to the constable previously when asked by him. This fact the constable especially pointed out to the senior-constable. Also on Constable Kidd entering their names down, one of them stated he lived in Liverpool-street, city, notwithstanding he had just told Senior-constable Quelch that he lived in Pymont. This fact the constable also pointed out to the senior-constable. The constable has since ascertained that all these names and addresses were fictitious. On the senior-constable having obtained their names and addresses in the above manner, he said, much to the constable's surprise, "You can go now"; and, turning to the constable, he added, "You'll know what to do if you see them again." The constable thereupon remonstrated at such a decision, stating that they should certainly be detained, and Special-constable Brewin or somebody be sent down the road to see if anything was wrong, also to telephone to ascertain whether they had given correct addresses. In spite of all this, the senior-constable turned the men out of the station, and the constable went home dispirited at such treatment. The constable afterwards ascertained that the shop where these men were seen by him had been found at 7 a.m. by Constable Hind with the front window broken and a quantity of boots stolen.

The constable also begs to draw the attention of the Superintendent to the facts of a similar case, which occurred in his relief a few days ago, viz., "Constable Bruce came upon two men under suspicious circumstances about 4 a.m.; they, seeing the constable, ran away, and were chased by him through a lane and into the arms of Senior-constable Quelch, who was passing."

passing. The senior-constable took their names and addresses, and allowed them to go on the spot, although they gave most suspicious and unsatisfactory circumstances of themselves. Immediately after being allowed to go a bag of live pigeons was found in the lane through which they ran, and it was afterwards ascertained that a house had been robbed. The strangest circumstance of this case is that one of the men gave the same address as one of the three men found in Botany-Road on the 26th instant.

Also, one of the three men referred to answers the description of a man who, at 6 a.m. the 25th instant, was seen by Senior-constable Quelch on the roof of a shop in Redfern-street, and who, on being disturbed by the senior-constable mounting a verandah after him, made off, after which a window adjoining the said roof, belonging to John Hunter's boot shop, was found broken open.

The constable feels it most unjust to him, that through the action of Senior-constable Quelch the ends of justice have been defeated, and a case which would have reflected some credit upon the constable has been lost. He also reports the matter out of self-protection, as the whole of these circumstances are now public property in the district through the special constable.

PATRICK M. BRENNAN,

Constable, No. 6,748.

Forwarded to the Superintendent. I was not previously made aware of these facts, no report having been made to me of the occurrence.—E. LAWLESS, Inspector. G. READ, Esq., Superintendent, 29/5/97.

Exhibit No. 8.—Part f.

Redfern Station, 28 May, 1897.

SENIOR-CONSTABLE GEORGE H. HARRISON respectfully reports, for the information of the Superintendent, with reference to the attached reports :—

That on the 26th instant, at 6 a.m., during the parading of the first relief by Senior-constable Bourke and the senior-constable, he saw Constable Brennan and Special-constable Brewin come into the station yard with three men, and on going out with the relief, Constable Brennan informed Senior-constable Bourke to the effect that he brought the three men, whom he had found under suspicious circumstances, running across Botany Road. Senior-constable Bourke told him to wake up Senior-constable Proctor, who was in charge of the station, and also to inform his Senior-constable (Quelch), who was then coming into the yard with the night duty relief. The senior-constables then went out to their respective sections, not knowing what transpired afterwards, leaving Senior-constable Quelch to deal with the matter, as it happened during his tour of duty and on the relief he had charge of, to which Constable Brennan was attached.

George Read, Esq., Superintendent.

GEORGE H. HARRISON,

Senior-constable.

Exhibit No. 8.—Part g.

Redfern Police Station, 28 May, 1897.

CONSTABLE ARCHIBALD KIDD respectfully reports for the information of his inspector that at 6 o'clock on the morning of the 26th instant the constable was on reserve duty, when Constable Brennan brought to the station three young men. The 6 o'clock relief then marched in, and were dismissed by Senior-constable Quelch, who was in charge of them; and in answer to a question from the senior-constable, Constable Brennan said, "These three young men were going up the Botany Road, and when they saw me they ran up Chaple-lane." The constable said he followed them, and when he asked them what they ran for, one of them said he was taken short, and had to run up the lane to ease himself. Constable Brennan said he thought their actions rather suspicious, so he brought them to the station. The senior-constable then questioned them, when one of them said he was a dealer, and lived at Ultimo, and had been to Cooper-street, Waterloo, to call his mate, so as to get to the markets early. One of the men seemed to be known to Constable C. Willson, who was then going off duty, and addressing him said, "You know me, Mr. Willson; I live in Cooper-street, Waterloo." Constable Willson said, "Yes, I know you; you used to live in Cooper-street, but I have not seen you for some time." The senior-constable asked Constable Brennan if he had looked round to see all was right where he saw them. He said, "No; I brought them straight to the station."

The senior-constable then told the constable to enter the occurrence in the station Rough Book, which the constable did. The senior-constable then cautioned them about their actions, and let them go.

By what was said in the station the constable heard nothing more suspicious than the fact that they had run into the lane. They denied they saw the constable until he came up to them, when one of them was easing himself.

Edmund Lawless, Esq., Inspector.

ARCHIBALD KIDD,

Constable, No. 5,754.

Exhibit No. 8.—Part h.

(*Australian Star*, Friday, 28th May, 1897.)

Robbery at Newtown.—A Pawnbroker's Shop Entered.—Two Arrests in the City.

A PAWBROKING establishment at 107, King-street, Newtown, occupied by Mr. Isaac Cohen, was broken into early this morning, and a quantity of jewellery and other articles were stolen. Entrance was effected by breaking a window, and the orthodox ransacking process was accomplished without interruption. Two arrests were, however, made a few hours later in the city. Constable M'Atamney was informed about 8 o'clock that two men had been endeavouring to dispose of sundry articles at a second-hand dealer's shop in Liverpool-street. The constable obtained accurate descriptions of the men, and was aware that sufficient time had not elapsed to enable them to leave the vicinity, even if they suspected that their movements had attracted notice. The constable, without much difficulty, located them at Mrs. Bailey's "Full and Plenty" restaurant, Pitt-street, and waited for the appearance of another officer to render help in the event of resistance. As no constable appeared he went across the road to the Central Police Station, and returned with Constable Welch. When the constables reached the restaurant they saw the two men standing in a right-of-way next the premises. As soon as they saw the police they made a hurried retreat to an outhouse, where they were captured. They were escorted to the Central, where portion of the stolen property was found upon each of them. They gave the names of William Murray, 30, a baker, and James Conlon, 26, a dealer. Conlon said to Constable M'Atamney that they received the goods in their possession from a man in the street.

The accused appeared before Mr. Addison, S.M., at the Central Police Court, and were remanded to Newtown to appear on Monday on a charge of, in company, burglariously breaking and entering the dwelling-house of Isaac Cohen, 107, King-street, Newtown, and stealing therein a box containing jewellery, spectacles, cutlery, and property in all valued at £6 10s., his property. Bail was not applied for.

Exhibit No. 8.—Part i.

Redfern Station, 28 May, 1897.

SENIOR-CONSTABLE W. E. QUELCH respectfully reports for the information of the Superintendent with reference to the report of Constable Brennan of this station :—

That on Wednesday, the 26th instant, at 6 a.m., on parading the night relief at the Post Office to be marched into the station off duty, Constable Brennan was absent. On arriving into the station the senior-constable found Constable Brennan and three men in the charge-room. Senior-constables Bourke and Harrison and five constables had just marched out on duty, and were at the station when Constable Brennan took the men into the station, if the constable required any assistance.

On the senior-constable dismissing the relief, Constable Brennan reported the following :—"As I was coming up Botany Road from Raglan-street I saw these three men on the footpath; when they saw me they ran across the road to Chapel-lane; I ran after them and caught them, and asked them what was the matter; they replied that they ran into the lane to ease themselves, having taken short." The senior-constable asked the constable if he had found anything wrong in the locality

locality he saw them. He replied, no; and also if he had seen them carrying anything. He again replied, no. The senior-constable then asked what he had against them. He replied, nothing; that he thought it very peculiar they should run away when they saw him, the constable, coming. One of the men, James Conlon, then said, "You know me, Constable Willson;" who replied, "Yes; I know you right enough; who are these other two with you at this time." They replied, "We have been to Conlon's place." As Constable Brennan had nothing further to report and the men not being known to be convicted of any offence, the report as stated by Constable Brennan was entered in the Rough Book at the station by Constable Kidd and the names and addresses also.

On taking the names and addresses, one of them, William Murray, gave Pymont in the first instance. After the other men's names and addresses had been entered first, the senior-constable on asking Murray for his address again, he then gave at Mrs. Bayley's Restaurant, Liverpool-street. The senior-constable then said, "You gave me Pymont just now." He replied, "Yes; that is my proper home, but I am stopping at Mrs. Bayley's just now." The names and addresses given are—James Conlon, 111 Cooper-street, Waterloo; Harry Wilson, Bunn-street, Ultimo; and William Murray, at Mrs. Bayley's Restaurant, Liverpool-street.

The constable clearly states in his report now, that he heard a grating sound and went towards the men, who ran away on seeing the constable. By so doing the constable had to pass the window, but saw nothing wrong. After he had passed and got these men and with the assistance he mentions, and having only to cross the road to the window, and still the constable does not go to ascertain if anything was wrong. Having stated he heard a noise, no boots were found on these men or in the locality they ran; and, according to the quantity of boots reported to be stolen, would make a good-sized parcel.

The constable refers to an instance that occurred on the morning of the 17th instant. On that date, at 4:15 a.m., Constable Bruce was passing along Zamia-street, and saw two young men passing at the corner of Marriott-street. A lamp is on that corner. They had nothing in their possession. Shortly after they passed through a lane to Young-street, and along to Redfern-street. As they seemed in a hurry, they were stopped at the corner of Redfern and Young streets, where the senior-constable was standing, and questioned by the senior-constable why they were hurrying. Whilst so doing Constable Bruce came round the corner from Telopia-street, and not the lane that Constable Brennan states they were chased by Constable Bruce. The men replied that they were going to the market and were late, and were running to keep themselves warm, which is a frequent thing to see at this period of the year. There was no charge against either of these men, as Constable Bruce clearly stated that he saw the men on the corner, and also before they got anywhere near the spot where the pigeons were found by the senior-constable, with nothing in their possession. A report was made of pigeons being stolen some thirty-six hours after on that beat. One of the men gave his address in this instance in the same street as one of the men brought to the station by Constable Brennan, but not the same house, as the constable appears to make out; neither does his description in any way resemble the man referred to.

The constable states that at 6 a.m., the 25th instant, that the senior-constable saw a man on a roof. At that time the senior-constable was with the constable and the whole of the relief at the station, and, after dismissing the relief, went home and put on a plain coat and hat, with the intention of going to the fish-market. On passing along Redfern-street, a man informed the senior-constable that he had a short time previously seen a man on Medcalf's shop roof. The senior-constable got up from an adjoining place, and saw a man, about 80 feet away, clearing over the back, dressed in black, and disappear. It being dark at the time, and no assistance at hand, the man could not be found. A window at the back of Mr. Hunter's shop was shut down, but on examination was found to have been forced then or some time previous; but nothing up to the present time has been reported stolen from those premises.

The senior-constable denies the wilful accusations made against him by the constable, and is of opinion that the constable's report is made out by someone prejudiced to injure the senior-constable—the constable did not make his report out at the station in a manly way—and is certain it is not drafted out in the manner gifted to the constable's ability. The constable's report is a tissue of lies from beginning to end, and the senior-constable kindly asks the Superintendent to call upon Senior-constable Bourke, and constables Kidd, Willson, and Guthrie of this station, for a report, being present on the occasion when Constable Brennan gave the report of the occurrence, all of which is in the Rough Book at the station, and mentioned in the senior-constable's report. Had the constable reported at the time what he now states, the senior-constables would most decidedly have gone down and seen for themselves what was wrong, whilst the men would have been detained. The route of the occurrence in the Occurrence Book states no person suspected.

George Read, Esq., Superintendent.

WILLIAM E. QUELCH,

Senior-constable.

Exhibit No. 8.—Part j.

Redfern Station, 29 May, 1897.

CONSTABLE SAMUEL BROWN GUTHRIE reports for the information of Inspector Lawless, *re* men brought to the station on the morning of the 26th, by Constable Brennan, that on the morning of the 26th, when going off duty at 6 a.m., he saw three men in the station. He heard Senior-constable Quelch ask Constable Brennan what they were up to. Constable Brennan replied, "I saw them in the Botany Road, and when they saw me they ran up Chaple-lane. I ran after them, and caught them. I asked them what they ran away for. One of them replied that he only went up there to ease himself. I brought them to the Botany Road, and there met Bruin, the watchman, who assisted me to the station with them." One of them turned to Constable Willson, and said, "You know me, Mr. Willson." The senior-constable then asked them their names:—James Conlon, 111 Cooper-street, Waterloo; William Murray and Harry Wilson, both of No. 9 Bunn-street, Ultimo. The senior-constable then asked Constable Brennan if he saw them carrying anything, and he replied, "No." He then asked him if everything was all right in the locality. He replied, "As far as I could see; but I thought it strange that they should run away on seeing me." The senior-constable asked them where they lived again. Conlon and Wilson gave the same address; but Murray gave that of Mrs. Bailey's Restaurant, Liverpool-street. The senior-constable then said, "That is not the address you gave just now." Murray then said that he was only staying at Mrs. Bailey's, but his home was in Bunn-street, Ultimo. Constable Kidd entered the names of the three men in the Rough Book, and they were allowed to go. This is all that passed in the constable's hearing.

SAMUEL B. GUTHRIE,

Constable.

Exhibit No. 8.—Part k.

Redfern Station, 29th May, 1897.

CONSTABLE CHARLES WILLSON reports for the information of Inspector Lawless *re* men brought to the station on the morning of 26th instant, by Constable Brennan:—

That on the morning of the 26th instant, when going off duty at 6 a.m., he saw three men in the station. He heard Senior-constable Quelch ask Constable Brennan what they had been up to. Constable Brennan replied, "I saw them in the Botany Road, and when they saw me they ran away up Chapel-lane. I ran after them and caught them. I asked them what they were doing there. One of them replied that they only came there to ease themselves. I brought them to the Botany Road and met the watchman, Bruin, who assisted me to bring them to the station." One of them turned to the constable and said, "You know me, Mr. Willson." The senior-constable then asked them their names, and they gave the names of James Conlon, William Murray, and Harry Wilson. He then asked them where they lived. Murray and Wilson said they lived in Bunn-street, Ultimo. Conlon gave his address as 111, Cooper-street, Waterloo. The senior-constable then asked Constable Brennan whether he saw them carrying anything, and he replied "No." He asked him whether everything was all right in the locality, and the constable replied, as far as he could see; but he said he thought it strange that they should run away on seeing him. The senior-constable asked them where they lived again. Conlon and Wilson gave the same address, but Murray gave another address—that of Mrs. Bailey's restaurant, Liverpool-street. The senior-constable then said "That is not the address you gave just now." Murray explained that he was only staying at Bailey's, but Bunn-street was his home. Constable Kidd entered the names and addresses, and the men were allowed to depart.

Mr. Lawless, Inspector.

CHARLES WILLSON,

Constable.

Exhibit

Exhibit No. 8.—Part l.

Redfern Station, 29 May, 1897.
 REFERRING to the previous report of Constable Brennan, he begs to further state, for the information of the Superintendent, that two of the three men discharged by Senior-constable Quelch on the morning of the 26th instant are now in Darlinghurst Gaol, on remand, charged with burglary—the constable having seen them there and identified them.

George Read, Esq., Superintendent.

PATRICK M. BRENNAN,
 Constable, No. 6,748.

Forwarded to the Superintendent, G. Read, Esq.—E. LAWLESS, Inspector, 31/5/97.

Exhibit No. 8.—Part m.

MEMORANDUM.

Police Department, Superintendent's Office, Metropolitan District, Sydney, 31 May, 1897.
 If Constable Brennan informed Senior-constable Quelch of all the circumstances of the case, *i.e.*, that he heard a grating sound close to a shop window, as if it were being tampered with; that the three men ran away at such a speed that the constable was compelled to part with his cape to overtake them; and that they manifested an intention to resist arrest, inducing the constable to threaten to shoot them, it was undoubtedly the duty of the senior-constable to have detained them until due inquiry had been made. But, according to the reports of the senior-constable and Constables Willson, Guthrie, and Kidd none of the circumstances I have mentioned were communicated to the senior-constable, except that as soon as the men saw the constable in the Botany Road they ran away. All the reports should be shown to the constable, and he invited to make any further statement he may wish, after which I will decide the matter.

Inspector Lawless, Redfern.

G. READ,
 Superintendent.

Exhibit No. 8.—Part n.

Redfern, 2 June, 1897.
 SENIOR-CONSTABLE W. E. QUELCH respectfully reports Constable P. M. Brennan, No. 6,748, of this station, for maliciously trying to injure the senior-constable's reputation.

The senior-constable begs to draw the Superintendent's attention to the constable's three statements, *viz.*, the report in the first instance, entered at the station; secondly, the constable's report against the senior-constable; and thirdly, the evidence of the constable, on oath, in the witness-box in support of a charge of burglary against the two men referred to in the constable's report.

Before the constable had completed his evidence, his Worship (Mr. Delohery) turned to Constable Bannan, conducting the case, and said, "Is this all the evidence you have to put forward in support of this charge against these two men?" On his Worship being answered in the affirmative, turned to the constable in the witness-box, said, "Did you see these men doing anything when you first saw them outside the shop?" The constable replied, "No." His Worship then asked whether he saw them carrying anything, or if he had found or traced any of the property to their possession. The constable replied, "No."

His Worship then heard and questioned the prosecutor as to all he knew in the case, and if he had any suspicion of, or saw, these men on his premises. On the prosecutor replying "No," his Worship then said, "You have no evidence whatever against these men to support this charge. You are discharged. It is only a case of mere suspicion."

The senior-constable asks the Superintendent if he would be good enough to have a copy of the depositions taken, with a copy of the entry in the Rough Book at the station, so as to compare the constable's three statements with the reports of the senior-constable and those of Constables Kidd, Willson, and Guthrie.

The constable failed to give in his evidence on oath, the most vital parts which he had previously reported in writing to his Superintendent.

The constable was advised by Senior-constable Ingram at the station, he knowing the messages that had come through the telephones before the constable charged these men, that whatever he, the constable, done would be on his own responsibility, word having come that this charge had been declined an entry in the charge-books at the other stations.

George Read, Esq., Superintendent.

WILLIAM E. QUELCH,
 Senior-constable.

COPY of entry in Rough Book at the Redfern Police Station, 26th May, 1897, *re* James Conlon, William Murray, and Henry Wilson, who were brought to the station by Constable Brennan.

Redfern Station, 3 June, 1897.
 James Conlon, 111, Cooper-street, Waterloo; William Murray, Mrs. Bayley's Restaurant, Liverpool-street, City; Harry Wilson, 9, Bunn-street, Ultimo. Brought to station by Constable Brennan at 6 a.m., 26th, who found them in Chapel-lane, Alexandria, where they had run from Botany Road. They explained, "one of them had been taken short, and run into the lane to ease himself." Allowed to go by Senior-constable Quelch.

Entered in the Rough Book, in the presence of Senior-constable Quelch and Constable Brennan, by Constable Kidd.

6 a.m., 26th May, 1897.

ARCHIBALD KIDD,
 Constable.

Exhibit No. 8.—Part o.

Redfern Station, 2 January, 1897.
 CONSTABLE PATRICK M. BRENNAN begs respectfully to report for the information of the Superintendent.

Senior-Constable Quelch states in his report that although the constable passed by the window which was broken open it was not noticed by him.

The constable begs to draw the Superintendent's attention to that portion of the constable's report where he states he went on tiptoe into the road and was seen by one of the men. The constable ran up the middle of the road after them, and therefore could not notice the window, as the road at that particular part was in darkness. After the men were turned out of the station, the constable was too disgusted at such a proceeding to make further inquiries, there was another constable then on the beat, so he went home.

The senior-constable further states that the constable's report was framed by someone, other than the constable, and strives to prejudice the constable's report by stating his literary ability would not allow of him framing such a report. The constable begs to state that the only assistance he got was a few minor corrections made by his wife. The constable brought the prisoners to the station direct, as he thought men found under such circumstances as they were, should not have a chance to escape.

The two men (Wm. Murray and James Conlon) were brought before the Redfern Police Court on the 1st instant charged with burglary and discharged, C. Delohery, Esq., S.M., remarking it was most suspicious. In answer to his Worship, the constable had to admit that the men were never searched at the station. The constable would undoubtedly have searched them and probably some of the stolen property would have been found on them, which would lead to further inquiries being made, and some of the property recovered when the men might have been found guilty of burglary, were it not that the constable was under the orders of his senior-constable.

The constable is at a loss to know why it was the other constables made out their reports as they have done, but believes they were in fear of the senior-constable.

Special-constable Brewin who assisted the constable to arrest the men, and will, I have no doubt, be available for interview.

The constable in all other matters strongly adheres to his former report.

George Read, Esq., Superintendent.

PATRICK M. BRENNAN,
 Constable, No. 6,748.

Exhibit

Exhibit No. 8.—Part p.

[MEMO.]

Redfern Station, 3 June, 1897.

IN forwarding the attached reply of Constable Brennan, after his perusal of the several statements of Senior-constable Quelch and Constables Willson, Kidd, and Guthrie, I beg to state that I have read the depositions taken at the hearing of the case against these men; in it no mention is made of Brennan having heard a noise as of scratching or trying any window. Constable Brennan seems to be of nervous temperament, and being anxious to do his duty, "never having had a case of this kind before," no doubt became excited, and neglected to tell the senior-constable the whole particulars, although he persists that he did. Attached is a copy of the entry made at the time by Constable Kidd at the station.

Senior-constable Quelch now forwards a report against Constable Brennan for maliciously trying to injure his reputation.

I have, &c.,

EDMUND LAWLESS,

Inspector.

George Read, Esq., Superintendent, Metropolitan District.

Exhibit No. 8.—Part q.

[MEMO.]

Superintendent's Office, Sydney, 4 June, 1897.

THE statements of the constable with regard to the suspicious conduct of the three men referred to may be substantially correct, but the evidence is overwhelming that he only communicated a very unimportant portion of the particulars to his senior-constable, whose statement is supported by those of Constables Kidd, Willson, and Guthrie, whose reports agree with the entry in the Rough Book.

The constable, according to the statement of Mr. Lawless, is of an excitable temperament, and possibly imagined he had made a fuller report to his officer than he did, and there is the further fact that he had just previously been engaged with what to most men would be an exciting event. The discrepancy in his evidence at the Court and his written statement are unsatisfactory, and I am warranted in assuming that his deposition is the more reliable version of the matter. I trust, therefore, he will be more guarded in future. I think the circumstances scarcely warrant the belief that he had any deliberate purpose to injure his superior officer. I trust, therefore, Senior-constable Quelch will withdraw his complaint.

I notice the constable's last report is dated in January.

G. READ,

Superintendent.

Mr. Inspector Lawless, Redfern Station.

Exhibit No. 8.—Part r.

[MEMO.]

Redfern Station, 4 June, 1897.

THE minutes of the Superintendent have been read and explained to Senior-constable Quelch and Constable Brennan.

The senior-constable now states that he wishes to withdraw his report against Constable Brennan, who appeared to be satisfied with the decision of the Superintendent.

I have, &c.,

EDMUND LAWLESS,

Inspector.

George Read, Esq., Superintendent, Metropolitan District.

Exhibit No. 9.

COPY of entry in Occurrence Book at the Redfern Police Station, 17th May, 1897.

Found, in a lane off Zamia-street, Redfern, about 4.15 a.m., the 17th instant, by Senior-constable Quelch, and now at this station, an owner required,—a bag containing four pigeons.

GEORGE PROCTOR, S.-C.

Exhibit No. 10.

COPY of entry in Property Book, page 96, at Redfern Police Station, 18th May, 1897.

Date, 18/5/97. Description of property, four pigeons. Found in a lane off Young-street on 16th instant, by Senior-constable Quelch. Stolen from J. Cussen, 42, Thurlow-street. Given to owner.

Exhibit No. 11.

This deponent, *Patrick McEvoy Brennan*, on his oath, states as follows:—I am a constable of police, stationed at Redfern; about 3 p.m. yesterday I charged both accused while in custody on another charge with in company burglariously breaking and entering the dwelling-house of John Riddle, 29, Botany Road, Waterloo, on the 26th May, 1897, and stealing therein his property valued at about 30s.—three pairs of ladies' shoes, and several pairs of boys' boots; each replied, "not guilty"; I remember the 26th ultimo, about 5.30 a.m.; I was standing near the corner of Botany Road and Raglan-street, Waterloo; I saw three men standing on the footpath under prosecutor's verandah; I walked up the middle of the road towards them; one of the men called out "Nit," and the three of the men ran away; they ran up Chapel-lane and into Spencer's-lane; I followed them; I overtook them in Spencer's-lane; I drew my revolver and asked the men what was up now, how was it they ran away; the accused are two of the men; Conlon replied, "I went up the lane to ease myself, I was suffering from diarrhoea"; I said, "It is curious that you hav'n't a button undone"; I then took them into custody under cover of my revolver, and marched them before me into Botany Road; I there met Special-constable Brewin, who assisted me to take them to the station; at the station the senior-constable took their names and addresses and they were let go.

To Bench: They were not searched; Murray gave the name of William Murray, living in Pymont; he afterwards gave his address as care of Mrs. Bailey's restaurant, Liverpool-street, Sydney; Conlon gave his name as James Conlon, 111, Cooper-street, Waterloo; the third man gave the name of Wilson; I afterwards, about 8 p.m., found that the shop of Mr. John Riddell had been broken open; it was the shop under the verandah of which I found the three men; I went off duty at 6 a.m.; on the morning in question I passed the window of the shop about 4 o'clock, it was then intact; I identified the accused at Darlinghurst Gaol from amongst a number of others.

To Conlon: When I met you you were standing.

To Murray: When you went away I chased you; you ran up the lane; I pulled out a revolver; I saw no property on the men.

Taken and sworn at Redfern, this 1st day }

of June, 1897, before me,— }

C. DELOHEBY, S.M.

PATRICK M. BRENNAN.

Exhibit No. 12.

THIS deponent, *Patrick Brennan*, on his oath states as follows:—I am a constable of police, stationed at Redfern; about 5:30 a.m. on the 26th day of May, 1897, I was on duty at the corner of Botany-road and Raglan-street, Waterloo; I saw three men standing under the verandah of John Riddell's shop, 29, Botany-street, Waterloo; both the accused were of the men; there was another man; I walked into the middle of the road on tiptoe towards the accused to see what they were doing; one man saw me and cried out "Nit"; the three men then ran away across Botany-road into Chapple-lane; it was about 50 yards from the shop; they ran up Chapple-lane; I ran after them and they turned into Spence's-lane; I came up with the men there; I then drew my revolver and asked them what their game was; one of them said, "I was taken short and came up here to ease myself"; it was Conlon; I said, "It is a very curious thing you have not a button undone"; his clothes were in no way disarranged; I marched the three of them into Botany-road, where I was joined by Special-constable Brewin, who assisted me to take the men to the Redfern Police Station; when I got to the station I explained the circumstances to Senior-constable Quelch in their presence; he took their names and addresses and let them go; I have since found that none of the addresses were correct; the accused were not searched; at no time was a hand laid on them; before seeing the men, I heard a scraping noise in the direction of the shop window where they were standing; I had passed the shop window at 4:15 a.m.; the window was then intact; I told the senior-constable what had happened; I have since seen the window; the lower corner of one of the panes was sufficiently broken to allow of the property being removed.

To Conlon: I saw it the same day; as far as I remember it is the same evidence as I gave before; I saw the accused at Darlinghurst Gaol amongst six others; I picked them out and put my hand on them and said, "Those are the men."

Taken and sworn at Redfern, this 10th day }
of June, 1897, before me,— }

G. H. ADDISON, S.M.

PATRICK M. BRENNAN.

Exhibit No. 13.

THIS deponent, *Patrick Brennan*, on his oath, states as follows:—I am a constable of police, stationed at Redfern; I remember the 26th day of May, 1897; about 5:30 a.m. I was on duty at the corner of Raglan-street and Botany road, Waterloo; I saw three men—accused, and Murray and Conran (Conlon)—standing under the verandah of a shop window, which I afterwards found to be John Riddle's; when I saw the men I walked out into the middle of the road to try and get as near as I could to them; when I got a short way up the road one of the men cried out "Nit," and the three of them ran away across Botany-road and up Chapple-lane and into Spence's-lane; when I got to the corner of Spence's-lane and Chapple-lane the three men turned and faced me; I drew my revolver and marched them down Botany-road; I asked them what their game was; Conlon replied, "I was taken short and wanted to ease myself"; I said, "It is a very strange thing that you have not got your dress undone"; he had his dress in no way disarranged; I marched them down Botany-road; I was joined by Special-constable Brewin, who assisted me to bring the men to the station; when there the men's names and addresses were taken, and they were let go; they were not searched; a hand was not put on them from first to last; I found all the given addresses were fictitious; I returned to the shop about 2:30 p.m.; I saw the front shop window broken; I went there from something I heard; I am sure accused is one of the three.

To Bench: I passed the window about 4:15 a.m. that day; it was then intact; I first saw the three men right close to the window—so close as to touch it; I first heard a grating sound when I came to the corner.

To accused: I was about 130 yards from the shop at first; I then heard a grating sound; I ran after you and had not time to look at the window; I swear you were one of the three men standing at the window; I have since seen you at Belmore; I did not then arrest you as I had insufficient evidence at the time.

Taken and sworn at Redfern, this 15th day of }
July, 1897, before me,— }

C. DELOHEBY, S.M.

PATRICK M. BRENNAN.

Exhibit No. 14.

COPY of entry in Rough Book at Redfern Police Station, 26th May, 1897.

JAMES CONLON, 111, Cooper-street, Waterloo; William Murray, Mrs. Bayley's Restaurant, Liverpool-street, City; Harry Wilson, 9 Bunn-street, Ultimo. Brought to station by Constable Brennan at 6 a.m., 26th inst., who found them in Chapple-lane, Alexandria, where they had run from Botany-road. They explained one of them had been taken short and run into the lane to ease himself. Allowed to go by Senior-constable Quelch.—6 a.m., 26/5/97.

Exhibit No. 15.

COPY of entry in Information Book at Redfern Police Station, 25th October, 1897.

JAMES SIDDONS, 134, Botany-road, Alexandria, complains that young men about his shop at above residence annoy and threaten him, and throw stones at his premises. They have broken three windows in his shop during the last three weeks from stone throwing. He desires police attention.

Exhibit No. 16.

COPY of entry in Rough Book at Redfern Police Station, 10th May, 1896.

ABOUT 5:30 a.m., 10th instant (May, 1896), Senior-constable Quelch saw a man coming from Mr. Flynn's, butcher, in McNamee's-lane, Alexandria. On seeing the senior-constable he ran away. The senior-constable gave chase, and caught him at the corner of Margaret and Wyndham Streets, Redfern. He had a bag of meat and bread, a small bag of corn, some sugar, and sundries in his possession. As he would not account for the things Senior-constable Quelch took him back to Mr. Flynn's shop, and afterwards to Mr. Flynn's house. He admitted stealing the articles. He was an engineer in Mr. Flynn's employ, and he declined to prosecute. His name is Charles Russell, 59, George-street, Waterloo.

Exhibit

Exhibit No. 17.

COPY of entry in Rough Book at Redfern Police Station, 16th March, 1894.

FOUND open by Brewin, the shop side door of Marshall's, chemist, 97, Regent-street, at 3.50 a.m., 16/3/94. No person resides on the premises; everything appeared correct. **QUELCH.**

Exhibit No. 18.

COPY of entry from Rough Book at Redfern Police Station, 17th May, 1897.

ABOUT 4.15 a.m., this date, as Constable Bruce was working Zamia-street he saw two young men standing; seeing the constable coming they walked to St. Saviour's-lane, and then ran through this lane to Young-street, to Redfern-street, where they were stopped by Senior-constable Quelch and questioned. Having nothing in their possession, and stating they were going to the markets and were running to keep themselves warm, their names and addresses were taken. 1st—Frederick Page, 3 Bunn-street, Ultimo (next Senior-sergeant Roden), about 19 years old, 5 ft. 6 in., hair black, fair complexion, very small black moustache, dressed in dirty light tweed trousers, no vest, white shirt, woollen singlet, outside dark sac. coat, black soft hat. 2nd—William Wilkinson, at R. Robinson's, 163 Albion-street, Pyrmont, about 19 years old, 5 feet, fair complexion, clean shaved, dressed in dirty brown mixture tweed sac suit and soft felt hat; wore sand shoes. A small bag was afterwards found in the lane, containing four pigeons, where they ran through. Pigeons now at the station; an owner required.

Exhibit No. 19.

ATTEMPT TO ROB A GOVERNMENT STORE.

(*Daily Telegraph*, Saturday, 27 June, 1896.)

As Senior-constable Quelch, of the Redfern police, was walking down Cleveland-street, at about 7.30 last evening, he observed a man acting in a suspicious manner in front of the building at 289 Cleveland-street, until lately used as a branch office of the Asylum Department. With the intention of watching his movements, Quelch crossed over into Prince Alfred Park, but the man made off towards Castlereagh-street, and when Quelch got there he had disappeared. Knowing the place to be unoccupied, except at the rear, where a small out-building is used as a store for Asylum supplies, Quelch proceeded through to the back which abuts on James-street; here he found that the door, which was padlocked, had been removed from its hinges, which were on the outside. Hearing someone approaching he hid in a dark corner, and as the visitor entered the door he jumped out and grabbed him. It turned out, however, to be Mr. Coghlan, the clerk in charge, who was returning to do some back work. A light being procured, it was found that an inner door had also been removed from its hinges, and access gained to the store. Samples of everything in the store had been heaped up ready to be carried away, a large sack being partly filled with a miscellaneous collection of goods. The thieves had decamped. Two screw-drivers were found on the floor, one of them bearing the stamped initials F.L.P. A constable was left in charge during the night.

Exhibit No. 20.

LIST OF ARTICLES, MYALL HOUSE.

HALF-bleached holland, 46 yards; Russia crash, 14½ yards; 5 pairs women's leather boots, Ba.; 3 pairs women's leather vamps, size 7; 4 pairs bath slippers, size 6; 2 pairs cloth vamps, size 7; 1 dozen braces D-E; 1 dozen women's single B.C.H. 4; 1 dozen women's single B.C.H.; 1 gross of pairs of laces; 4 pairs of leggings (men's); 3 dozen table-spoons, branded G.S.; 3 dozen desert spoons, branded G.S.; 7 dozen Brooks' cotton; 7 dozen Coates' cotton; 1 lb. black thread; 1 lb. white thread; 2 water-proof sheets; 1 and 9-12 dozen of tape (white); 1 dozen fine-tooth combs; 2 gross of white brace buttons; 1 set of draughtsmen; 2 gross of brace buttons (black); 9 pairs of specks; 2 cork-screws; 1 shoemaker's emery board; 1 pair of eyelet pliers.

Inventory of property packed ready for removal at Myall House, Cleveland-street.—26/6/96. 7.30 p.m.

Re Superintendent. 7 p.m. at corner of Cleveland and Baptist-streets.

Between 7.15 and 7.30 p.m., 26th instant; about 5 feet 8 inches, dressed in dark clothes; went into Park; saw me watching; cleared round Castlereagh-street; could not see him; returned; found door open; a man then came; pounced out on him; turned out to be the clerk. As soon as light was struck it was found they had also taken the hinges off all doors inside and all sorts of goods heaped ready for removal. Branded with Government Asylums' brand. Two screw-drivers found in store. Clerk suspects the push next door, who, he says, were a bad lot. The next yard is Kimber's yard.

Exhibit No. 21.

COPY of entry in the Rough Book at the Redfern Police Station, 16th March, 1894.

STOLEN during the night of 14/3/94, from an unoccupied house, No. 103, Pitt-street, Redfern, the property of Thomas Glover, 101 same street, three gas chandeliers, value 30s.; identifiable. Effected by getting through a fanlight. No person suspected.

5.50 p.m., 16/3/94.

Exhibit No. 22.

COPY of entry in the Rough Book at the Redfern Police Station, 5th April, 1894.

STOLEN during the night of the 4th instant (April, 1894), from an unoccupied house, 109 Pitt-street, Redfern, the property of Thomas Glover, 105 Pitt-street, Redfern, a quantity of chandeliers and gas-fittings, value £4; damage done to the extent of £10. Effected by cutting a piece of glass out of the back window with a diamond. No person suspected.

9.45 a.m., 5th.

(For Exhibit 23 see plan.)

Exhibit

Exhibit No. 24.

COPY of entry in Rough Book at Redfern Police Station, 26th June, 1896.

BETWEEN 7 and 7.30 p.m., 26th instant (June, 1896), Senior-constable Quelch, on passing the Government Asylum's Store at the rear of "Myall House," Cleveland-street, Redfern, found that the back door had been forced open by unscrewing the hinges of the door. The place was ransacked, and a quantity of the stores were packed up in a sack ready for removal. Two screw-drivers were also found in the store. Nothing at present missing.

Exhibit No. 25.

COPY of paragraph published in *Evening News*, 19th January, 1894.

The charge of Sunday selling at Redfern.

THE case brought by Inspector Lawless against Joseph Brüll for allowing liquor to be drunk upon his premises at 1.10 a.m. on 7th inst., which was begun on Tuesday, was concluded at Redfern yesterday, before Mr. Smithers, D.S.M.

Mr. Carter Smith, solicitor for the defence, enlivened the proceedings somewhat by securing the depositions which were taken on Tuesday, and reading them in the yard at the back of the Court to his witnesses, who had not yet been examined. Inspector Lawless said he considered it gross impertinence, and called the attention of the Magistrate to the fact. Mr. Smith was, therefore, called into Court, and ordered to deliver up the papers, being told he had no right to do such a thing. He explained that he considered he was perfectly in order in doing so, but would not have done it had he not left a full note of the proceedings which he himself had taken at the time in another Court.

The case for the defence was then entered upon, and Mrs. Brüll, Griffiths, and Constable Swan were examined. It was sworn that these persons, together with Mr. Cook, were the only ones in the house at the time; that Swan had nothing to drink after 11, and that Griffiths and Cook were lodgers.

Mr. Smithers dismissed the case, remarking that Senior-constable Quelch must have been mistaken when he thought he saw Swan drinking.

Exhibit No. 26.

COPY of entry in the Occurrence Book at Redfern Police Station, 2nd May, 1892.

STOLEN, between 12, midnight, on the 31st ultimo, and 8 a.m. 8th instant, from "Myall House," 289, Cleveland-street, Redfern, the property of the Government, a black marble clock, about 14 x 18 inches, temple entrance design, gold face, with two marble pillars each side of face. Value, £5. Identifiable. Also, same time and place, the property of Mrs. Halloran, housekeeper, residing there, three common fowls—one black and two white ones. The whole house was ransacked. Nothing else missing at present. No person suspected.

G. PROCTOR,
Senior-constable.

Exhibit No. 27.

COPY of entry in Rough Book at Redfern Police Station, 28th July, 1895.

FOUND open, at 3 a.m., 28th instant (July, 1895), the shop door of Mr. Pogson's shop, Botany-road, Alexandria. Called Mr. Pogson from his residence, who found all correct within.

QUELCH.

Exhibit No. 28.

COPY of Entry in Rough Book, at Redfern Police Station, page 35.

POGSON'S grocery shop was found open at 12.40 a.m., 6/6/95, by Senior-constable Bourke. Called Mr. Pogson, who examined the place; all correct.

BOURKE, S.-C.

Exhibit No. 29.

COPY of Entry in Duty and Occurrence Book, at Redfern Police Station, 6th and 7th June, 1895.

Entry from Duty and Occurrence Book.—Senr.-const. Quelch's Duty.

6TH June, 1895, charge of relief, 6 a.m. to 10 a.m., and 2 p.m. to 6 p.m.; 7th June, 1895, charge of relief, 10 a.m. to 1 p.m. and 2 to 6 p.m.

Exhibit No. 30.

Redfern Police Station, Friday, 20th August, 1897.

CONSTABLE Hill respectfully begs to report, for the information of his Superintendent, that about 5 p.m., the 18th instant, Senior-constable Quelch called at his residence and asked him, in the event of the constable being questioned regarding a certain matter which the senior-constable anticipated would be the subject of a future inquiry, to make certain false statements, to shield the senior-constable. The facts in question were as follows:—That about 4.20 a.m., on February 16th, 1897, the constable met Senior-constable Quelch, in plain clothes, coming from a vacant allotment on to the Botany-road, carrying a sack, which he said contained sand. The senior was in sole charge of the division at the time, and at 6 a.m. he was in uniform and took the relief off duty. Constable Whitehair, who was directly opposite, saw the constable stop Senior-constable Quelch. When the senior-constable called at the constable's house, he asked him to say, if he was questioned about this matter, that he (Senior-constable Quelch) was off duty at the time, which would be telling a deliberate lie. And he added, "If you will stick to me, I will stick to you. Say this for me, Ted." Under the circumstances, the constable considers it his duty to acquaint his Superintendent of these facts.

EDMUND MASHAM HILL,
Constable, No. 5426.

G. Read, Esq., Superintendent.

Forwarded to the Superintendent. I was not previously made aware of this matter.—E. LAWLESS, Inspector, 21/8/97.

G. Read, Esq., Superintendent. Forwarded to Mr. Lawless for Senior-constable Quelch's explanation, in writing.—

G. READ, Superintendent, 21/8/97.

(For Exhibit No. 31 see plan.)

Exhibit No. 32.

COPY of entry from Rough Book at Redfern Police Station, 4th March, 1893.

MR. Pogson's place broken into on three occasions during the last three weeks—on the 22nd ultimo, 1st and 3rd instant, and on the first occasion 10/- worth of coppers stolen. Not identifiable. No person suspected. 3.45 p.m., 4/3/93. Attended to.

SUTHERLAND AND MOORE.

Exhibit

Exhibit No. 33.

Occurrence Book 31.—7th January, 1894; Const. Swan only booked from 10 to 2; his duty from 6 to 10 p.m. not booked at all.

Occurrence Books 37, 38.—28th July, 1895; Const. Edwards booked off for police-court on Sunday morning.

Rough Book.—12th May, 1896; Senior-const. Harrison; mistake in entry; booked as 95 instead of 96.

Occurrence Book 42.—10th August, 1896; Const. Hill at court; went off for such; not booked off. (J. Conner.)

Occurrence Book 42.—31st August, 1896; Senior-const. Quelch at court; went off; not booked off. (Hugh Williams.)

Occurrence Book 44.—11th February, 1897; Senior-const. Quelch at court; went off 20th; not booked off. (J. Oldfield)

Occurrence Book 44.—15th February, 1897; Senior-const. Quelch at court; went off 23rd; not booked off. (William Edwards, William Mannerings.)

Occurrence Book 44.—16th February, 1897; Const. Walker at court; went off; not booked off. (Florence Ward.)

Occurrence Book 44.—16th February, 1897; no constables booked for beats 7 and 8 between 1 and 2 a.m.

Occurrence Book 44.—27th February, 1897; Senior-const. Proctor at inquest; went off early; not booked off. 17th May, 1897; Senior-const. Quelch at court; time off extended. (Polo Ninet.)

Occurrence Book 46.—3rd August, 1897; Senior-constable Quelch at court; went off at 4; not booked off. (Mrs. Morphy.)

Occurrence Book 46.—24th August, 1897; Senior-const. Quelch at court; went off at 4; not booked off. (John Heffernan.)

Occurrence Book 46.—27th August, 1897; Constable Walker at court; went off; not booked off. (Thomas Clune.)

Occurrence Book .—16th May, 1897; Senior-constable Quelch booked off at 3 a.m.; was the only senior-constable out, and was on duty to 6 a.m.

Exhibit No. 34.

ON the morning of the 16th February, 1897, Constable Hill stopped Senior-constable Quelch, dressed in an old water-police jumper and a felt hat, carrying a bag, which he said contained sand for his canaries. Jones, the produce merchant's man, also saw him coming out of Absalom's paddock; supposed he was a burglar.

FREDERICK WHITEHAIR,
Constable.

Special-constable Brewin also near at hand.—FREDERICK WHITEHAIR.

Exhibit No. 35.

COPY of entry in Rough Book at Redfern Police-station, 30th July, 1895.

AT 5:30 a.m. Senior-constable Quelch brought to the station a woman named Ann Brown, of Pitt-street, Waterloo, found in the parlor of the "Salutation Hotel," where she had been detained by the licensee for an immoral purpose. The back of the hotel was open, and a light outside of the front door burning all night. Senior-constable entered with Constables Edward and Castle, and found the licensee having connection with the woman in the parlor.

SENIOR-CONSTABLE QUELCH.

Attended to. Constable Jackson for inquiry and report. This woman is married and living with her husband at above address.

Exhibit No. 36.—Part a.

Dear Sir,

Balmain, 12 May.

The following case will, I think, be most fairly and best dealt with by you. Some want me to send it to *Truth*, but I have too much respect for the Police Department to do that. On Saturday night, the 1st of May, at quarter past 11, a young man and most respectable girl had been in the Waterloo Park, 100 yards from the young lady's residence, when a constable came up and made insulting remarks, took their names, and threatened to summon them for indecent behaviour. He tried to persuade the young lady to go for a walk with him and he would not summon her. Enquire fully into this matter and you will find most dastardly conduct by the constable. You doubtless know what constable would be on duty at that time. The name of the young man spoken of is Mr. L. Crosby, care of Kahla, draper, Regent-street, Redfern. He probably will give you particulars, though she does not want to be mixed in anything of the sort, for reasons easily understood.

Yours, &c.,

MARY WILLOUGHBY.

Referred to Mr. Lawless for inquiry and report.—G. READ, Superintendent, 18/5/97. Mr. Lawless.

Exhibit No. 36.—Part b.

Sir,

Redfern Station, 21 May, 1897.

Re attached letter of complaint: I have the honor to report that I have made inquiry, and ascertained that it was not the constable on the beat, as he was engaged with a charge before and after the time mentioned. I also interviewed Mr. Crosby, mentioned in the letter, who stated that he could not identify the constable; consequently it would be of no use his coming to the station, which I suggested. I subsequently saw him in Regent-street, when he stated that the writer of the letter had not given her proper name, and they had agreed not to proceed any further in the matter.

I have, &c.,

EDMUND LAWLESS,

George Read, Esq., Superintendent, Metropolitan District.

Inspector.

Exhibit No. 37.

COPIES of Duty Book at Redfern Police Station, February, 1897.

COPY of duty performed by Senior-constable Quelch from 16th to 18th February, 1897:—16th February, 1897, charge of relief, 12 to 6 a.m. and 10 to 12 p.m.; 17th, charge of relief, 12 to 6 a.m. and 10 to 12 p.m.; 18th February, 1897, charge of relief, 12 to 6 a.m. and 10 to 12 p.m.; 20th, charge of relief, 12 to 4 a.m. and 10 to 12 p.m.

COPY of duty performed by Senior-constable Proctor from 19th to 20th February, 1897:—19th February, 1897, charge of relief, 12 to 5 a.m. (off for Court) and 10 to 12 p.m.; 20th February, 1897, charge of relief, 12 to 6 a.m. and 10 to 12 p.m.

Exhibit

APPENDIX.

261

Exhibit No. 38.

COPY of entry in Charge Book at Redfern Police Station, 1st May, 1897.

Date and hour of apprehension.	Name of Prisoner.	Age.	Calling.	Country.	Religion.	Education.	Offence.	Signature of Watch-house-keeper.	Signature of apprehending constable.	Signature of Prosecutor.	How case disposed of, and Name of the Magistrate.	Date.	Remarks.
1897. 1 May, 11.55 p.m.	James Day	27	Dealer	N.S.W.	R.C.	Read and write.	Drunk and disorderly in Wellington-street, Waterloo. Unlawfully assaulting Frederick Robinson, a constable of the New South Wales Force, whilst in the execution of his duty.	Shaw..	Robinson	.....	20s., or seven days. F. S. Isaacs, S.M.	3rd..	25, Kellick-st., W.
" "	"	27	"	"	"	"	"	"	"	Robinson	40s., or twenty-one days.	" "	"

Exhibit No. 39.

COPY of entry in Information Book at Redfern Police Station, 5th November, 1892.

George O'Donnell, 100, Pitt-street, Redfern—Keeping a dog which did attack Constable W. E. Quelch, in Turner-street, Redfern.
5.46 p.m.

QUELCH.

Exhibit No. 40.

APPLICATION FOR SUMMONS.

CONSTABLE WILLIAM E. QUELCH is directed to apply to the Magistrates at the Police Court at Redfern for a summons against George O'Donnell, 100, Pitt-street, Redfern. For that he on the 5th November, 1892, was owner of a dog that did then in Turner-street, Redfern, attack one William E. Quelch, whereby his limbs were endangered.

(Signature of Officer)

Redfern Station, 5th day of November, 1892.

Sub-Inspector.

Exhibit No. 41.

COPY of entry in the Information Book at the Redfern Police Station, 28th March, 1897.

KATE JONES, 60, Cooper-street, Waterloo. Obscene language within hearing of Cooper-street, Waterloo, at 1.30 a.m., 28th March, 1897. To wit: "You sneaking bugger, you sucked all the money out of my sister, now you can suck her hole, you are a bloody sneaking bugger. I care as much for you and Chambers as I do for arseholes."

ROBINSON.

Endorsed at side:—Constable Robinson says not to send this information in on account of the time.

Exhibit No. 42.

COPY of entry in Information Book at the Redfern Police Station, 22nd August, 1896.

ISAAC ASHTON, 151, Abercrombie-street, Redfern. At 5.15 p.m., 22nd August, 1896. Keeping a ferocious dog that did attack in Abercrombie-street, Redfern.

POLLARD.

Exhibit No. 43.—Part a.

Madigan—Illtreating a Horse.

MICHAEL MADIGAN, 26, cruelly illtreating a horse at Darlington, on the 18th August, 1894. Pleads not guilty. Remanded till to-morrow. Bail allowed, self in £5 and one in £5.

C. DELOHERY, D.S.M.

Redfern, 20th August, 1894.

RECOGNIZANCE for the appearance of the Defendant, where the case is adjourned, or not at once proceeded with.
New South Wales, }
to wit.

BE it remembered that on the 20th day of August, in the year of our Lord one thousand eight hundred and ninety-four, Michael Madigan, of Shepherd-street, Darlington, in the Colony of New South Wales, blacksmith, and Owen Crilley, of 81, Darlington Road, Darlington, in the said Colony, carrier, personally came before the undersigned, one of Her Majesty's Justices of the Peace in and for the said Colony, and severally acknowledged themselves to owe to our Sovereign Lady the Queen the several sums following (that is to say), the said Michael Madigan the sum of five pounds, and the said Owen Crilley the sum of five pounds, of good and lawful money of Great Britain, to be made and levied of their several goods and chattels, lands and tenements, respectively, to the use of our said Lady the Queen, her heirs and successors, if the said Michael Madigan shall fail in the condition indorsed.

Taken and acknowledged, the day and year first above-mentioned, }
at the Police Office, Redfern, in the said Colony, before me,— }

WM. CARSON, J.P.

OWEN CRILLEY.
MICHAEL MADIGAN.

Condition.

The condition of the within recognizance is such that if the said Michael Madigan shall personally appear, on Tuesday, the 21st day of August, 1894, at ten of the clock in the forenoon, at the Police Office, Redfern, in the Colony of New South Wales, before such Stipendiary Magistrate in and for the Metropolitan Police District, in the said Colony as may then be there, to answer further to the charge of cruelty to a horse exhibited against the said Michael Madigan, and to be further dealt with according to law, and there attend from day to day, until the charge shall be disposed of. Then the said recognizance to be void, or else to stand in full force and virtue.

WM. CARSON, J.P.

Exhibit

Exhibit No. 43.—Part b.

This deponent, *William E. Quelch*, on oath, states as follows:—I am a senior-constable of police; on 18th instant, at 4 20 p.m., I was in Raglan-street, Darlington; I saw a horse inside a blacksmith's shop, which was shut up; the horse was kicking; some children were looking through the fence saying, "Oh, the cruel man"; accused could have heard it; I went to a lane at the end of the shop where there is an opening intended for a window sash; I looked through that, and saw the accused with a red-hot iron burning the fetlock off one of the animal's hind legs; the foot was bleeding freely; the accused's left hand and 6 inches up his arm was smothered with blood; no new shoes were put on the horse; the shoe of the foot which was burnt was not touched; the only foot touched was a front foot that had some nails put in it; besides accused, two men were in the shop, one employed by the owner of the horse, he was holding the horse's head, another gentleman, whom I have seen here to-day, who paid the farrier some money when they had finished; I went to the gate; they opened the gate to bring the horse out; they saw me; the man at the horse's head backed it in again and spoke to accused; while I was watching I saw the horse kicking and limping and shaking; I said to the man holding the animal, "What is the matter with the horse," he said, "Nothing boss, only had a shoe put on"; I asked accused the same question; he made the same reply; the other man attempted to take the horse away; I got it by the head; I prevented him; I said, "If there is nothing wrong with the horse why are you burning it about the feet so, and causing it pain"; Drake replied, "he only had a kick in the dray and cut his foot"; accused was present; I said, "I can see no cut, the only thing visible is the burn"; at that time some one brought the owner up; he wanted to take the horse away; he came in the forge; he followed me to the station, and bailed accused out; I brought the horse to the station and accused; I charged him with cruelly illtreating the horse; accused muttered some reply; Crilley said, "If anyone is in fault it is me"; accused washed the blood off his hands at the forge.

To Mr. Moffit: Accused never said, "I didn't do it"; I never asked who did it; I said, "What is the matter with the horse"; I know when a horse is being cruelly illtreated; I don't know much about horses; it was never said, "No one here did it"; the horse was at once taken to the depot, and well kept and fed there; the horse was not clipped; I swear accused illtreated the horse.

To Police: I inquired who did it, to see was it necessary; they denied anything being the matter.

Taken and sworn at Redfern, this 21st day }
of August, 1894, before me,— }
C. DELOHERY, S.M.

WILLIAM E. QUELCH.

Exhibit No. 43.—Part c.

This deponent, *Thomas Vane*, on oath, states as follows:—I am a sergeant of Police; about 4.45 p.m. on 18th instant, I saw the horse at the station; I looked at it; the off hind leg, I think, was bleeding; the horse seemed very lame, and held his foot up, as if in great pain; I saw the horse go away.

To Mr. Moffit: I used to know a good deal about horses; the horse had the appearance of having a greasy heel; I have seen them fired by a hot iron; a fungus growth may have been removed; horses are fired for greasy heels.

Taken and sworn at Redfern, this 21st day }
of August, 1894, before me,— }
C. DELOHERY, S.M.

THOS. VANE.

Exhibit No. 43.—Part d.

This deponent, *Michael Madigan*, on oath, states as follows:—I am a farrier; on 18th instant I never operated on the horse; he had greasy heels and a fungus growth called "stones"; the proper process is searing; I think it is less painful in the long run to operate; the horse is working now; the blood on my hand got on through my fastening a loose shoe; I swear I never performed the operation; I am proprietor of the farriery; Crilley was the man who did the operation; he performed it carefully and skilfully.

Taken and sworn at Redfern, this 21st day }
of August, 1894, before me,— }
C. DELOHERY, S.M.

MICHAEL MADIGAN.

Exhibit No. 43.—Part e.

This deponent, *Thomas Green*, on oath, states as follows:—I am a Veterinary Surgeon, and a Member of the College of Veterinaries; I have a diploma; I remember the horse; I saw it after 18th instant; it had been suffering from greasy heels, and had a fungus growth, which would be best removed by firing; the result of the operation was successful, and relieved the horse from all pain; before the operation he would be in pain; cauterising the place was the right process.

To Police: Didn't see the horse before the operation; an unskilful operation would cause unnecessary pain.

To Bench: The operation was a skilful one; my evidence was not believed once by a Magistrate; I do not admit the method of a red-hot sharp shovel to be the correct one; burning the growth away would be correct.

Taken and sworn at Redfern, this 21st day }
of August, 1894, before me,— }
C. DELOHERY, S.M.

THOS. GREEN, M.R.C.V.S.

Exhibit No. 43.—Part f.

This deponent, *Tom Drake*, on oath states as follows:—I am a labourer employed by Mr. Crilley; accused didn't operate on the horse, or touch it with a hot iron; he only fastened a shoe; accused had blood on his hands from lifting the foot to examine a shoe; the foot was bleeding before the operation was performed; the horse seems better now; I told the constable that accused didn't perform the operation; I wasn't drunk.

To Police: The horse hadn't got a kick in the dray; I admit saying it had; I had hold of the horse; I don't know what Crilley paid the farrier; I saw he was well dressed, as he is to-day; I was stopped by the police; I shoved the horse back into the shed.

To Bench: The operation was done at the forge; I don't know what Crilley went away for; he may have been away for ten minutes.

Taken and sworn at Redfern, this 21st day }
of August, 1894, before me,— }
C. DELOHERY, S.M.

THOMAS DRAKE.

Exhibit No. 43.—Part g.

This deponent, *Owen Crilley*, on oath states as follows:—I am owner of the horse in question; I operated upon the horse in the shed, with searing irons, for greasy heel; I tried a lotion; I then used the searing iron as the lotion was not successful; I have been amongst horses since 1871; I have performed the operation before in the presence of a veterinary surgeon; I left the shed with the irons; I saw the constable at the corner of Codrington-street and Darlington Road; the horse kicked very little; I went home to mix some oil; the growth used to bleed of its own accord; it would be painful; the horse is a great deal better now than before.

To Police: I have a very good memory; I saw Quelch at a quarter past 4 p.m.; I was dressed as I am now; I had no blood on me; I said to the police "you have arrested the wrong man, you don't know what you are doing"; I never said anything about sending the horse down to be operated on; I had no oil when I came down; I mentioned to the police about the oil; I asked for the horse to be taken home.

Taken and sworn at Redfern, this 21st day }
of August, 1894, before me,— }
C. DELOHERY, S.M.

OWEN CRILLEY.

Exhibit No. 43.—Part h.

This deponent, *William E. Quelch*, on oath, stated as follows (re-called):—I am a Senior-constable of Police; Crilley said "I am the man who sent the horse down to be done" at the station; I swear I was not within a hundred yards of Codrington-street and Darlington Road that day.

WILLIAM E. QUELCH.

Taken and sworn at Redfern, this 21st day }
of August, 1894, before me,— }
C. DELOHERY, S.M.

Case dismissed.

C. DELOHERY, S.M.

Redfern, 21st October, 1894.

Exhibit No. 44.

COPY of letter from Senior-constable W. E. Quelch to Superintendent George Read.

Redfern Station, 20 August, 1897.

SENIOR-CONSTABLE W. E. QUELCH most respectfully makes application to the Superintendent for permission to prosecute Mr. Norton, the proprietor and editor of *Truth* newspaper, with reference to article published in that paper on Sunday, the 8th instant.

The senior-constable brought the publication under the notice of his inspector, who advised the senior-constable to take no notice of it, but now that a Member of the Assembly has thought fit to bring the matter into Parliament behind the back of the senior-constable, the senior-constable's reputation is assailed, having no means of defending himself, by the remarks used inside that Chamber being privileged.

The senior-constable has consulted Mr. Charles Bull, solicitor, in the matter, and that gentleman considers that a prosecution should take place in reference to the article published. In the interest of the Force the senior-constable, therefore, asks the Superintendent if he would be good enough to recommend the senior-constable's application and assist the senior-constable as far as practicable.

W. E. QUELCH,
Senior-constable.

George Read, Esq., Superintendent.

Exhibit No. 45.

COPY of letter from Senior-constable Quelch to Superintendent Read.

Redfern Station, 1 September, 1897.

SENIOR-CONSTABLE W. E. QUELCH respectfully applies to the Superintendent for permission to be allowed his testimonials of character, held by the Department, for the purpose of producing to the Court of Inquiry to be held with reference to the statements made by Mr. Dacey. The senior-constable also applies for permission to produce the books at the station having reference to any entry touching on the matter, and such of the Occurrence books having records of the duty performed.

WILLIAM E. QUELCH,
Senior-constable.

Geo. Read, Esq., Superintendent.

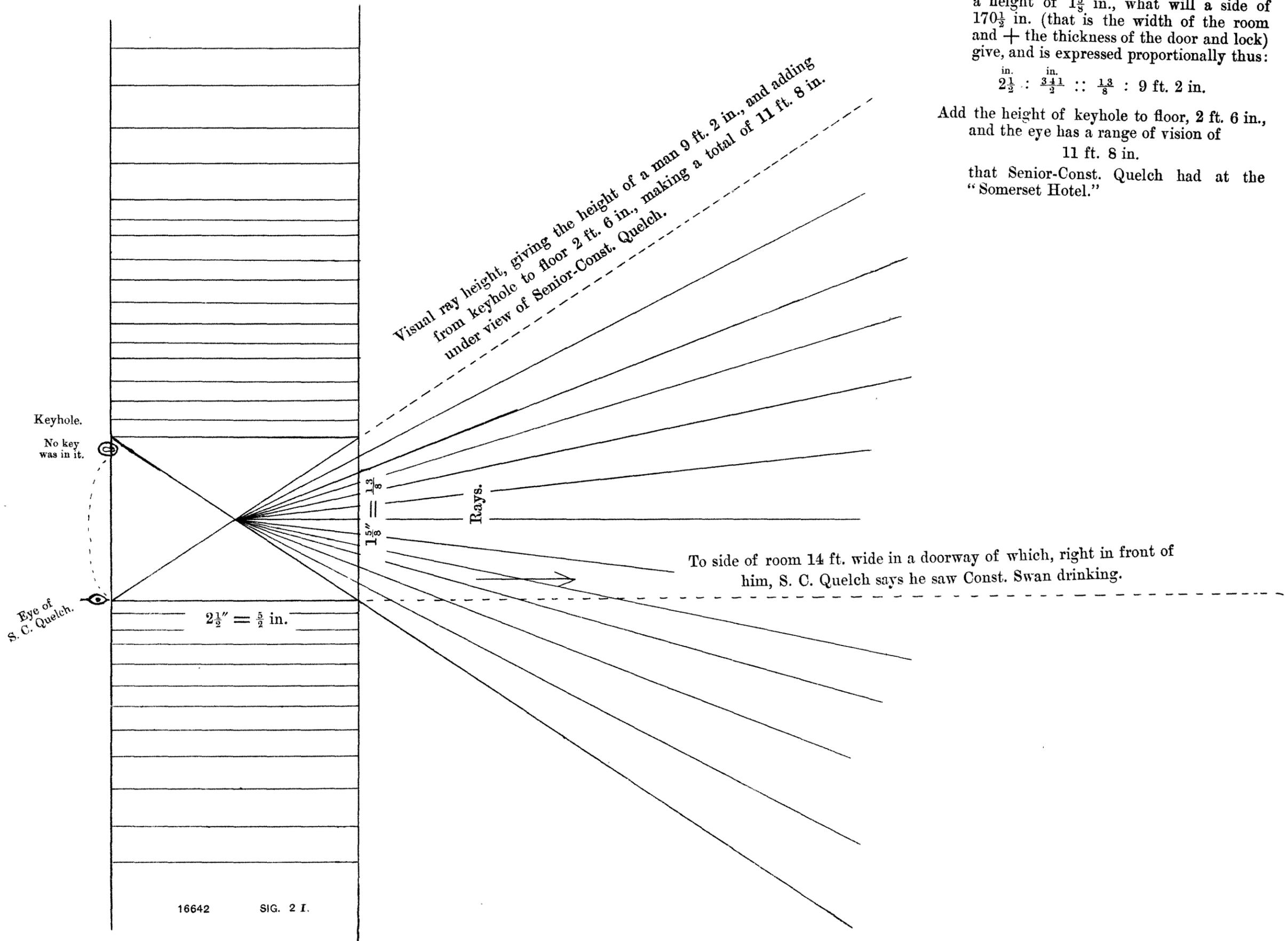
Exhibit No. 46.

COPY of entries in Duty-book at Redfern Police Station, June, 1895.

1	June, 1895—	Charge of relief 12 to 3 a.m. and 2 to 6 p.m.
2	" "	Plain clothes 8 a.m. to noon and 6 to 10 p.m.
3	" "	Charge of relief 6 to 10 a.m. and 2 to 6 p.m.
4	" "	Charge of relief 10 a.m. to 1 p.m. and 2 to 6 p.m.
5	" "	Charge of relief 10 a.m. to 2 p.m. and 6 to 10 p.m.
6	" "	Charge of relief 6 to 10 a.m. and 2 to 6 p.m.
7	" "	Charge of relief 10 a.m. to 1 p.m. and 2 to 6 p.m.
8	" "	Charge of relief 10 a.m. to 2 p.m. and 6 to 10 p.m.
9	" "	Plain clothes 8 a.m. to 1 p.m. and 7 to 10 p.m.
10	" "	Charge relief 6 to 10 a.m., Rosebery Park Races.
11	" "	Charge relief 10 a.m. to 1 p.m. and 2 to 6 p.m.
12	" "	Charge relief 10 a.m. to 2 p.m. and 6 to 10 p.m.
13	" "	Charge relief 6 to 10 a.m., Court 10 a.m. to 4 p.m.
14	" "	On leave.
15	" "	Charge relief 6 to 10 a.m. and 2 to 6 p.m.
16	" "	Plain clothes 9 a.m. to 1 p.m. and 6 to 10 p.m.
17	" "	Charge relief 10 a.m. to 4 p.m., 5 to 6 p.m., and Licensing Court.
18	" "	Charge relief 10 a.m. to 1 p.m. and 4 to 6 p.m., and Licensing Court.
19	" "	Charge relief 6 to 10 a.m. and 2 to 6 p.m.
20	" "	Charge relief 10 a.m. to 1 p.m. and 2 to 6 p.m.
21	" "	Charge relief 10 a.m. to 2 p.m. and 6 to 10 p.m.
22	" "	Charge relief 6 to 10 a.m. and 2 to 6 p.m.
23	" "	Plain clothes 8 a.m. to 1 p.m. and 7 to 10 p.m.
24	" "	Charge relief 10 a.m. to 2 p.m. and 6 to 10 p.m., and Licensing Court.
25	" "	Charge relief 6 to 10 a.m. and 2 to 6 p.m., and Licensing Court.
26	" "	Charge relief 6 to 10 a.m. and 2 to 6 p.m.
27	" "	Charge of relief 10 a.m. to 1 p.m. and 2 to 6 p.m.
28	" "	Charge of relief 10 a.m. to 2 p.m. and 6 to 10 p.m.
29	" "	Charge relief 6 to 10 a.m. and 2 to 6 p.m.
30	" "	Plain clothes 9 a.m. to 1 p.m. and 6 to 10 p.m.

[4 Plans.]

Longitudinal section of door in Pitt-street, Redfern,
of the "Somerset Hotel."



Hence the question is : If a side of $2\frac{1}{2}$ in. gives a height of $1\frac{5}{8}$ in., what will a side of $170\frac{1}{2}$ in. (that is the width of the room and + the thickness of the door and lock) give, and is expressed proportionally thus:

$$2\frac{1}{2} : 1\frac{5}{8} :: 170\frac{1}{2} : 9 \text{ ft. } 2 \text{ in.}$$

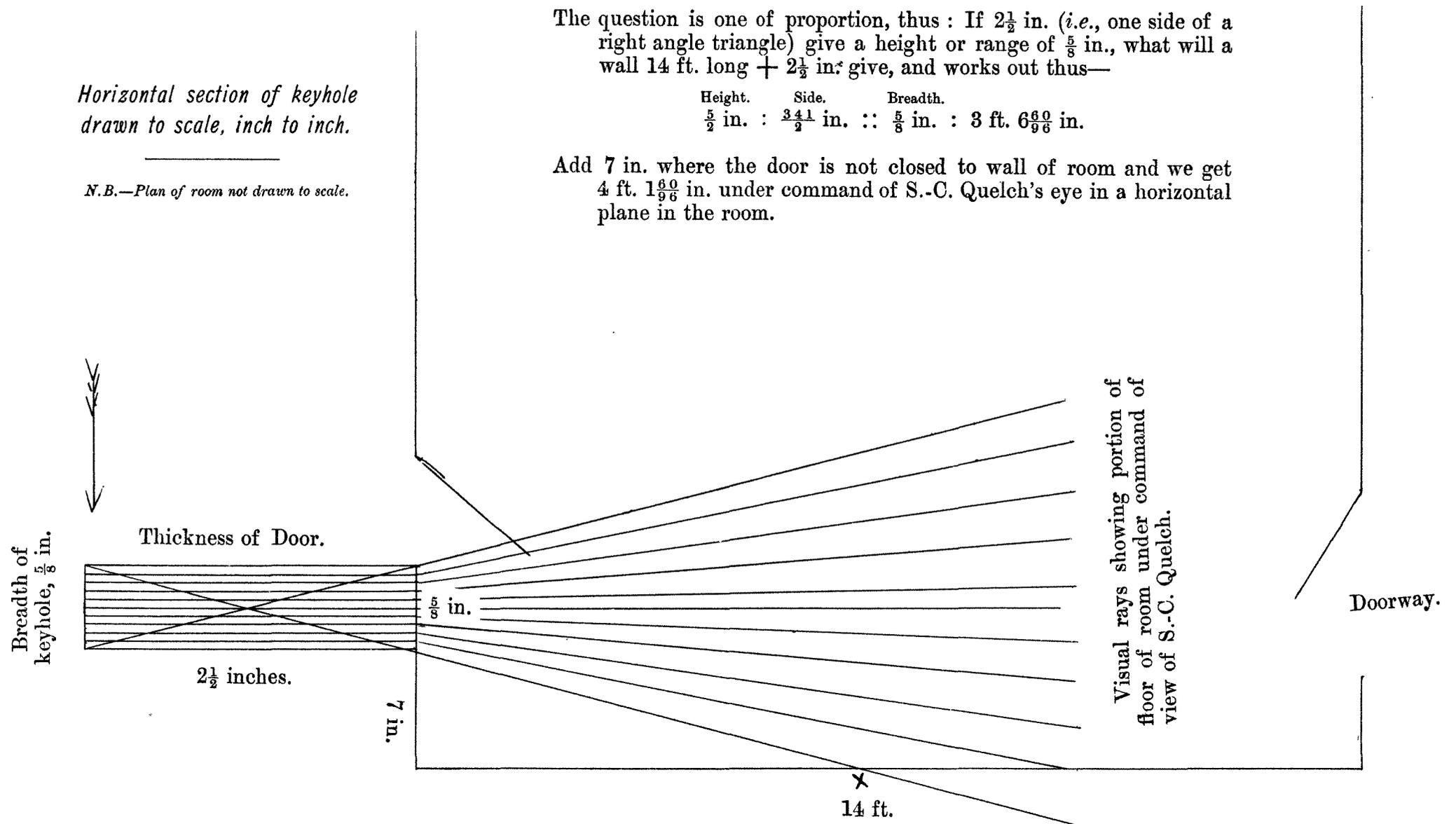
Add the height of keyhole to floor, 2 ft. 6 in., and the eye has a range of vision of 11 ft. 8 in.

that Senior-Const. Quelch had at the "Somerset Hotel."

Exhibit N^o 5, Part C.

Horizontal section of keyhole
drawn to scale, inch to inch.

N.B.—Plan of room not drawn to scale.



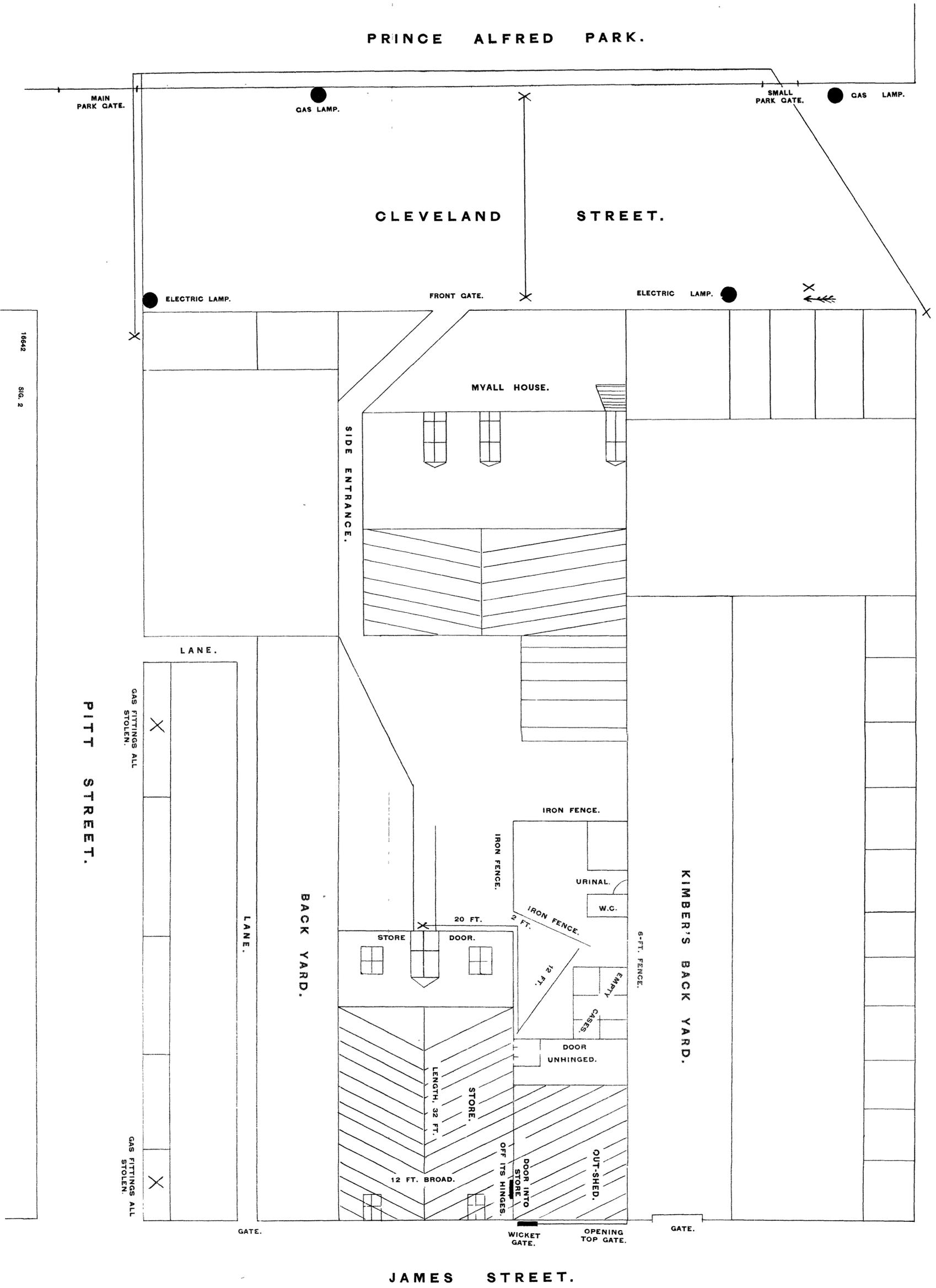
16642

SIG. 2K.

Plan showing horizontal space under S.-C. Quelch's eye on the alleged case of drinking after hours.

EX. No. 23.

This plan is not put in as accurate but for convenience in explaining the evidence.



CASTLEREAGH STREET.

PITT STREET.

BURNETT STREET.

MR. GLOVER'S HOUSE. THIS SIDE HIGHER UP. FITTINGS ALSO STOLEN.

18942 SIG. 2



RAILWAY
PROPERTY

- A Grocery Store kept by M^r Biron Pogson.
 - B Residence of Senior Const. W.E. Quelch.
 - C Spot where S.C.W.E. Quelch rested on Absalom's vacant land.
 - D Railway Property where S.C.W.E. Quelch alleges he obtained the sand which M^r Dacey M.L.A. alleges was sugar.
 - E Sand near S.C.W.E. Quelch's residence.
- Blue line drawn by S.C.W.E. Quelch indicates course taken by him with empty bags going from his house to Railway Property for sand. Red line indicates route taken by the S.C. on the return journey with the sand.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PRISONS.

(REPORT ON, FOR THE YEAR 1897.)

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

The Comptroller-General of Prisons to The Minister of Justice.

Sir, Comptroller-General's Office, Sydney, 20th June, 1898.

I have the honor to present to you my Annual Report upon the Prisons Department of New South Wales for the year 1897. The statistical tables have been rearranged and added to, and they exhibit the general operations of the twelve months.

2. The year has been a very busy one, and has been characterised by the initiation of many changes in procedure, the more important of which are described in a separate appendix. It has also been thought well to include therein particulars of some few alterations which were brought into operation after the close of the year, but which had been in course of preparation during the twelve months. Appendix I contains reports from the officers-in-charge of all the more important prisons. They describe the effects of the various changes recently introduced, and their experienced opinions are of considerable value. Appendix II deals with the industrial branch of the gaol system, and briefly describes the increase which has taken place in the industries, details being shown in the two summaries attached to Mr. Urquhart's report. Appendix III refers to medical and lunacy matters. Appendix IV is in two parts—A, containing various statistics in connection with prisoners; and Part B, dealing with expenditure, and the number and distribution of the staff. The remaining appendix briefly explains the nature of certain changes which took place during the year, or shortly after its close; and it also contains the new and amended Regulations which have been authorised by the Governor-in-Council during the same period.

3. The number of prisoners of all kinds on the 31st December last was 2,260, as compared with 2,357 on the same date of the preceding year. This showed a decrease of 97, while the general population increased from 1,297,640 to 1,323,460. Not since 1883 has the prison population been so low in number at the close of any year. The ages of those confined showed that 307 were under 25; 545 between 25 and 30; 720 between 30 and 40; 395 were between 40 and 50; while of the remainder 291 were upwards of 50, and the ages of 2 were not ascertainable. Just 56 per cent. were between 25 and 40 years old. Omitting prisoners under sentence of imprisonment only and those awaiting trial or under remand, the remainder (1,852) were serving sentences as follows:—Over 2 years, 762 (11 females), and not exceeding that period, 1,090 (159 females); the figures for the preceding year were 813 and 1,167 respectively. During the year 1897, exclusive of one life-sentenced prisoner, 193 persons were sentenced to penal servitude or hard labour for terms of 3 years and upwards, the average sentence being between 4 and 5 years.

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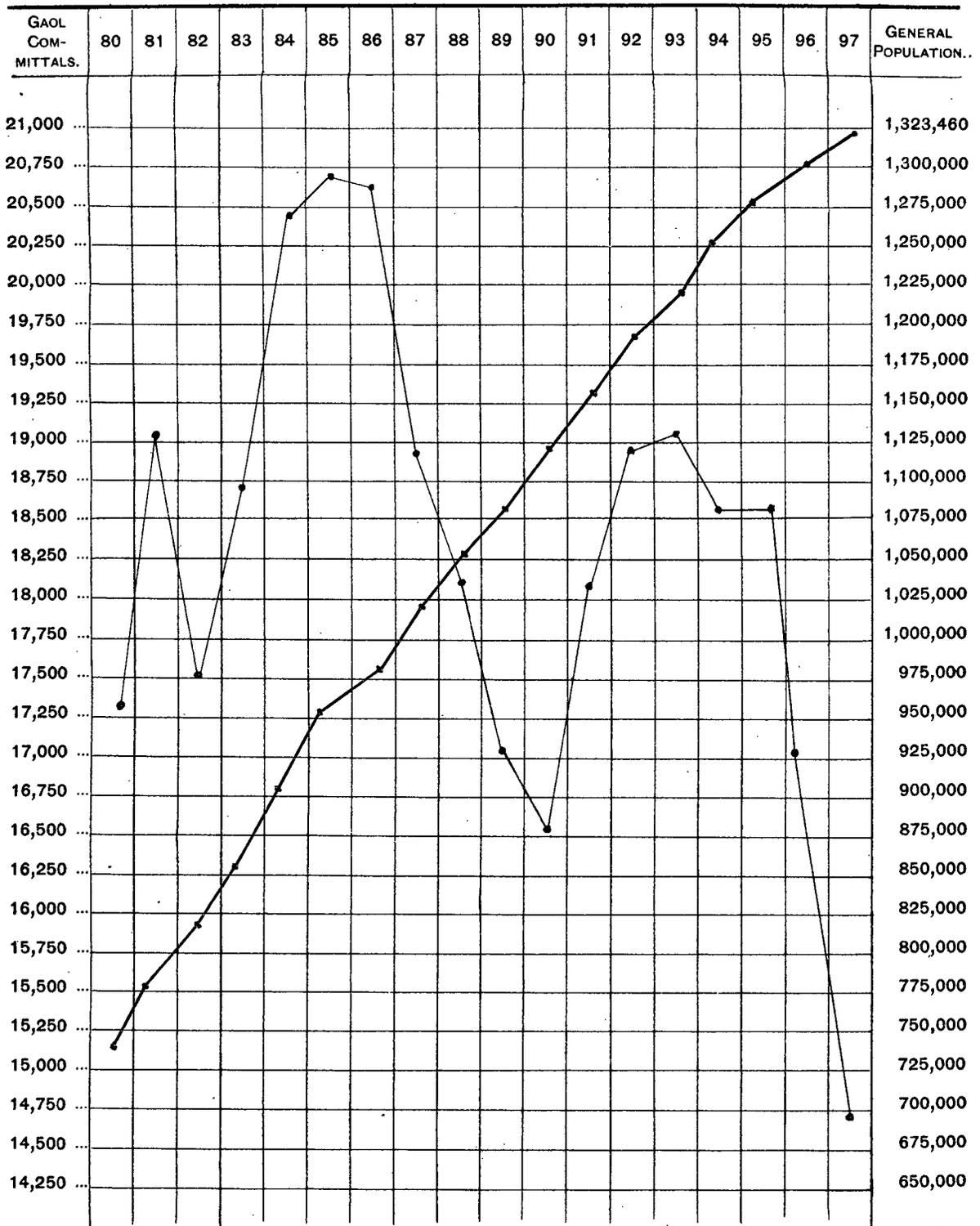
4. The entries and discharges numbered 14,737 and 14,834, as compared with 17,012 and 17,115 in 1896. These figures show a very gratifying drop in the number of persons committed to gaol during the past twelve months as compared with each of the two years before. In 1895 the committals were 18,552, or 27 more than in the preceding year. In 1896 they fell to 17,012, and in 1897 the number was reduced to 14,737—a decrease of 2,275 as compared with 1896, and of no less than 3,815 as compared with 1895. In two years the entries to gaol decreased 20 per cent., while the general population of the country increased from 1,277,870 to 1,323,460 during the same period. The decrease was principally among the vagrant and petty-offender class, who much dislike some alterations which have taken place in gaol routine. A chart has been prepared, and is included in this report, showing the number of entries to gaol and the increase of the general population year by year since 1879. In 1880 the proportion of entries to prison to the general population was 2:32 per cent. In 1897 the proportion was only 1:11.

5. It must be observed that included in the total number 14,737 are persons who, having been convicted more than once during the year, are consequently counted more than once. Drunkards and habitual vagrants continue to come and go under existing prison conditions, from which they derive little or no benefit from a reformatory point of view. Some practical change in present methods is urgently required. I have already outlined a plan for dealing with this class of persons, and you have sanctioned a sum being placed on the Estimates for the construction of a penitentiary for vagrants and casual drunkards, and of an inebriate asylum for the habitual drunkards. The sites proposed for these establishments are healthfully and conveniently situated, and it is earnestly to be hoped that nothing will occur to prevent the early realisation of a much-needed reform. To show the necessity for some alteration, it is pointed out that on the 1st May of the present year there were in Biloela Gaol 6 men whose convictions averaged 104 each, and 6 women who averaged 160 each. One unfortunate had been sent to prison on no less than 351 occasions.

6. One striking feature in connection with the number of gaol entries is that 57 per cent. were imprisoned in default of payment of fines. Out of 14,737 persons sent to gaol no less than 8,342 were so dealt with. The experience of the English Commissioners for Prisons is similar, and in a Bill now before the Imperial Parliament it is proposed to allow part-payment of fines where the full amount cannot be produced. It is explained that “the detention of such persons in prison may be both harmful to themselves and injurious to their families, and it has long been the rule of the Home Office that every facility should be afforded them of obtaining their release. These facilities, it is proposed, should be extended by allowing, in those cases in which a portion only of the amount can be raised, a reduction of sentence to be made, bearing the same proportion to the full term as the portion of the fine paid bears to the full amount. The results of this proposal will be important from a financial point of view as well. 81,439 persons, or more than half the total number of those received into prison during the year, were committed to prison in default of payment of a fine. If, in the numerous cases in which the prisoners could have raised a portion of the fine, that portion could have been accepted in part satisfaction of their punishment, the Exchequer and Local Authorities would have received a large sum, and, at the same time, the State would have been relieved of the cost of their maintenance in prison.” With these views I thoroughly concur. The adoption of a similar plan in this country would be attended by beneficial results.

7. The total number of prisoners convicted at the Circuit Courts and Courts of Quarter Sessions during the year was 892. Of these 410, or 46 per cent., had not been previously convicted; 145 (16·2 per cent.) had 1 previous conviction; 86 (9·7) had 2; 50 (5·6) had 3; 42 (4·7) had 4; 23 (2·6) had 5; 78 (8·7) had from 6 to 10; while the remainder, 58 (6·5), had over 10, and in some cases over 20, previous convictions.

8. The conduct of the prisoners has been generally good, and the great bulk of them conformed to the Regulations. Some of the reforms introduced considerably interfered with customs of long standing, and naturally caused a certain restlessness; but, notwithstanding the changes introduced, the year showed but comparatively little punishment. For the first time for many years no corporal punishment took place;
and



Prisoners counted once every time received. If J. Smith was received six times in year he would be counted 6.

Red line shows growth of general population.

Black line shows number of entries into gaol.

In 1880, the proportion of entries to gaol to the general population was 2·32 per cent.

In 1897, the proportion of gaol entries to the general population was 1·11 per cent.

If the gaol entries had increased in the same proportion as the general population, the entries for 1897 would have amounted to 30,791. Actually they were 16,054 below that number.

and of the total number of prisoners received into gaol, over 95 per cent. received no punishment at all. Escapes (3 recaptured) were 4 in number, as compared with 13 escapes, or attempted escapes, during the previous year.

9. The cases of sickness treated were fewer in number than in 1896, and the general health has been good. The deaths, exclusive of 3 executions and 1 suicide, amounted to 21—a very small proportion to the total number of prisoners, when it is considered that the gaols are occasionally made use of for the reception of aged or diseased persons, who, for various reasons, cannot gain admission to public hospitals, and against whom therefore a charge of vagrancy is preferred in order that they may be sent to gaol for the purpose of receiving medical treatment. Table C gives particulars of the various deaths, several of which occurred a few days after reception. Two recent instances of this took place at Young, where some old men, suffering from illness, none of whom had previous prison history, were committed to gaol for vagrancy. One died two days after admission, and the other on the day following his reception into prison. If the Charitable Institutions Department had small local centres established in various parts of the country for the reception of sick paupers who cannot obtain hospital treatment, the Prison establishment would be relieved of a task which it is unsuited to perform.

10. Table E gives particulars of each case of insanity occurring in prison. The total number treated was 156, of whom 110 showed symptoms of insanity on reception into gaol, and 15 within one month after admission. In addition, 365 persons were sent to prison charged with being of unsound mind or for protection, besides others who were received in a demented condition suffering from the effects of drink. Altogether, upwards of 500 persons were treated in prison for actual or supposed insanity. This entailed work of a character which could not be satisfactorily performed. The gaols were never intended to take the place of lunatic asylums, and the gaol officials were certainly not selected on account of any special knowledge they might possess in the treatment of the insane. There are few matters in connection with prison administration which need more immediate attention than the question of the treatment of insane prisoners, or of those strongly suspected of insanity. A Board has been appointed by you, composed of the Chief Medical Adviser, the Inspector-General of the Insane, and the Comptroller-General of Prisons, to deal with this important subject, with a view to bringing about a change in the existing system which is admittedly unsatisfactory.

11. No alteration took place in the number of prisons, although intimation has been made that two new gaols are to be opened at Wyalong and Narrandera respectively. The existing prisons, which seem numerous for such a country, comprise 8 principal gaols, 11 minor gaols of the first class, 4 of the second class, and 36 police gaols—altogether 59. They contain 2,165 cells of various kinds, a number still insufficient to admit of each prisoner having a separate cell. More accommodation is, however, being provided at Parramatta and at Tamworth; and this, together with the construction of the new Penitentiary, will allow of the very desirable plan of giving each prisoner a separate cell being carried out, and of so preventing the association which now has to take place for lack of room.

12. The Departmental reorganisation which was commenced upon my assuming office in June, 1896, was continued during the year; one effect being to still further reduce the expenditure for salaries in the principal gaols. Omitting the police gaols, the savings in this direction in 1896 amounted to £6,922. For the year now under review a further larger saving was effected to the extent of £7,651, making a total drop of £14,573. Table 9 shows details of this retrenchment, which was largely brought about by not filling up unnecessary positions as they became vacant, and by a rearrangement of duties. The daily average number of prisoners in the gaols referred to was 171 less than in 1895; but notwithstanding this, the cost per head decreased by £4 6s. 11d. as compared with that year, and by 18s. 9d. as compared with the cost in 1896. The total amounts appropriated for the services of the Department for the three past years were £117,707 for 1895; £100,699 for 1896; and £98,514 (including £2,200 from Treasurer's Advance Account) for 1897—a decrease of £19,000. Under present conditions, the yearly amount required for the future, should not exceed £98,000.

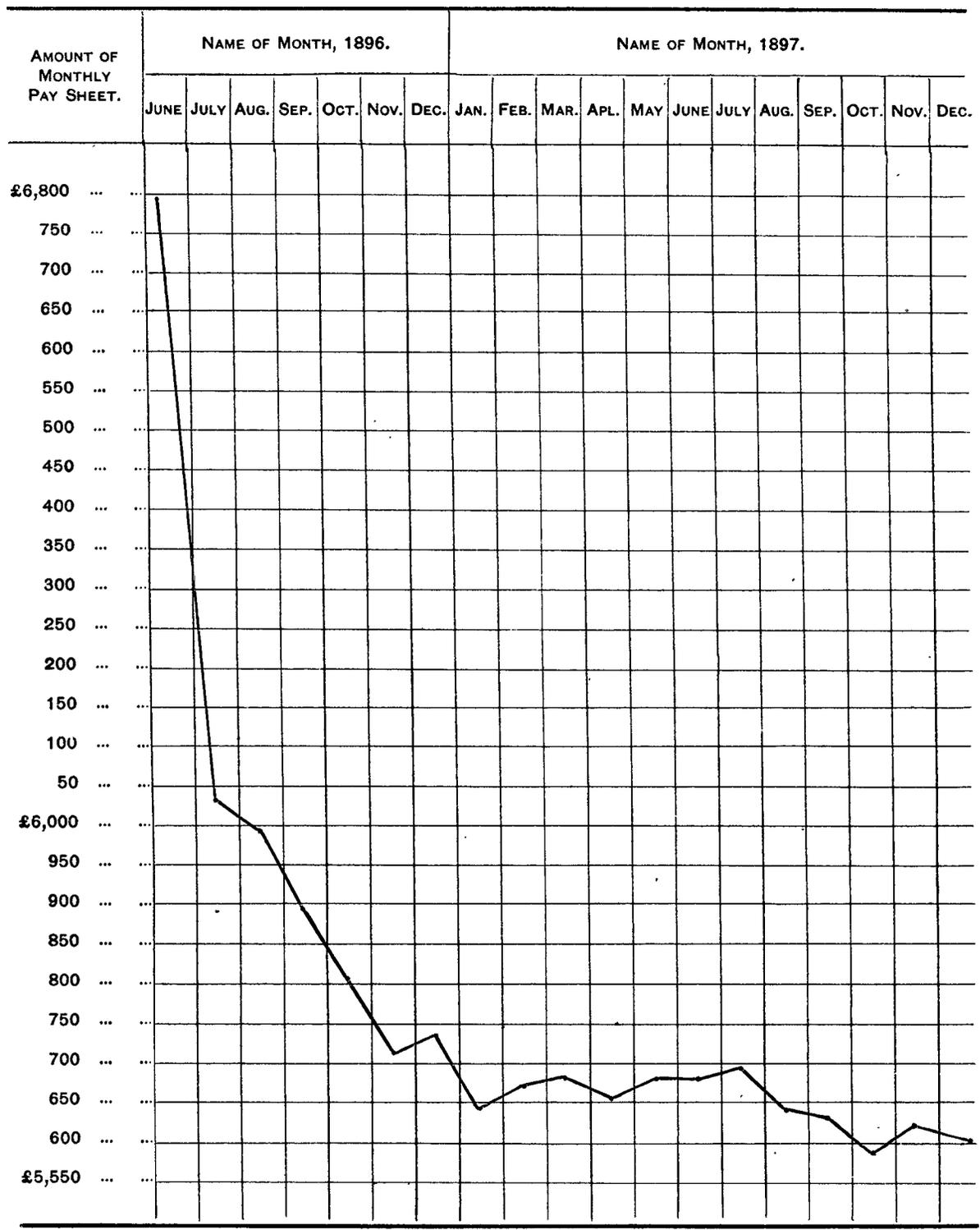
£98,000. This amount might be reduced, however, if a number of expenses now unfairly borne by the Prisons' establishment, were made chargeable to the proper votes, such as those for the Lunacy, the Charitable Institutions, and the Sheriff's Departments. It is quite possible too, to lessen the cost without impairing efficiency by reducing the status of some of the minor gaols, and so reducing the staffs. Some of these places should never have been built. As it is, they have to be kept in order, but it is a waste of money and a waste of power to maintain them on the present scale. At one of these establishments the prisoners cost annually £100 per head; at another they cost £73. At each establishment there is a gaoler, a matron, a senior-warder, visiting-surgeon, two chaplains, and four warders, all receiving pay; and they have a daily average number of prisoners to look after of fourteen in one place, and of twenty in the other. Both gaols are connected by rail with one of the labour prisons, and it would be easy to transfer all but the very short-sentenced persons, and thus do away with the necessity for the comparatively large staff that is now maintained. A reduction such as has here been suggested was carried out recently in the cases of the gaols at Wollongong, Yass, Forbes, and Wagga Wagga, resulting in a saving of 53 per cent., the cost decreasing from £4,905 per annum to £2,326; while no inconvenience has arisen from the change in methods. A map has been prepared showing the position of each of the gaols and its status, the distance from the nearest railway stations, and the number of prisoners at the close of the year.

13. The report of the Director of Labour on the gaol industries shows that a large increase has taken place in the work turned out by prisoners. The new orders received, from various Government departments for goods not hitherto made in the prisons, created much additional work of a remunerative character, and enabled the larger gaols to keep the inmates busily employed. The total value of the labour only, performed by prisoners (excluding domestic work, cleaning, cooking, and so forth), amounted to £19,000, computed at a reduction of 17 per cent. on the preceding years' prices for articles made for other departments. The occupations comprised making clothing for the Hospitals for the Insane, clothing for the Charitable Institutions, clothing for the aboriginals, boots and leggings for the police, beds and bedding for hospitals, 2,500 pairs boots—in addition to manufacturing many other articles—for the State Children's Relief Department, and a large amount of brush-making, book-binding, mat-making, tinsmithing, upholstering, &c., for various Government departments. In addition, all the warders' uniform clothing and boots were made by the prisoners, who also manufactured all of their own clothing and boots, as well as the various utensils and furniture used in the different gaols. A large amount of building work has also been undertaken, especially at Parramatta, Tamworth, Young, Biloela, Bathurst, and Maitland. The marble industry at Bathurst has kept a number of men fully employed, and at Trial Bay substantial work has been done in the construction of the breakwater. Towards the close of last year a commencement was made to cultivate the waste lands surrounding the different gaols. This outdoor work is of a wholesome and remunerative character, and is beneficial in every way. It has been extended during the past year with excellent results, and provision is being made to still further enlarge its operations. No afflictive or penal labour, such as the crank, treadmill, shot drill, &c., is carried on in our gaols.

In connection with the industrial branch of the prison system, tasks have been instituted in all occupations, and are regulated by a fixed schedule. The prisoners employed are, on completing their tasks, given a small indulgence, and are also credited with their earnings, which vary according to their being in gaol for the first, second, or third time. On serving a fourth conviction, they receive the indulgence, but are not otherwise remunerated. They can, however, in common with prisoners of fewer convictions, work in excess of their task, and for all such extra labour they are credited with a share of the value of their work. The earnings paid to prisoners on discharge last year amounted to £1,804.

14. With regard to the treatment of prisoners, the most important changes effected were in the direction of abolishing the yarding system; the setting apart of Goulburn Gaol for first-convicted prisoners under sentences of twelve months and upwards; and the reclassification of female prisoners. The first-mentioned alteration, when

SALARIES CHART.—Showing decrease in Salaries, month by month, from June, 1896, to December, 1897, caused by not filling up unnecessary positions as they became vacant.



EXPLANATORY NOTES.

In June, 1896, the amount paid for salaries was £6,794 7s. 2d., or at the rate of £81,532 yearly.
 In Dec., 1897, " " " £5,603 1s. 9d., " " £67,237 "

A further saving has been effected since December, 1897. Rate of saving effected (salaries only) £14,295.

<p><i>Amounts voted.</i></p> <p>1895-96 £117,707 1896-97 100,699 1897-98 96,314</p>	<p><i>Salaries and Contingencies.</i></p> <p>} Difference between 95-96 and 97-98, £21,393, but it is probable the vote for the latter year will be exceeded by £2,000, reducing the saving to £19,000.</p>
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when completed, will be the largest measure of reform yet introduced into the gaols of the Colony. It will restrict the opportunities for contamination by abolishing the association of prisoners in yards and in cells, and it will undoubtedly add to the discipline and good order of the service. By setting apart Goulburn Gaol for the treatment of certain first-convicted persons, it is hoped to still further lessen the dangers arising from association; while the same aim has influenced the reclassification by prisons, of the female inmates. The latter plan has not yet been completed, but, so far as it has been carried out, the new departure is likely to effect much good. Amongst other alterations in procedure, which are being carried out, are:—

The lighting of cells.

The general adoption of physical drill in connection with the treatment of young prisoners.

Improvement in hygiene as regards the clothing, &c., of female prisoners.

The separation of trial prisoners who had been previously convicted from those who had not.

Improvements in the character and quantity of library books.

The use of books by short-sentenced prisoners.

The numbering of prisoners so as to lessen the chances of recognition by former fellow prisoners after discharge.

Improvements in various sanitary directions.

The introduction of hoot-cleaning.

Improvement in cooking and dietary arrangements.

Introduction of a few simple drill movements in order to encourage order and regularity in moving about the gaols.

The extension of the remission system to prisoners serving sentences of twelve months and under (sanctioned since close of year 1897).

Most of these matters are fully explained in Appendix V, to which I beg to invite attention. The reports from the various officers-in-charge of gaols, contained in Appendix I, also supply information in connection with many of the changes above referred to.

15. The arduous and somewhat unthankful task of reorganising the internal working of the various gaols, which was commenced at the latter end of 1896, was continued during the year, and occasioned considerable alterations in discipline and routine. The detector-clock system and the change in the hours of night-duty were extended to all the principal gaols. The duties of many of the posts were altered; greater attention was given to drill; and several other changes in routine were adopted with beneficial results. It was found that the staff could be largely reduced without impairing efficiency, and consequently, during the eighteen months ending in December last, no less than fifty-three warders' situations were left unfilled, as from various causes they became vacant. The accompanying chart shows the operations of retrenchment, month by month, during the period named.

It was found possible to allow an annual holiday to all classes of warders, to extend Sunday leave, and to allow, for the first time, a general system of sick leave on pay. Since the close of the year, Regulations have been approved of by which the deductions from salaries for the use of quarters have been reduced 50 per cent.; and, in certain cases, extra allowances have been granted to warders stationed in remote districts. In addition, refreshments have been allowed to officers on night guard; and those engaged in drilling 7th class prisoners have received extra pay. All of these advantages, which have been conferred with your approval, have created a large additional expenditure, but this has been more than compensated for by the savings brought about by the abolition of unnecessary offices.

16. With a view to the gradual improvement of the status and morale of the subordinate staff some very important reforms were brought into operation, by which, amongst other things, an educational test was applied to applicants for employment. This will have the effect of preventing any further additions to the ranks of illiterate officers. It has also been provided that the lower ranks will not be eligible for promotion until they pass a qualifying examination in various subjects connected with the theory and practice of prison work. It is intended to institute small libraries containing
works

works on criminology and prison management at all the principal gaols for the use of the officers, and every inducement will be held out to warders to qualify themselves for examination and promotion. A minimum and maximum rate of pay has been established for each rank with regular yearly increments—contingent on good behaviour—leading from one to the other, and it is hoped that all of these changes will, as time goes on, raise the standard of efficiency. Full particulars of these regulations will be found in Appendix V.

17. Upon the whole, the warder's staff has done good work. The majority are steady, intelligent, and interested in the discharge of their duties, and no less than eighty-eight officers were rewarded by promotion. But there are still some men whose want of education and other drawbacks should have prevented their admission to the service. It is to be regretted, too, that certain of the staff have been disloyal to their employment by trafficking with prisoners, by neglecting their work, and by otherwise breaking the regulations. The following list will show the number of retirements, promotions, punishments, &c., during the past three years:—

Year.	Retired.	Resigned.	Dismissed.	Fined.	Reduced in rank.	Promoted.	Transferred.	Exchanged.
1895	7	11	7	22	3	21	41	9
1896	67	21	11	25	1	42	102	5
1897	10	23	7	38	12	88	109	14

18. Several important changes in the personnel of the higher grades of the service took place, and the head-quarters staff was reorganised. This latter arrangement led to the appointment of Mr. A. H. Collis, for many years Deputy-Comptroller, to the position of Governor of Darlinghurst Gaol, at which place he has effected a great improvement in management. Mr. McCauley was promoted to the position of Deputy-Comptroller and Inspector of Prisons; Mr. Willard received a well deserved promotion to the rank of first clerk, a position which he occupies with advantage to the department; the new office of statist and accountant was filled by the transfer of Mr. Windon from the Department of Justice; and several other promotions took place amongst the subordinate clerical staff. Mr. Bloxham was appointed Governor of Goulburn Gaol; Mr. Urquhart was placed generally in charge of the industries as Director of Labour; and Mr. Jay was promoted to the charge of Armidale Gaol, *vice* Mr. Govers, deceased.

19. During the year I was enabled to visit all of the gaols other than the police gaols. All of the prisoners were seen, and 456 were afforded the opportunity to prefer verbal requests on various subjects. In addition, the officers of all ranks were interviewed, and an estimate obtained, by personal observation, of their qualifications. A routine of duty was affixed to the various positions, and subsequently a framed copy of each person's duties (apart from the General Regulations) was framed and hung up in the lodge of every prison for general information. In addition, the Deputy-Comptroller made a large number of inspectorial visits, which were the means of checking certain abuses and of bringing about an improvement in discipline. It may here be noted that, besides the 456 verbal requests made to me by the prisoners, 876 written applications were carefully considered and dealt with.

20. In Appendix V, I have ventured to indicate some directions in which reform should take place in the future. All of these matters have received your consideration, and, by your direction and approval, initiatory steps have been taken to carry some of them out. The treatment of inebriates; the construction of a separate prison on modern lines for females; the establishment of a penitentiary for misdemeanants, casual drunkards, vagrants, and petty offenders; the treatment of lunatic criminals; the complete lighting of cells; the education of illiterate prisoners; the improvement of hygiene and of sanitary appliances generally; and the abolition of the yarding of prisoners, are all among many matters which it is hoped will receive practical attention in the future. Legislation is greatly needed to restrict the entrance into this Colony of the criminal class from elsewhere. At present, New South Wales is at a serious disadvantage in this respect, and, amongst other consequential disabilities, has to support in

in its prisons a large number of prisoners who have graduated in crime elsewhere, and who are allowed to enter this country after it has become dangerous for them to remain in their native states. At one of our prisons on the Victorian border, of the total admissions during twelve months, only 22 per cent. were native born. Of the remainder, 25 per cent. were from Victoria, which colony has a very stringent enactment against the admission to its territory of discharged criminals from New South Wales and elsewhere.

21. In another direction, not connected with the Prison administration, but which has much to do with the broad question of checking the growth of the criminal population, is the matter of the reformatory treatment of juvenile wrongdoers. It is satisfactory to observe that few children are now committed to prison. None should be. Legal technicalities occasionally hinder the dictates of common sense, and children are consequently sent to gaol. To put a stop to any chance of further foolish proceedings of this sort, legislation is required. Power should be given to the judiciary, as well as to the magistracy, to commit all persons under 17, whatever might be the offence charged against them, to reformatory institutions for the young. Exceptional cases might arise where some other course was advisable, but they would be few in number, and a special statement should in such cases be required from the sentencing authority to be made in open Court. The present dividing lines between the Reformatory and the Industrial School should be abolished, and all such establishments should form part of a common system under one management. At present, classification is attempted on imperfect lines, with the result that boys are sent to the Industrial School who are fitter subjects for the Reformatory, and *vice versa*. There is no present power to correct such errors. The only possible chance to arrive at a proper classification is by personal and careful observation after sentence, assisted by the history and antecedents of each case. A receiving depôt for observation, with other graded institutions differing in treatment and in discipline for the reception of the various classes, is what is needed; and transfers from one to another as conduct and character improved or deteriorated should be allowed at the discretion of the controlling head. Accompanying the necessary legislation to make the foregoing treatment possible, should also be provision for the treatment of habitual truants who largely form the class from which the reformatory boys are recruited; the regulation of juvenile hawkers and newsboys; and the prevention of street wandering, after certain hours at night, of young girls, unless accompanied by their parents or other responsible persons. The best way to reduce crime and to relieve the community of the intolerable expense and suffering which it now entails is to see that boys and girls are exposed to contaminating influences as little as possible. If persons neglect their parental duties the State should intervene for the general good.

22. The thanks of the Department are due to the Howard Association, the Inspector-General of Victorian Prisons (Captain Evans, R.N.), the Manager of the Elmira Reformatory, United States, and to a large number of prison authorities in various parts of the world, for the assistance and valuable advice which have been afforded. I would also beg to place on record my high appreciation of the services and assistance rendered by the Deputy-Comptroller, Mr. S. M'Cauley, throughout a very trying and eventful year.

I have, &c.,
FREDK. W. NEITENSTEIN,
 Comptroller-General of Prisons.

APPENDIX I.

REPORTS from officers in charge of the following gaols :—

- | | |
|-----------------------|-----------------------|
| 1. Darlinghurst Gaol. | 13. Dubbo Gaol. |
| 2. Goulburn Gaol. | 14. Forbes Gaol. |
| 3. Parramatta Gaol. | 15. Grafton Gaol. |
| 4. Bathurst Gaol. | 16. Hay Gaol. |
| 5. Berrima Gaol. | 17. Mudgee Gaol. |
| 6. Biloela Gaol. | 18. Tamworth Gaol. |
| 7. Maitland Gaol. | 19. Wagga Wagga Gaol. |
| 8. Trial Bay Prison. | 20. Wilcannia Gaol. |
| 9. Albury Gaol. | 21. Wollongong Gaol. |
| 10. Armidale Gaol. | 22. Yass Gaol. |
| 11. Broken Hill Gaol. | 23. Young Gaol. |
| 12. Deniliquin Gaol. | |

1.—DARLINGHURST GAOL.

Extract from the Governor's Report.

I HAVE the honor to submit the annual returns for the year 1897. There were 5,149 males, 1,563 females, total 6,712 prisoners received, and 5,184 males, 1,614 females, total 6,798 discharged, during the year. Their conduct, on the whole, has been good; they have been usefully and remuneratively employed on the various industries. The recent introduction of standard works of fiction has been conducive to good behaviour in the yards.

The physical drill has been kept up with advantage to the health and discipline of those undergoing it; they lose the sullen dogged appearance frequently seen on seventh-class prisoners. There is no doubt that the seventh-class treatment is a vast improvement on the former practice of associating young offenders with each other and older criminals. It is certainly punitive, but I am of opinion that the system of drill is more advantageous than the monotonous exercise on the circle. It improves those undergoing it physically.

Extract from Report of Government Medical Officer as to the effect of Physical Drill on Seventh-class Prisoners.—"The improvement in the condition of seventh-class prisoners, who have been drilled, is plainly observable. In my opinion such prisoners on discharge have a great advantage over the ordinary seventh-class prisoner. They are in good condition and fit to engage in hard manual work. With increased muscularity and physical well-being there is usually increased self-respect, and, consequently, less likelihood of their returning to their former ways.—ROBT. T. PATON, Govt. Medical Officer."

The system of night duty, inaugurated in 1896, has been carried out satisfactorily during the year, and is much appreciated by the officers. The alteration in the overseers' hours has brought about an improvement in the management of the workshops. Better arrangements have been made for the storing of prisoners' private clothing.

Prisoners awaiting trial for the first time have been separated from those previously convicted.

The ventilation of the wings has been greatly improved by the removal of the iron ceilings of the corridors. The major portion of the Gaol has been repainted; and minor repairs and alterations have been effected.

The rations supplied had in some instances to be rejected, but on each occasion the contractors sent in a fresh supply of good quality.

I took charge of the Gaol on the 10th of August last. The personnel of the staff has been greatly changed during the year.

The number of female warders has been reduced by four on account of removal of prisoners to other Gaols.

The conduct of the officers has been good; they have worked well and accorded me loyal support.

The Regulations and orders have been strictly complied with, except such cases as have been reported.

The general health of the prisoners has been good.

There has been a decrease in salaries, as compared with the year 1896, to the amount of £961 8s. 7d. The decrease in the salaries of 1897 is caused by the reduction in the staff.

With reference to the cost of this Gaol for the year 1897, compared with 1896, the saving in salaries has been chiefly brought about by the reduction in same having been extended over the whole period of 1897, whereas the reduced rates of pay were only six months in force in 1896, viz., from 30th June. Towards the close of 1897, three female warders were transferred to Biloela Gaol, and another resigned, whose places were not filled, thus making a further saving. The contingent expenses have increased slightly over £1,400, chiefly through better clothing and new blankets being issued to prisoners, the extra clothing supplied to female prisoners, towels, and other necessary articles; the increase under this heading being over £800. During the year 1896 no water-rates are shown as being paid, as at the time a dispute with the Water and Sewerage Board existed; but in 1897 water-rates amounting to £432 2s. 5d. were paid, and alterations to the tank cost a further sum of £44 17s. 6d. The gas account in 1897 shows an increase of £41 15s. This is attributed mostly to the extra quantity used in the manufacture of goods, a material increase in this department having shown itself in 1897 as compared with 1896.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Blacksmiths	8	.....	8	41 3 8
Bookbinders	7·8	.....	7·8	308 16 10
Brushmakers	8·7	.....	8·7	616 19 8
Carpenters	7	.....	7	42 15 3
Mat-makers	45·1	.....	45·1	820 4 10
Needlewomen .....	.....	30·1	30·1	338 16 6
Painters	1·2	.....	1·2	28 17 10
Shoemakers	13·1	.....	13·1	452 0 5
Tailors	18·4	.....	18·4	541 10 2
Tinsmiths.....	7·1	.....	7·1	692 0 2
Turners.....	2·8	.....	2·8	104 18 6
Upholsterers	8	.....	8	79 8 11
Hatmaking	45·1	.....	45·1	36 6 0
Total	151·6	30·1	181·7	4,103 18 9

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour		
	Males.	Females.	Total.	£	s.	d.
In Buildings—						
Blacksmiths.....	3·4	.....	3·4	204	3	11
Carpenters.....	3·8	.....	3·8	179	10	0
Labourers.....	11·2	.....	11·2	376	10	7
Masons.....	1·2	.....	1·2	111	0	11
Painters.....	3·3	.....	3·3	269	10	0
Total.....	22·9	.....	22·9	1,140	15	5
Employed in Ordinary Prison Service—						
Barbers.....	2·3	.....	2·3	77	13	9
Blacksmiths (repairs).....	4·3	.....	4·3	305	2	8
Cooks and assistants.....	14·9	.....	14·9	501	0	10
Sweepers and cleaners.....	41·4	7·7	49·1	1,647	8	5
Carpenters (repairs).....	1·0	.....	1·0	60	13	5
Hospital and observation attendants.....	8·1	3·8	11·9	402	0	0
Labourers.....	11·8	.....	11·8	396	17	8
Messengers and servants.....	7·9	4·8	12·7	430	4	9
Needlewomen (repairs).....	.....	5·7	5·7	29	11	7
Painters.....	4	.....	4	34	17	4
Shoemakers (repairs).....	1·3	.....	1·3	50	4	5
School and store.....	6·5	.....	6·5	219	5	1
Tailors (repairs).....	2·2	.....	2·2	68	14	1
Tinsmiths (repairs).....	·8	.....	·8	65	0	0
Wash and garden.....	12·4	5·6	18·0	605	17	3
Writers.....	6·4	.....	6·4	215	4	2
Total.....	121·7	27·6	149·3	5,109	15	5
Non-effectives—						
Awaiting visiting justice.....	1·3	·1	1·4	.....	.....	.....
Debtors.....	2·9	·2	3·1	.....	.....	.....
Exempt from work.....	2·0	·1	2·1	.....	.....	.....
Incapables, and keeping themselves.....	6·8	1·2	8·0	.....	.....	.....
In hospital.....	23·2	6·2	29·4	.....	.....	.....
Medical treatment.....	11·1	·4	11·5	.....	.....	.....
Received too late, and discharged too early for work.....	25·4	7·2	32·6	.....	.....	.....
Trial and remand.....	44·1	5·6	49·7	.....	.....	.....
Under punishment.....	1·2	·4	1·6	.....	.....	.....
Unemployed Sundays and holidays.....	58·9	13·6	72·5	.....	.....	.....
Total.....	176·9	35·0	211·9	.....	.....	.....
Grand Total.....	473·1	92·7	565·8	10,354	9	7

ARTHUR H. COLLIS,
Governor.

2.—GOULBURN GAOL.

Extract from the Governor's Report.

Appointment.—Appointed to this Department and Gaol, February 20th, 1897, I duly took charge on that date.

Conduct—Staff.—The conduct of the staff generally has been, with few exceptions, satisfactory, and discipline excellent. In certain cases, cautions, reprimands, or fines have been found necessary in the interests of the Department. These have been tempered with advice and encouragement. Result: The same officer has seldom been up a second time for dereliction of duty.

Officers transferred, &c.—Chief Warder Scott promoted to Darlinghurst; Senior Warder Steele to Berrima; 1st-class Warder M'Kay to Bathurst; V. Codrington, junior clerk, to Darlinghurst; 3rd-class Warders Armstrong to Albury, E. Irwin to Darlinghurst, G. B. Broadbent to Broken Hill; Probationary Warders, Bailey, Clarkson, and Morris to Darlinghurst; Female Warder Miss Amor to Young. Warder Elliott resigned from Service.

Officers appointed.—Following officers took up duty:—Governor, Chief Warder Bromley from Bathurst; Senior Warder Smyth and 1st-class Warder Tierney from Berrima; 3rd-class Warders Waite from Broken Hill and Shepherd from Berrima; Probationary Warders Morris, Bailey, and Clarkson; W. J. Denmead, junior clerk (probationary); Mr. Richard Rex, appointed schoolmaster and storekeeper, in lieu of Mr. Pope, resigned.

Prisoners received, discharged, totals, &c.—Total number of prisoners received for year, 378; discharges, 438; highest number on one day, 288, on 22nd March; lowest, 211, on 22nd December; total in gaol on last day of year, 213.

Deaths.—Number of deaths, 2. Coroner's inquests held. Verdict, "Death from natural causes." In both cases disease was advanced when received.

Health of prisoners.—General health of prisoners very good, and, so far as local cases go, the hospital has been lightly taxed. Daily average actually in hospital, 8·479, representing 101 prisoner-patients for the year. This number would have been further reduced could certain cases have been relegated to asylums. Some have been inmates of either hospital or observation cells all, or nearly all, their time, and others remanded for transfer by police to asylums. Scheming or malingering have been infrequent, though some attempts are occasionally made to get out of certain work. The hospital has been made as bright and cheerful as a few flowers, pictures, &c., can make it. In genuine cases the prisoner is treated as a patient first, and prisoner after—humanity and economy combined.

Sanitary.—Sanitary condition, good. Several very necessary additions and improvements effected; defective drainage remedied. Two galvanised air-vents to carry off sewer-gas have been erected by prison labour—one each in lane at female quarters on the north side, and lane, corner of workshops, south side. The only escape for sewer-gas prior to this appeared to be in upper floor (bath-room water pipe) of the Governor's quarters. On being pointed out to the Government Architect's Officer it was remedied at once, and an unpleasant and dangerous matter removed. In several instances exact localities of drains do not appear to have been minutely recorded.

Conduct of prisoners.—Conduct of prisoners and general discipline have been good, and a distinct improvement is noticeable all round during the latter half of the year. Notwithstanding the introduction of many new matters of detail—some practically removing cherished customs and practices—there has been relatively no trouble in enforcing them, and punishments have been decreasing.

Nuisances, known as "pushes" and "pebbles," in the yards, or elsewhere, have become almost, if not quite, an unknown quantity.

Liberal use of special yards, and strict application of the term "indulgence," as applied to tea and tobacco, for only those deserving cases where it is earned, have been the main instruments used in bringing this about.

Punishments.—Total punishments for year, 103; that for the last quarter, 18—a considerable reduction in number.

Record Reign.—In honor of Her Majesty's "Record Reign," extra remission in cases of certain well-conducted prisoners was granted by the clemency of the Executive.

Uniform Appearance.—Uniformity in dress and general appearance have been given attention to. Handkerchiefs of unbleached calico, blacking for boots, and several minor items have been adjusted or supplied.

Drill.—Drill of officers has been regular, and shows much improvement. The Morris aiming-tubes asked for, and which have been approved by you, will, when they arrive, allow of full practice being indulged in without loss of time.

Night Duty.—Night-watch system works well, and has been faithfully carried out, as may be gathered from the fact that upon but very few occasions has any officer, senior-in-charge or sentry, been found fault with; and this though I have visited the posts, at all hours, between 600 and 700 times since February. The Deputy-Governor, in addition, also visits them in the same way.

Staff.—The female warders' staff has been reduced from three to two.

Female Prisoners.—Six prisoners on 31st December, 1897, being two first-timers and four others. Conduct of female prisoners has been good, with few exceptions. Like the male prisoners, they have been kept employed at suitable work.

Library.—Library stock of books has been increased to 1,375. They include standard fiction by Dickens, Lytton, Thackeray, Scott, &c., and are welcomed by prisoners. Method of distribution improved.

Principal visits.—Principal visits for the year:—Comptroller-General of Prisons, March 5th, 6th, and 7th, July 19th and 20th; Deputy-Comptroller of Prisons and Inspector, January 28th and 29th, June 9th and 10th, September 27th and 28th, December 13th; His Honor Judge Fitzhardinge, July 29th; His Honor Judge Stephen, October 15th; Government Architect, February 2nd and November 19th; Acting Government Architect, September 18th; Government Architect, Queensland, February 2nd; Swiss Consul, June 16th; Mr. R. H. Reilly, Inspector Public Accounts, April 30th. Visitors to the gaol have been admitted according to new regulation 60.

First-convicted Prisoners' Gaol.—It having been decided to make this a first-convicted prisoners' gaol, steps have been taken with that end in view, and a number of prisoners, old offenders, have been transferred during the last quarter to other gaols. In their places first-convicted men have been sent here. Total number, other than "first-timers," 69. Of those are a number of short-sentence men, from local courts, whose sentence will expire at such an early date as not to make it worth the expense of transit, escort, &c., to transfer them before discharge. These, and all such, are kept as much as possible apart from all first-convicted men. The latter number 135. (Females, 4 old hands and 2 first convicted, not included in these numbers.) I scarcely think many of the old hands look with favour upon the approaching restricted association system. This, the numbering, and several other matters of detail go against their grain, as they lose much that was valued by them in prison and in freedom. To the better-class prisoner these disadvantages will not be likely to appear.

Quality of Work.—The quality of work done in the shops is good, and shows marked improvement all round latterly. "Indulgence" must be honestly won. Tasks have been raised.

Agricultural Work.—Agricultural work has been made one of the features of the year, and has been attended with successful results. Gangs of four prisoners under one armed warder have been employed daily since I took this work in hand. Generally three or four gangs have been kept at trenching, manuring, and preparing land for vegetable growing. There have not been any attempts to escape during the year. There is now an area of 6 acres 3 roods 20 perches under cultivation—one garden on the north and one on the south side of the gaol. Half of the latter has been made up almost solely of soil carted out of the tip. The whole has been trenched from 18 in. to 2 ft. deep, as required.

Crops.—The potato crop here is, up to now, said to be looking better than any in the neighbourhood; and with these, and the prospect of a large pumpkin supply, swedes, marrows, onions, parsnips, carrots, cabbage, &c., and succession crops in a fair condition, I hope to keep the gaol well supplied, and independent of contractor's supplies.

Effect on Prisoners.—Prisoners, with the exception of some to whom any kind of work is objectionable, have welcomed the opportunity to assist in the labour of growing their own vegetables; and though of necessity the hours in the hot months are not the ones selected by the free farmer as most suitable for operations, still the work done has satisfied me under the circumstances, and results may be left to speak for themselves. It was fortunate that recently, when it became impossible here to obtain good potatoes, the gaol garden was able to supply the whole requirements in green vegetables. Since October 16th to date, 3,326 lb. have been supplied to prisoners, being principally cabbage, onions, carrots, and turnips.

In addition, it may be specially mentioned the valuable nature such work affords to prisoners. Practical and healthy, it has already afforded instances of weaning off a prisoner from the erroneous idea so many have, that there is only one place for him—the city. Several who have taken somewhat kindly to the work may be found to have followed it up when their freedom is regained; at least, such is the intention of some. If they do, then perhaps a further good may result.

Meals inspected.—Every meal is inspected and reported to me.

Headings of employment.—Principal heads of work prisoners have been employed under:—Bricklaying, &c., blacksmithing, carpentering, painting, plumbing, bookbinding, hatmaking, printing, shoemaking, tailoring, gardening, labouring (ordinary and farm), cooking, sweeping, washing, sanitary work, wood-cutting, stabling, hospital and observation cell work, pumping, police labour, &c.

Additions, alterations, repairs, &c.—Additions, extensions, and alterations have been made in various ways. Blacksmiths' shop completed, coal and iron store attached; store-room for Government Architect; shoemakers and bookbinders' shops; store and office, upper and lower floors. The former shoemakers' shop is now used by hatmakers, and joins the tailors; and the space before occupied by the bookbinders is thrown into the tailors. The bookbinders' shop is removed to the extreme end, beyond bootmakers. With one further improvement in the arrangement of boot-cutting room and office, to be removed to the end, the whole shop will be so fixed as to permit of complete supervision from any point. Tell-tale tool boards are introduced all round—carpenters, bootmakers, tailors, &c. The old store, now vacated for the new, has been subdivided into three parts—one as a paint shop, one as chief overseer's tool house, and the other for useful lumber, easy of access when required for use. On the upper floor the wall, formerly dividing bootmakers from hatmakers, has been removed, and two steel girders placed in to secure general stability of walls and roof. A produce store has been erected at the end of special yards, and old sheds there demolished. Old sheds and unsightly places have been removed from outside grounds; fences partially repaired (pending arrival of material); pipes connected with main drains; sewer gas vent-pipes erected; observation holes made for special yards; six posts lettered, &c., for night duty; hot-water pipes from heater erected in cook-house connecting "A" and "D" Wings and hospital; iron check-gate and railings in lane from female quarters to wall; cell shutters removed from outside to inside cells, with light string attached; improvements to Chapel, and extension of rails; yards, &c., top-dressed; lockers, &c., repaired and painted all round in yards; roofs and gutterings repaired; and all other general repairs deemed necessary. A lumber yard, fenced in with old garden-fence material, and timber sheds, &c., made uniform in appearance, and enlarged for Government Architect's material.

A saving of £754 19s. 3d. for the year has been made.

RETURN

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.	
	Males.	Females.	Total.	£	s. d.
Manufactures—					
Blacksmiths.....				4	6 0
Bookbinders.....	8		8	64	17 8
Carpenters.....	9		9	46	11 6
Hatmakers.....	14.0		14.0	43	7 6
Do (separate treatment).....	12.7		12.7	10	0 2
Knitting and needlework.....		3.6	3.6	14	12 10
Do (separate treatment).....	6.6		6.6	5	2 11
Printers.....	8		8	66	8 0
Shoemakers.....	15.6		15.6	234	12 0
Do (separate treatment).....	7.8		7.8	36	6 5
Tailors.....	17.6		17.6	392	1 0
Do (separate treatment).....	3.6		3.6	5	10 6
Tinsmiths.....	6		6	39	5 2
Total	81.0	3.6	84.6	963	1 8
In Buildings—					
Blacksmiths.....	3		3	28	3 0
Bricklayers.....	1.0		1.0	68	15 9
Carpenters.....	2.9		2.9	142	9 8
Painters.....	1.5		1.5	112	7 1
Tinsmiths (plumbing and gasfitting).....	1.1		1.1	68	10 4
Total	6.8		6.8	420	5 10
Employed working for Police Department—					
Labourers.....	1.5		1.5	44	3 11
Total	1.5		1.5	44	3 11
Employed in ordinary Prison Service—					
Barbers.....	1.5		1.5	52	19 4
Bathmen.....	8		8	27	17 5
Cooks and assistants.....	8.3		8.3	278	9 5
Closet cleaners.....	3.3		3.3	111	11 1
Gardeners (flower garden).....	1.6		1.6	55	14 10
Grooms.....	8		8	27	17 5
Hospital attendants.....	2.5		2.5	84	6 3
Labourers, ordinary.....	13.8		13.8	462	19 11
Do farm.....	11.2		11.2	377	0 3
Do cartmen.....	9		9	31	15 8
Lunatic keepers (observation).....	2		2	6	17 2
Messengers.....	1.6		1.6	55	14 10
Pumping.....	5		5	19	0 9
Storeman (gaol store).....	8		8	27	17 5
Servants.....		1.4	1.4	50	2 5
Sweepers and cleaners.....	32.9	7	33.6	1,127	12 11
Washing.....	5.4	1.0	6.4	216	0 1
Wood-heap.....	1.6		1.6	54	18 2
Writers.....	2.7		2.7	92	2 2
Repairs—Bookbinders.....	7		7	41	5 3
Do Carpenters.....	2.6		2.6	125	15 10
Do Blacksmiths.....	1.2		1.2	111	19 3
Do Tinsmiths.....	1.0		1.0	63	13 2
Do Tailors.....	2.1		2.1	75	4 4
Do Shoemakers.....	8		8	50	0 3
Total	98.8	3.1	101.9	3,628	15 7
Non-effectives—					
Sick and incapable.....	7.4	6	8.0		
Under punishment (cell).....	6		6		
Remand and examination.....	8	1	9		
Awaiting trial.....	1.7		1.7		
Keeping self.....	1		1		
Unemployed.....	42.6	1.8	44.4		
Received too late to be set to work.....	8		8		
Total	54.0	2.5	56.5		
Grand Total	242.1	9.2	251.3	5,056	7 0

F. E. BLOXHAM,
Governor.

3.—PARRAMATTA GAOL.

Extract from the Governor's Report.

THE industries of the gaol have advanced considerably during the year, and have been sufficient for the full employment of the prisoners.

Of these industries may be mentioned the manufacture of boots for the inmates of the Hospitals for the Insane, Gaols, Industrial School, and State children, etc.; clothing for the Hospitals for the Insane, Prisons, Aborigines, etc. These boots and clothing include those for Officers of the Prisons generally.

Galvanised iron-ware for the Hospitals for the Insane, Government Stores and Prisons, and iron barrows for general Prisons, Police, and other services, and all iron work necessary for the Prisons, or required to be used in other manufactured articles.

Carpenter's work-tables and stools for separate treatment, garden, stable, and navy barrows for different services, barrack tables, forms, stretchers, and Prison tables, stools, etc.

Cabbage-tree

Cabbage-tree hats for Gaols generally, the sennit for which is plaited by prisoners undergoing the reformatory treatment of 7th class.

Sample cabbage-tree hats have been furnished to the heads of Departments of Lunacy and Charities, and a small number as a trial supply forwarded.

No. 6 wing is being proceeded with, and will very soon be ready for the wood-work of the roof.

The dividing of the double cells in No's. 1 and 2 wings has been completed, and is now being proceeded with in No. 3 wing; this gives extra cell accommodation for twenty prisoners in each of these wings, or sixty cells in all additional, and the separation of the prisoners at night by confinement in single cells a most desirable work.

The carpenters' shop in the main range of work-shop buildings has been converted into a School-room, and the School-room at the further end of the balcony of this range utilised as a tailors' shop. The painters' shop in this range has been removed to the new carpenters' shop over the stone-cutters' shed, and that shop utilised as a store for carpenters, ironmongery, etc.

The temporary building, formerly occupied as a tailors' shop, and originally built and occupied as a mat shop, has been pulled down and removed, and an ornamental plot formed in its place.

The prisoners in separate treatment are employed shoe-making and tailoring, and full work is found for all.

The prisoners' bedding and clothing are ample and of good quality, and the rations, as supplied daily by the contractor, are of the best of their various kinds. Baked dinners (roast beef and mutton) are now supplied three times weekly, instead of twice as heretofore. Bathing is ordered twice a week to the prisoners instead of once a week as formerly.

A large area of Prison land has been cultivated (about 3 acres) outside the walls by Prison labour, for the purpose of raising vegetables for Prison use, and has proved a great success; from August 1st to December 31st, 7½ tons of vegetables were raised and supplied to the Gaol, and consisted of pumpkins, potatoes, cabbages, parsnips, carrots, turnips, and onions. The area now tilled is only a portion of what will shortly be available, when I am hopeful of being able to raise vegetables and maize to supply other Gaols as well as this.

A great improvement in the gait and appearance of the prisoners has been brought about by the introduction of drill, of falling-in in line, and dressing and marching to and from the yards four times a day.

During the year several changes have taken place in the staff, Dr. O'Connor, Visiting Surgeon, having been transferred, and Dr. Violette resumed here, Mr. Wickham, Junior Clerk, promoted to the head office, and among the other Officers one retired, one resigned, and eleven were transferred.

A great improvement has been made in the class of works in the Gaol Library, by the introduction of a better class of light literature, such as Thackeray, Dickens, and other good authors' works, a decided departure and improvement in any rule or practice hitherto obtaining.

The Lunacy and Observation Ward have been frequently visited by Dr. Manning, Inspector-General of the Insane, and he has always expressed his entire satisfaction with its management, and the care and attention exercised in dealing with its inmates, and so recorded in his journal on the occasion of these visits.

The Comptroller-General of Prisons visited the Gaol three times during the year, and the Deputy-Comptroller and Inspector of Prisons seven times.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Shoemakers	17·2	.....	17·2	279 18 0
Bookbinders.....	2·8	.....	2·8	74 16 0
Tailors and separate treatment	35·0	.....	35·0	406 12 7
Hatmakers and separate treatment	37·8	.....	37·8	63 2 0
Brushmakers	0·1	.....	0·1	5 4 9
Tinsmiths.....	2·2	.....	2·2	122 4 6
Total	95·1	.....	95·1	951 17 10
In Buildings—				
Masons	17·8	.....	17·8	1,130 2 2
Labourers	48·5	.....	48·5	1,845 0 0
Outside Men	9·5	.....	9·5	314 7 8
Carpenters	5·4	.....	5·4	241 14 5
Blacksmiths.....	5·9	.....	5·9	396 16 9
Painters	4·2	.....	4·2	231 11 1
Total	91·3	.....	91·3	4,159 12 1
Employed in ordinary Prison Service—				
Writers	6·9	.....	6·9	193 11 9
Bathmen	1·7	.....	1·7	49 4 3
Gardeners.....	3·0	.....	3·0	85 15 5
Cooking	15·9	.....	15·9	444 3 10
Barbers.....	1·9	.....	1·9	54 12 4
Lunatic-keepers	3·0	.....	3·0	84 17 7
Washing	9·2	.....	9·2	258 17 7
Hospital attendants	3·0	.....	3·0	84 9 10
Store assistants	1·1	.....	1·1	32 12 7
School and Library	1·7	.....	1·7	48 18 8
Messenger and lamplighter	1·0	.....	1·0	30 3 0
Servants	2·9	.....	2·9	81 5 9
Sweepers and cleaners	38·6	.....	38·6	1,076 4 9
Total	89·9	.....	89·9	2,524 17 4
Non-effectives—				
Sick	24·0	.....	24·0	.....
Under punishment.....	3·4	.....	3·4	.....
Unemployed	13·4	.....	13·4	.....
Awaiting trial and remand	3·3	.....	3·3	.....
Total	44·1	.....	44·1	.....
Grand totals	320·4	.....	320·4	7,636 7 3

THOS. BARNETT,
Governor.

4.—BATHURST GAOL.

Extract from the Governor's Report.

Improvements or Alterations.—The freestone coping of the main wall commenced in September, 1896, was finished in November, but the final trimming of the joints of the work has yet to be completed. In the mean time the wall is secure enough to prevent any moisture entering on the top, but a space of 5 or 6 feet from the top should be pointed as soon as the work can be undertaken. It was started, but had to be abandoned for other work. The cost of stone for the new coping was £224 16s. 8d., and the work was done by prison labour.

The large pond in the gaol reserve was partially cleaned during the dry early months of the year. This gave many tons of earth, but not of very good quality, for the sewage farms (gaol gardens). The gutters of the wing roofs which had been injured by the 1896 snow-storm were repaired by free labour.

At your suggestion a dwarf wall and rails was placed across the passage between the back of female prisoners' hospital and the main wall, thus saving a sentry at the corner of the wall near the exercise ring.

A machine for cutting marble has been placed in position, also an engine for driving the machine; but no connection has been made pending instructions from the Government Architect's Department. During this year, it is hoped, progress will be made with this work. A plan for a new shed, under which all the marble work can be carried on, is now under consideration.

State and Condition of Buildings.—All in good order, except some repairs required to roof slatings and gutters, which will be done as soon as possible.

The Contractor's supplies of Rations have been good, and regularly delivered.

The new system of Night Duty was commenced on 18th February. It works very well. There is, of course, a great deal more vigilance at night. Calls are regularly delivered, and warders constantly on the alert.

In October a number was allotted to each male prisoner, and calling prisoners by name ceased. The cell doors of the "A" division and 7th class now show each prisoner's number, not his name, and the system is carried out in the overseers' books and in the various muster rolls.

I have had no trouble to get this done. Notices have been placed in the lane where the working musters are held, so that the men when in the ranks must see them, reading as follows:—"No talking permitted in the lane going to musters, at musters, or while dispersing to yards. Fall in quickly and without noise for all musters." The general morning and evening musters are also properly conducted. Check-rolls are now in use at all musters.

Once a week a dozen prisoners are taken unawares from the works and searched in their cells.

The books have been withdrawn from the special yards during working hours, and going from yard to yard on holidays has ceased.

The bread is issued in the way you directed—two-thirds for breakfast and dinner, and the remainder in the afternoon. The yards are visited at the dinner-hour. There was a number of complaints at first, but they are now rarely made. The rations, as a rule, have been excellent in this gaol.

I am having frames made for holding the regulations in the yards, and a second lot of night-tubs is slowly being made. There is only one tinsmith now here, and he is almost a new hand at the work.

The shop and other work of prisoners goes on well, and the general conduct of the prisoners is fairly good. They have taken very well to the new discipline—better than I expected. This is very satisfactory.

Prisoners at exercise on the ring now keep step, and are more closely supervised by the warder on the platform there.

The wardsmen and assistant yardsmen, after they have finished their special work, go to other labour in the gaol instead of idling in their yards.

The available warders had morning drill until the 1st instant.

The overseers observe the new duty hours: 8:30 a.m. to 4:30 p.m., and to 12:30 p.m. on Saturday.

The Warders of each class have had leave on Sundays as they could be spared. On the whole the warders are doing their duty better, they are more attentive, look after the prisoners better, and, on their part, I have no reason to suspect any disloyalty. The three new senior wardens are good officers, especially senior warders Cunningham and M'Kay. I have a very good opinion of the former.

The new routine is a decided improvement on the former system. It calls for more effectiveness and vigilance on the part of officers, and thereby ensures better discipline. Lapses will occur; they must be noticed and checked at once, and the superior officers should constantly be on the alert to keep their subordinates and the prisoners up to the higher standard.

Blacking was issued to prisoners of several yards in order that their boots and shoes should be polished before evening muster.

Attention has been given to the system of mustering prisoners before and after their work. All men in the gaol have now to answer their numbers, and to comport themselves properly in the ranks, besides passing to their yards from the ranks in the lane and on the pentagon in single file. All this helps to make men feel that they are under a disciplinary system, and acts as an incentive to good conduct.

Conduct of staff and of prisoners.—During the year four warders were fined, and one of these was fined a second time. There were twelve reprimands of officers, eight cautions and admonitions; one warder was transferred to another gaol for misconduct. On the whole the conduct of the staff has been good, while the prisoners' conduct may be reported as fairly good. There were two cases of assault on officers by prisoners. No prisoner was whipped.

The promotions have been:—Mr. Munsell, clerk, to Deniliquin Gaol; 3rd-class Warder Hughes as 2nd-class to Sydney Gaol; 1st-class Warder Willats as Senior-warder to Broken Hill Gaol (probationary); 3rd-class Warder Connington as 2nd-class to Sydney Gaol (probationary); 3rd-class Warder McArthur as 1st-class to Biloela Gaol (probationary); Mr. Flynn, clerk, from head office to this gaol; 1st-class Warder Cunningham as Senior-warder to this gaol; 1st-class Warder M'Kay as Senior-warder to this gaol; 1st-class Warder Warren as Senior-warder to this gaol; 2nd-class Warder Chapman as 1st-class warder to this gaol (probationary); 2nd-class Warder Soane as 1st-class warder (probationary) to this gaol; 2nd-class Warder Black as 1st-class warder (probationary) to this gaol, and Chief Warder Pynor as Deputy-Governor to this gaol.

Resignations.—3rd-class Warder Dineen; 3rd-class Warder M'Gregor; Rev. Father Riordan, succeeded by the Rev. Father M'Gee; 3rd-class Warder Stokes; Chief-warder Doig, retired.

Arrivals from other Gaols.—3rd-class Warder Dineen from Berrima Gaol; 1st-class Warder Ruane from Parramatta Gaol; Senior-warder Clinton from Sydney Gaol; 3rd-class Warder Lynch from Trial Bay; 3rd-class Warder Grant from Broken Hill Gaol.

Appointed.—D. W. Graham as probationary warder.

Voluntary Reductions.—1st-class Warder Ruane to 3rd-class; Senior-warder Clinton to 1st-class, and then transferred to Maitland Gaol.

Exchange.—Senior-warder Lowry with Senior-warder Clinton of Sydney; 1st-class warder Kelly with 1st-class Warder Ruane of Parramatta Gaol; 3rd-class Warder Wyllie with 3rd class Warder Lynch of Trial Bay.

Transfers.—3rd-class Warder Rees to Dubbo Gaol; 3rd-class Warder Cowley to Sydney Gaol; Deputy-Governor Bromley to Goulburn Gaol as Chief Warder; 1st-class Warder Clinton to Maitland Gaol.

The

The 1896-7 Autumn Crop of Potatoes.—The first of the kind planted in the Gaol Reserve in December, 1896, in connection with the employment of prisoners at this work, was dug in April, but, owing to the very dry weather, there was a poor return. It was sufficient only to supply 1 and 2 rations, with other gaol-grown vegetables, for four months. The hospital patients were supplied with gaol-grown vegetables. The following are the weights taken of vegetables grown, and used in the cook-house since July, 1897, when the order came out to weigh all grown produce: Potatoes, 1,315 lb. + 1,528 lb. = 2,843 lb.; pumpkins, 2,070½ lb. (224 lb. of this to Parramatta Gaol); celery, 333 lb.; cabbage, 191 lb. 10 oz.; turnips, 302 lb.; carrots, 60¾ lb.; parsnips, 6½ lb. I may mention that a very good strong plough and harrow were made in the blacksmiths' shop. To further work and prepare the ground, I borrowed a set of disc harrows from the Model Farm.

During the year fifteen male and two female prisoners were released under the Jubilee Grant of remission of sentences.

The Gaol was visited by the Comptroller-General of Prisons on the 25th and 26th of February, and on the 22nd, 23rd, and 24th October, and by the Deputy-Comptroller of Prisons on the 18th, 19th, and 20th February, and on the 20th December.

Industries.—While there has been a decrease in the tailors' value of labour of about £23, the Government stores have been supplied with various articles not made in 1896, such as:—131 buckskin coats, 8 aboriginals' coats, 61 grey woollen coats, 187 jumpers, 92 pair coloured mole trousers, 254 pairs white mole more than in 1896, 31 pair buckskin tweed trousers. There has been, therefore, a useful extension of the business.

In shoemakers' earnings there has been also a decrease—about £68; but 228 pair more Blucher boots for Gaol and Government stores were turned out in 1897 than in 1896, and 95 pairs elastic side females boots were made in 1897; none in 1896. There were also 208 pairs more prison shoes made last year than in 1896.

The bookbinding business largely increased; an average per day of one prisoner more was in the shop in 1897 than during the previous year.

Comparing the two years there has been only a decrease in 1897 of about £65 as regards the entire trades value of labour, while the number of prisoners received in 1896 was 512, and in 1897, 443. The daily average number in 1896 was 268·0; in 1897, 239·0.

In December, 1897, there were 6 officers less employed than in the corresponding month of 1896, the salary for former month being £582 8s. 8d., as against £507 2s. 10d. for December, 1897.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Tailors	10·0	.....	10·0	259 13 9
Do separate treatment	13·9	.....	13·9	41 14 5
Shoemakers	7·9	.....	7·9	103 15 7
Do separate treatment	9·4	.....	9·4	33 0 0
Hatmakers	4·2	.....	4·2	25 15 8
Do separate treatment	25·9	.....	25·9	25 8 6
Needlework (females) .....	.....	2·8	2·8	10 2 8
Bookbinders.....	4·5	.....	4·5	345 0 4
Tinsmiths.....	·4	.....	·4	26 3 2
Marble masons	8·2	.....	8·2	189 9 0
Labourers sawing marble	14·9	.....	14·9	39 17 2
Total.....	99·3	2·8	102·1	1,100 0 3
n buildings—				
Bricklayers and plasterers	2·4	.....	2·4	152 2 10
Stonecutters and masons	3·6	.....	3·6	215 5 0
Do assistants .....	.....	.....	.....	.....
Carpenters	2·6	.....	2·6	164 18 2
Do assistants	1·2	.....	1·2	46 9 10
Blacksmiths.....	2·1	.....	2·1	182 9 6
Do assistants	·6	.....	·6	42 14 3
Plumbers	·7	.....	·7	38 19 10
Asphalters and tar paviors	2·0	.....	2·0	80 1 2
Do assistants	2·1	.....	2·1	60 17 4
Painters	5·2	.....	5·2	285 8 0
Total.....	22·5	.....	22·5	1,269 5 11
Employed in Ordinary Prison Service—				
Cooks and assistants	9·1	.....	9·1	254 14 0
Sweepers and cleaners	17·1	6·1	23·2	649 0 4
Hospital attendants	1·9	·1	2·0	58 16 0
Washing	4·3	1·1	5·4	152 14 2
Gardening	1·1	.....	1·1	32 17 8
Firemen for furnaces	1·0	.....	1·0	27 17 4
Grooms	2·0	.....	2·0	55 14 8
Lunatic keepers	·9	·3	1·2	37 1 3
Barbers	·9	.....	·9	25 7 2
Messengers	·9	.....	·9	27 0 7
Writers.....	2·7	.....	2·7	75 15 11
Assistant schoolmaster	·7	.....	·7	21 14 8
Yard labourers	8·1	.....	8·1	225 14 5
Outside parties labouring	9·1	.....	9·1	253 11 9
Closet and drain cleaners	3·9	.....	3·9	109 4 9
Bathman	1·1	.....	1·1	32 17 8
Coalman	1·0	.....	1·0	27 17 4
Storeman	·8	.....	·8	24 16 0
Sawing wood	1·7	.....	1·7	48 15 4
Pumping	3·2	.....	3·2	90 11 4
Cleaning and jobbing.....	11·8	.....	11·8	329 13 3
Shoemaking repairs' schedule	1·6	.....	1·6	45 4 9
Tailoring do do	2·3	.....	2·3	59 17 0
Repairing prison utensils' schedule	·8	.....	·8	46 1 5
Light labour .....	.....	.....	.....	0 5 7
Total.....	88·0	7·6	95·6	2,713 4 4

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Non-effectives—				£ s. d.
Sick	7·0	·7	7·7	.....
Under punishment and awaiting Visiting Justice	2·0	·1	2·1	.....
Awaiting trial and remand	2·3	.....	2·3	.....
Exempt.....	·8	.....	·8	.....
Under observation	·3	·2	·5	.....
Certified lunatics .....	.....	.....	.....	.....
Received too late	1·6	·1	1·7	.....
On transit	·3	.....	·3	.....
Others omitted from above	3·4	·8	4·2	.....
Total.....	17·7	1·9	19·6	.....
Grand Total.....	227·5	12·3	239·8	5,082 10 6

G. H. STACE,
Governor.

5. BERRIMA GAOL.

Extract from the Governor's Report.

DURING the year tenders were called for the erection of new quarters outside the walls for the Officer-in-charge of the Prison, the tender of Mr. A. Stephens, Bowral, being accepted. The building was commenced about the 1st of October last, and at the present time the roof is on and the floors laid, but will yet take a considerable time before being completed, and, when finished, will be a substantial structure and an ornament to the outside portion of the Prison.

Other additions were also applied for and recommended by the Comptroller-General, namely, the erection of a new tower and platform on the south-east corner of the outer wall, and, in the event of it being erected, it is contemplated to withdraw the Warder from No. 2 post, at present in charge of the second entrance gates, and place him on the tower, making it an armed post (there being no armed posts in the Gaol for years past), and with the assistance of a lever and adjuncts to mechanically open and close the gates when required. Besides being stationed on the tower, he will have full view of three corners inside the walls, also full command of the prisoners employed on the wood-heap, which is the most dangerous post inside the walls.

Alterations.—The following was applied for and, I understand, approved of, namely, the iron flue from boiler in cook-house connecting with chimney stack, in consequence of so many sharp angles in the flue which cause a defective draught, and do not allow the smoke to get away quickly enough; so far, nothing has been done towards carrying out this alteration.

Improvements.—In the early part of the year the yard in front of the office and school-room was tar-paved, thereby giving it a tidy appearance.

Some few months ago several of the pipes of the steam-cooking plant, which the steam and hot water passed through, became defective and dangerous; all the defective pipes were taken out and replaced by new ones; this work was done by a prisoner, a mechanical engineer, who has now the plant in better order, or as good as when taken over from the contractor who erected it, thus saving the Government at least £10 if the work had to be done by free labour. Several minor improvements in connection with the electric-light were also carried out by this prisoner, and the lighting-plant is now in perfect working order.

The whole of the exterior wood and iron work of the prison has been painted, and necessary minor repairs have been attended to, both inside and outside the buildings, which are now in a good state of preservation.

Occurrences.—In the month of August last the new system of night duty was introduced, dividing it into watches, with a responsible Warder in charge of each watch; at the same time two tell-tale clocks were received, one of which has been in use since 11th August last. The new arrangement is a decided improvement on the old system, and secures a constant vigilance throughout the night, which is strictly carried out. By this improved system or alteration of duty, Warders are allowed seven days annual leave, a day off duty each month, and an occasional Sunday in their turn. This, when added to the time they have off when on night duty for a month, after coming off first watch, gives them a considerable number of days off duty during the year. Refreshment, in the shape of tea or coffee, bread, butter, and cheese, was recommended by the Comptroller-General for those Warders performing the first watch, from 11 p.m. until 6·30 a.m. following morning.

A new departure in the system of restricting the association of prisoners on the works was initiated in this Gaol under the personal direction of the Comptroller-General on the 13th of October last; prisoners, instead of having their meals together in messes in their yards as formerly, now have them in their cells by themselves, and are only allowed to associate whilst at work, at church and school, and at present whilst washing themselves in the mornings and afternoons, on account of the cell furniture not being complete until the new tables and stools are made, and then it is intended that they shall wash in their cells.

The new departure is working very satisfactorily so far; the better disposed class of prisoners prefer it to the old system. The language which before obtained at the mess tables, and which got so many of them into trouble, is now a thing of the past. This restriction is a step in the right direction—and when introduced into the larger prisons, and once in working order, will, I have no doubt, be productive of much good.

The concession of allowing prisoners on the works light in their cells in the evenings until 8·30 p.m., as also a tri-weekly issue of books (102 new books being added to the library), is very much appreciated.

The old system of calling prisoners by their names has also been discontinued, and they all now answer cheerfully to their numbers, which is conspicuous on their clothing and their cell doors.

Employment and Conduct of Prisoners.—The prisoners in "A" division, or those in separate treatment at present, and those who have passed out of separate during 1897, were kept steadily employed tailoring and shoemaking; knitting was carried out but discontinued, and the majority are now tailoring, which industry has advanced last year in consequence of the Comptroller-General ordering that Berrima Gaol should have a fair share of the orders for making up clothing required by the Stores Department, and, so far, the work turned out in Berrima Gaol appears to give satisfaction to the Stores Department, and to the Institutions to which the clothing was supplied.

The conduct of the prisoners in separate has been exceptionally good. Several prisoners received from other gaols for misconduct have been employed tailoring, and have conducted themselves satisfactorily. Prisoners on the works or in ordinary treatment—mechanics, tradesmen, cooks, labourers, sweepers, and cleaners—were all usefully employed during last year; and, with a few minor exceptions (no punishment having exceeded four days), their conduct has been good.

Agriculture.—

Agriculture.—A working party of four prisoners was almost daily employed at agricultural work in gaol garden, which is only a small area, about an acre fit for cultivation. The prisoners employed gardening like the work, and prefer it to working inside the walls. The great drawback is there is not enough land to operate upon, and what there is unsuitable for growing vegetables without plenty of stable manure, and rain every week. This industry, though on a small scale, is conducive to the health and morals of those employed, and when agriculture work can be carried out on a large scale it is a great factor towards reformation, which should be the principal object looked for in gaol discipline, not punishment.

The few industries carried out in this gaol—tailoring, shoe-making, and carpentering—are advancing.

Officers, Visiting and Executive.—In the early part of the year C. L. Nicholson, Esq., J.P., was appointed Visiting Justice, on probation for six months, *vice* Caswell, relieved, and has since been appointed permanently. He has been very regular in his attendance. The Visiting Surgeon has attended almost daily throughout the past year. The Chaplains have also been very attentive to their duties, and by their advice and counsel are a great help in maintaining the discipline of the gaol.

A change of Deputy-Governors took place in the early part of the year; Deputy-Governor Rowley transferred to Parramatta, *vice* Deputy-Governor Fitz-Gibbon, transferred to Berrima. The position of Clerk and Schoolmaster becoming vacant in December, 1896, in consequence of the transfer of Mr. M'Namara to Trial Bay as Clerk and Storekeeper, Foreman Geo. Steele, from Darlinghurst Gaol, was appointed Acting Clerk and Schoolmaster *pro tem.* until a successor to Mr. M'Namara was nominated; Mr. Arkins, a teacher in the Department of Public Instruction, was appointed on probation for twelve months, and commenced his duties on the 13th February last; at the same time Foreman Geo. Steele was promoted Senior-warder to Goulburn Gaol.

Several changes have also taken place among the subordinate Staff in the shape of promotions, transfers, appointments, dismissals, and one death. One 3rd-class Warder, Shepherd, promoted to 2nd-class in charge of cook-house and electric-light, not satisfied with his position, asked to revert back to ordinary warder; 3rd-class Warder Ritson being appointed 2nd-class, *vice* Shepherd; one 2nd-class Warder, Orr, from Biloela Gaol, appointed 1st-class, *vice* Cahill, deceased; 3rd-class Warder Tierney promoted to 1st-class, on transfer to Goulburn Gaol, *vice* Donworth, promoted to Senior-warder, and transferred to Berrima Gaol; Senior Warder Smyth, transferred to Goulburn Gaol, *vice* Steele, transferred to Berrima and since transferred to Darlinghurst Gaol; 3rd-class Warder Clegg was transferred to Deniliquin Gaol.

Five probationary warders were appointed, viz.:—Burgess, Cunningham, Ryan, Toohey, and Bailey. Two 3rd-class warders were dismissed for gross misconduct. The death of 1st-class Warder Cahill occurred in September last.

The conduct of the subordinate officers, with exception of the two dismissed, was good; and they have performed their duties in a satisfactory manner.

Clothing and Bedding:—The quantity of clothing and bedding in store was sufficient to meet all requirements.

The contractor's supplies have been good, and punctually delivered.

Dates of Inspection of Officers from Head Office.—Comptroller-General, 15th July, 12th, 13th, 14th, and 15th October, 1897; Deputy-Comptroller, 11th June, and 29th September, 1897.

The Regulations and General Orders were strictly carried out.

There has been a saving in salaries for the year of £226 8s. 8d.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Tailors	22·2	.....	22·2	103 6 6
Knitters	13·0	.....	13·0	9 2 8
Shoemakers	1·4	.....	1·4	23 14 11
Total	36·6	.....	36·6	136 4 1
In Buildings—				
Carpenters	·4	.....	·4	29 0 8
Painters	·4	.....	·4	32 5 8
Do assistants	·6	.....	·6	21 13 4
Tinsmith	·6	.....	·6	40 10 4
Total	2·0	.....	2·0	123 10 0
Employed in Ordinary Prison Service—				
Cooks, &c.	3·7	.....	3·7	104 8 2
Sweepers and cleaners	5·2	.....	5·2	145 9 6
Barbers	·1	.....	·1	4 15 3
Writers	1·0	.....	1·0	27 17 4
Washing	1·5	.....	1·5	42 7 0
Outside gang	3·4	.....	3·4	96 5 0
Wood gang	2·6	.....	2·6	74 8 8
Messenger and lamplighter	1·0	.....	1·0	27 17 4
Miscellaneous	5·7	.....	5·7	159 15 6
Total	24·2	.....	24·2	683 3 9
Non-effectives—				
Sick	·2	.....	·2	.....
Under punishment	·1	.....	·1	.....
Unemployed	9·1	.....	9·1	.....
Debtors .....	.....	.....	.....	.....
Awaiting trial	·2	.....	·2	.....
Total	9·6	.....	9·6	.....
Grand total	72·4	.....	72·4	942 17 10

T. KEIRNAN,
Governor.

6.—BILOELA GAOL.

Extract from the Governor's Report.

Visits of inspection :—The Comptroller-General visited the gaol on the 3rd February, 22nd March, 2nd July, 9th and 28th October ; the Deputy-Comptroller and Inspector of Prisons on the 5th May, 12th August, 5th and 6th October.

Officers :—The conduct of the subordinate officers has been good, with the exception of that of five of the third-class warders who were reported to you and dealt with.

Resignations :—Two—First-class Warder Allen, Female Warder Robinson.

Promotions :—Mr. Phelan, to gaolership at Hay, succeeded by acting-gaoler from Wollongong, Mr. M'Kowne ; second-class Warder Orr, promoted to first-class rank and transferred to Berrima, succeeded by second-class Warder Cowley from Darlinghurst Gaol ; first-class Warder Huer was transferred here from Darlinghurst on promotion, *vice* Allen, resigned.

Two additional female warders were added to the staff in October on account of the increased number of prisoners.

Drill :—The drill for warders has been carried out in accordance with the instructions laid down in the handbook of drill compiled by you, and the discipline and bearing of the staff has been much improved thereby.

The peg-clock system was started at this gaol by your instructions in July last, and has proved itself to be most effective in enforcing the warders to visit all parts of their posts frequently during the night.

Prisoners :—The number of prisoners received and discharged during the year were :—Receptions, 1,232 males, 1,162 females ; total, 2,394. Discharges, 1,229 males ; 1,094 females ; total, 2,323. In gaol on 31st December, 117 males, 138 females ; total, 255.

No deaths occurred during the year.

The conduct of the prisoners as a whole has been good.

Employment of prisoners :—Male division : quarrying stone for new buildings, making prisoners' clothing, picking oakum, shrinking cloth, &c., for Government Stores, keeping buildings in repair, and in the ordinary service of the prison. Female division : needle-work for Government Stores Department, laundry work, picking oakum, and in ordinary service of the prison.

Under your instructions in October last an alteration was made in the class of female prisoners located here. This necessitated a revision of the accommodation in the female department. It has now had three months' trial, and is found to work well, with an average of 130 prisoners daily. The female department during the past year has been efficiently managed by the Superintendent, who was ably assisted in the sewing-room by Miss Kelly.

Buildings, &c. :—An increased water supply has been laid on during the year, and the fire engine put in order and fitted with new hose in case of fire.

The steam-cooker, which has been in course of erection in the new kitchen, is near completion, and will be an acquisition ; it was badly needed.

The sewing-room in the female division has been enlarged in order to accommodate the increased number of prisoners.

A sufficient quantity of clothing is on stock to meet ordinary requirements.

The contractor's supplies have been good, without the exception of the meat, which, on being referred to him, he has invariably rectified ; they have, with one or two exceptions been punctually delivered.

The Rules and Regulations, as laid down, have been observed during the past year.

House and grounds lately occupied by Mr. Cowper, the late Sheriff :—These grounds having been handed over at the end of August, an immediate start was made to clear and trench the ground, and in September about $\frac{2}{3}$ of an acre was planted with potatoes, but, owing to the late planting and the dry season, only a medium return can be looked for ; but, it is hoped, when the grounds are fenced in, which, I understand, will shortly be done, that in their season, with judicious planting and a fair supply of manure, that sufficient vegetables will be obtained to meet the consumption in the prison.

Referring to the house situated in the grounds,—when it is repaired and divided, the single male warders and the female warders will be comfortably housed, and more accommodation will be available for the married warders living in the gaol.

Cost of Gaol.—The decrease in salaries of £466 18s. 2d. is caused by reduction of staff and salaries, which took effect from 1st July, 1896 ; consequently, the total cost of salaries and contingencies is £220 9s. 1½d. less than the previous year.

The male prisoners have been drilled as far as possible in accordance with the instructions laid down in the handbook of drill, which has caused a marked improvement in their discipline and bearing at all musters.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Needlework		31·5	31·5	256 6 11
Picking Oakum	22·6	9·6	32·2	6 5 0
Shrinking Cloth for Government Stores Department	·3	.....	·3	61 10 3
Sorting Gum	·1	.....	·1	2 1 7
Total	23·0	41·1	64·1	326 3 9
In Buildings—				
Carpenters	1·3	.....	1·3	62 6 0
Painters	·7	.....	·7	20 16 0
Blacksmiths	1·0	.....	1·0	53 5 2
Masons and Stone-cutters	3·2	.....	3·2	93 19 0
Quarrymen	17·0	.....	17·0	474 0 2
Total	23·2	.....	23·2	704 6 4
Employed in Ordinary Prison Service—				
Cooking	7·6	.....	7·6	212 18 0
Sweepers and Cleaners	20·5	7·3	27·8	778 6 4
Washing for Resident Officers .....	.....	7·0	7·0	195 1 4
Washing Blankets, &c.	2·0	2·4	4·4	123 14 7
Gardening	2·0	.....	2·0	56 11 4
Hospital Attendants	1·0	1·0	2·0	56 16 11
Messengers	1·0	.....	1·0	27 17 4
Barbers	·9	.....	·9	27 6 2
Servants .....	.....	5·0	5·0	139 6 8
Shoemakers	·4	.....	·4	12 10 9
Tailors	2·3	.....	2·3	65 4 3
Tinsmiths	·7	.....	·7	20 6 10
Total	38·4	22·7	61·1	1,716 0 6

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Non-effectives—				£ s. d.
Sick	2·5	2·2	4·7	.....
Under punishment	·9	·1	1·0	.....
Incapables	7·0	1·4	8·4	.....
Received too late to put to work	4·9	3·4	8·3	.....
Unemployed	7·6	5·2	12·8	.....
Total	22·9	12·3	35·2	.....
Grand Total	107·5	76·1	183·6	2,746 10 7

EDWARD JACKSON,
Governor.

7.—MAITLAND GAOL.

Extract from the Governor's Report.

The conduct of the subordinate officers has been good.

The conduct of the prisoners, with a few exceptions, has been good.

Employment has been found for the prisoners at the following industries, viz. :—Bootmaking, tailoring, hatmaking, bookbinding, stone-cutting, lithography, blacksmithing, painting, plumbing, carpentering, gardening, washing, in addition to the ordinary service of the prison.

The condition of the buildings is good, with the exception of the stairs in "B" wing.

The quantity of clothing and bedding has been found sufficient to meet all requirements.

The contractor's supplies have been good and punctually delivered.

The regulations and orders have been complied with.

Changes of Staff.—Deputy-Governor Stumbles, retired, and the office abolished; Senior Warden Thomas Blake, promoted to Chief Warden; Trades-foreman Thomas Cole, promoted to Overseer at Darlinghurst; 3rd-class Warders Alexander M'Bean and William O'Connor, promoted to 1st-class at Darlinghurst; 3rd-class Warden Benjamin Jeffries, transferred to Grafton.

Alteration in Routine Work.—The new routine of night duty was commenced in May last, and the check-clocks were first introduced in June. There has been ample time to form a sound judgment as to the effect of the new system, and it is in every way most satisfactory. Not only is the new system a great improvement on the old one as a system, but it also increases the vigilance of the warders, and renders their duties more satisfactory to themselves, as well as promoting the welfare of the service. The check-clocks work admirably. The officers are drilled every morning in saluting and squad drill, and a general drill, consisting of manual and firing exercises, is held every Monday evening. In consequence of this system and systematic drill a marked improvement is noticeable in the general smartness and efficiency of the men.

Inspections were made by the Comptroller-General of Prisons on the 21st of May, and by the Deputy-Comptroller of Prisons on the 10th of May and 23rd of June.

Alteration of Routine Work and its effect on Prisoners.—The prisoners are regularly and thoroughly drilled at "standing at ease," "dressing in the ranks," and "saluting," and I find that after a few instructions the good results are very marked; better order is observable in the general demeanour of the prisoners, and good discipline is more easily maintained. In November a new system of mustering by numbers was introduced, and it is already working well. Under this system all prisoners are called by numbers only, except those serving sentences of less than one month. Prisoners serving sentences of six months and less have the distinguishing letter "A," in addition to a number as, "A 16," "A 17," &c. I have been unable to proceed with the next steps in the system, viz., the making of cell furniture, through want of material (timber).

In August last I placed under cultivation $\frac{1}{2}$ acre of land, and planted different kinds of vegetables, with the result that I have obtained from it 737 lb. of potatoes; and of cabbages, parsnips, and carrots, 387 lb. in all. The yield of potatoes and carrots is for the present exhausted, but I am still getting some parsnips and cabbages, and I am still supplying a small quantity of green vegetables three times a week. Besides the vegetables mentioned as being supplied, I have also onions and pumpkins growing; from the former I anticipate 168 lb., and from the latter a yield of half a ton at the smallest computation. The work of preparing the land and of gardening is most excellent for the prisoners, and they like it and enter into it zealously. The work of trenching the remainder of the land is being carried on with all the despatch I am able to use, and next month I shall have another portion in a fit condition to sow and plant in.

The female warders' new quarters are complete as far as the masonry is concerned, and are now ready for roofing. A new slate staircase and landing leading to work-room and hospital, have been made, and also good progress in a considerable quantity of internal fittings.

A portion of the foundation for the dividing-wall (new female division) is finished, and the work is still being continued.

A new shelter-shed has been put up in No. 1 yard, and a stone sentry-box at the northern end of the yard.

Expenditure.—In consequence of the reorganising of the staff in this gaol, about £356 has been saved in salaries, as compared with 1896 return. Contingent expenses have been about £113 less than in 1896.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Shoemakers	3·3	.....	3·3	88 11 4
Bookbinders	2·8	.....	2·8	96 3 5
Tailors	1·9	.....	1·9	40 0 9
Lithographers	1·6	.....	1·6	36 19 6
Hatmakers	10·7	.....	10·7	27 9 5
Tinsmiths	·2	.....	·2	11 5 7
Needlework .....	.....	2·5	2·5	10 15 1
Blacksmiths .....	.....	.....	.....	0 17 4
Total	20·5	2·5	23·0	312

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
In Buildings—				
Masons	2·7	.....	2·7	£ s. d. 179 16 10
Stonecutters	6·6	.....	6·6	337 6 11
Labourers	6·5	.....	6·5	215 3 0
Carpenters	3·4	.....	3·4	192 9 5
Painters	1·2	.....	1·2	52 11 4
Blacksmiths	1·7	.....	1·7	100 11 8
Plumbers	·4	.....	·4	27 9 10
Total.....	22·5	.....	22·5	1,105 9 0
Employment at other Institutions—				
Gardening—Court-house reserve.....	2·9	.....	2·9	32 6 4
Carpenter's work .....	.....	.....	.....	3 3 4
Total.....	2·9	.....	2·9	35 9 8
Employed in ordinary prison service—				
Cooks and assistants	7·9	.....	7·9	220 18 6
Washing	2·0	2·7	4·7	136 0 4
Sweepers and cleaners	29·0	1·1	30·1	840 2 6
Hospital attendants, servants, &c.....	7·8	1·6	9·4	265 12 6
Repairing prison utensils	·6	.....	·6	35 13 0
Repairing prison clothing.....	4·1	·1	4·2	121 7 4
Gardening	4·6	.....	4·6	128 15 11
Total.....	56·0	5·5	61·5	1,748 10 1
Non-effective—				
Sick and observation	2·2	·1	2·3	.....
Punishment	·8	·1	·9	.....
Unemployed, awaiting Visiting Justice, and received too late for work.....	4·6	·6	5·2	.....
Awaiting trial and remand	5·8	·2	6·0	.....
Total.....	13·4	1·0	14·4	.....
Grand Total.....	115·3	9·0	124·3	3,251 11 2

CHAS. GRAHAM,
Governor.

8.—TRIAL BAY PRISON.

Extract from the Superintendent's Report.

The conduct of the staff as a whole has been very good. The Deputy-Superintendent has carried out his duties with zeal and tact. He is a steady, hard-working, officer.

Mr. M'Namara, clerk and storekeeper, who joined the staff late in December, 1896, has proved himself to be a steady, hard-working, and zealous officer. Conduct of the other officers generally satisfactory.

Changes in Staff.—The Rev. C. M. Thomas, Church of England chaplain, took up duties on 17th April, *vice* Rev. R. H. Kelly; Mr. T. H. Davies, P.M., Visiting Justice, was relieved by Mr. Austral Verge, 24th July to 21st August; Mr. A. Verge by Mr. F. P. Meares, P.M., 9th September to 4th October; Mr. A. Verge, from 16th October to 6th November; and Mr. C. K. M'Kell, P.M., 11th December; 11th February, Warder Davis promoted to foreman of matmakers at Darlinghurst, vacancy filled by Warder Neil M'Kay, who had re-entered the Service; 28th February, Chief Overseer Ellis to Grafton, to H. and R. Department, vacancy filled on 6th May by Mr. W. J. Moxham; 3rd-class Warder Cluett to Armidale, in exchange with 3rd-class Warder Eichler; 3rd-class Warder Bannon from Biloela, *vice* Searle, resigned; 3rd-class Warder Lynch exchanged with 3rd-class Warder Wyllie, of Bathurst; 3rd-class Warder Bannon to Hay, *vice* 3rd-class Warder Irvine to Trial Bay.

Considerable alterations have been made in the routine, with the sanction of the Comptroller-General, which tend to greater efficiency.

On the 24th of January mounted an additional armed post on Sundays and holidays outside boundary, and two warders on afternoons, in plain clothes and armed, patrolling some considerable distance beyond boundary, and on the hills, where they can obtain a good all-round view. On the 9th February an additional post at head of quarry was posted, being necessary owing to works having extended considerably during previous twelve months.

In the month of September the tell-tale clock system was introduced here, and has worked admirably.

Refreshments for officers on night-watch duty, from midnight to 6 a.m. following, were also supplied and much appreciated.

Prisoners' conduct as a body has been very good with a few exceptions.

Health of prisoners has been good, with the exception of an epidemic of influenza, which attacked both free and bond.

Employment.—In addition to work on breakwater and quarry, prison artificers have been employed variously—repairing machinery, attending tools, steam winches, steam drills, blacksmithing, tinsmithing, carpentering, painting, &c.

Prison.—The grounds inside prison wall are still in a very unsatisfactory state; the concrete floor in wing and dining-hall requires repairing; also the roofs throughout require attention. I understand this is to be taken in hand. I cannot therefore report prison buildings in first-class condition.

Visits from Head Office.—On the 20th of August the Comptroller-General visited Trial Bay, remaining until the afternoon of the 22nd; visited and inspected prison and works, and prison generally; interviewed the staff individually and heard all complaints, grievances, &c.; also interviewed all prisoners with grievances.

The Anglican Bishop of Grafton and Armidale visited 2nd January, also 18th of September, and held service for prisoners.

The Roman Catholic Bishop of Grafton visited and held service for prisoners on 8th October.

The Hon. J. H. Want, Attorney-General, visited on the 24th September. Inspected prison and works and expressed himself pleased with what he saw.

The

The number of modified servitude prisoners at Trial Bay on 1st January, 1897, 105; number received during the year, 99; number discharged (81 discharges, 11 transfers), 92; in gaol on 31st December, 1897, 112.

Daily average number confined during the year.....	116
Quantity of stone put in breakwater.....	21,452 tons 8 cwt. 2 qr.
From 1st Jan. to 31st Dec., 1897	8,834 tons 9 cwt. 1 qr. to spoil tip.
Daily average number of prisoners—breakwater	4·37
Employed at the above.....	73·70
Daily average number of prisoners—other work	5·50
Employed in prison service (exclusive of above named)	31·93
Amount paid to prisoners on discharge, earned while at other gaols.....	£274 14s. 4d.
Amount paid as rewards to prisoners released from prison during the past year.....	£1,207 19s. 7d.
Amount of salaries paid officers during 1897	£4,070 2s. 9d.
Amount paid as contingencies (embracing all other expenses) during the year 1897.....	£2,271 3s. 1d.
Cost per head per prisoner per annum	£67 0s. 4½d.
Number of officers on strength, excluding those not in receipt of salaries	28
Number of prisoners to officers	3·878

There is a saving in salaries of £111 14s. 8d., and in contingencies £469, making a total of £580 14s. 8d. during the year.

CECIL HORNE,
Superintendent.

9.—ALBURY GAOL.

Extract from the Gaoler's Report.

Warders.—Two have been dismissed for breaches of gaol discipline, and one other fined for carelessness by which a prisoner was allowed to escape. With these exceptions the conduct of officers has been uniformly good, and their duties have been efficiently discharged.

Prisoners.—On the whole, their conduct and general demeanour have been very satisfactory.

Drill.—Warders are exercised in a course of squad drill twice daily, with excellent disciplinary results.

Labour.—Prisoners have been employed at shoemaking, bookbinding, carpentering, hatmaking, tailoring, woodcutting, gardening in the gaol reserve, work at police barracks, and in cleaning, sweeping, and light labour.

Vegetable Garden.—This is a special feature of prison labour. We find that the prisoners work at it cheerfully and with interest; and I am of opinion that it has a distinctly salutary effect, irrespective of its being undoubtedly remunerative to the Department. The amount of vegetables consumed from the gaol garden during the last two months of the year was 13 cwt. 1 qr. 8 lb.

Buildings.—Condition good; no alterations or improvements have been made.

Official Visits.—The Comptroller-General visited this gaol on 26th July and the 3rd September, and the Inspector of Prisons on the 2nd April.

Clothing and Bedding.—Sufficient for all requirements.

Contractor's Supplies.—Of good quality and punctually delivered.

Regulations and General Orders.—Have been faithfully carried out.

There has been a saving in salaries for the year amounting to £198 10s.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Shoemakers	·9	.....	·9	12 16 6
Bookbinders.....	1·2	.....	1·2	73 15 1
Tailors	·5	.....	·5	17 10 4
Needlework .....	.....	.....	.....	0 3 0
Hatmakers	2·1	.....	2·1	7 3 6
Total	4·7	.....	4·7	111 8 5
In Buildings—				
Carpenters	·1	.....	·1	6 9 1
Blacksmiths.....	.....	.....	.....	3 14 2
Painters	·3	.....	·3	19 5 4
Bricklayers .....	.....	.....	.....	2 19 0
Total.....	·4	.....	·4	32 7 7
Working for Police	·2	.....	·2	6 1 0
Total.....	·2	.....	·2	6 1 0
Employed in ordinary prison service—				
Labourers	3·8	.....	3·8	108 3 0
Cooks	2·0	.....	2·0	55 14 8
Sweepers	4·6	·3	4·9	139 6 8
Hospital attendants	1·0	.....	1·0	27 17 4
Wood-cutters, &c.	4·4	·4	4·8	137 11 7
Total.....	15·8	·7	16·5	468 13 3
Non-effectives—				
Sick	·1	.....	·1	.....
Unemployed	2·3	·2	2·5	.....
Too late for work	·5	.....	·5	.....
Awaiting trial and and remand	1·7	·1	1·8	.....
Punishment .....	.....	.....	.....	.....
Awaiting Visiting Justice	·1	.....	·1	.....
Exempt.....	·1	.....	·1	.....
Total	4·8	·3	5·1	.....
Grand Total.....	25·9	·1	26·9	618 10 3

JAS. THOMPSON,
Gaoler.

10.—ARMIDALE GAOL.

Extract from the Gaoler's Report.

From the land now under cultivation within the gaol reserve, vegetables of excellent quality, to the value of £17 4s. 2d. (contract rate) have been grown and issued for gaol use since April last.

The cultivation suffered considerably the latter part of the year from the flow of water over the land (which is on a slope), quantities of young plants and seeds having been washed from the ground during the rainy weather. Provision has now been made to prevent this in future, a trench having been dug across the higher part of the land, by means of which the water is carried to a reservoir, which has been dug for that purpose, and by the aid of which a constant supply of water will be available for purposes of irrigation.

The reservoir in question is now being fenced in so as to be within the area of the land under cultivation.

The conduct of the subordinate officers has been good.

The conduct of the prisoners has been good.

The labour at which prisoners have been employed at this gaol, viz., bookbinding, carpentering, shoemaking, tailoring, blacksmiths, tinsmiths, painters, agricultural and other work, has been well performed, and given satisfaction to all concerned.

The condition of the buildings is fair.

The police station and Visiting Surgeon's quarters have been connected by telephone with the gaol, the result being satisfactory.

The quantity of bedding and clothing in store has been sufficient for all requirements.

The contractor's supplies have been good, and were punctually delivered.

The rules laid down by Regulations and General Orders for the government of the prison have been complied with.

There has been a saving in salaries for the year amounting to £120 11s. 6d.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Carpenters	·3	.....	·3	24 13 8
Painters	·8	.....	·8	49 12 2
Tinsmiths.....	.....	.....	.....	2 2 4
Blacksmiths.....	.....	.....	.....	3 3 10
Shoemakers.....	·3	.....	·3	6 14 4
Tailors	·8	.....	·8	30 7 0
Bookbinding	2·1	.....	2·1	74 9 3
Total.....	4·3	.....	4·3	191 2 7
Employed in ordinary prison service—				
Working outside.....	2·6	.....	2·6	74 8 0
Cook and servants	2·8	·8	3·6	103 18 10
Barber, lunatic keepers, and hospital attendant.....	1·4	.....	1·4	41 10 5
Sweepers and cleaners	2·8	1·	3·8	108 8 0
Wood-cutters	2·6	.....	2·6	72 9 0
Closet-cleaners.....	2·0	.....	2·0	55 14 8
Total	14·2	1·8	16·0	456 8 11
Non-effectives—				
Sick	·1	.....	·1	.....
Under Punishment.....	·2	.....	·2	.....
Awaiting trial.....	1·3	·2	1·5	.....
Others, omitted from above.....	2·4	·4	2·8	.....
Total	4·0	·6	4·6	.....
Grand Total.....	22·5	2·4	24·9	647 11 6

W. JAY,
Gaoler.

11.—BROKEN HILL GAOL.

Extract from the Gaoler's Report.

A yard for the separate accommodation of prisoners for trial or remand has been made by enclosing a part of the men's exercise yard with a dwarf stone wall and 7-ft. upright rails spiked at top. The yard is fitted with a shelter-shed, table and seats, lockers, and other conveniences.

A large gate has been removed from the wall of the exercise yard, as it had been found useless and had become in an insecure condition. The space has been built up with bricks and mortar, leaving a doorway 3 feet wide and 7 feet high, with an iron door fitted in, locked on outside and inside.

The offices of Gaoler and Matron, which had been vacant for many months, were filled from 1st July by the appointment of Senior Warder M'Kenzie and Mrs. Regina M'Kenzie. 1st class Warder Willots, from Bathurst Gaol, was appointed senior warder here in October; 3rd-class Warder Godfrey resigned at the end of January, and his place was filled by the appointment of probationary Warder Spalding; 3rd-class Warder Waite was transferred to Goulburn Gaol, and replaced here by Warder Broadbent, who resigned in June; the vacancy was filled by the appointment of probationary Warder Jeffrey; 3rd-class Warder George Grant was transferred to Bathurst Gaol in October, and he was succeeded here by Warder Burns from Deniliquin. With two exceptions (Reilly and Olson) the whole staff of warders has been changed during the year.

The gaol was visited by the Comptroller-General of Prisons in September, and by the Inspector of Prisons in March.

In September, various changes were effected in the routine of duty. A handbook of drill was issued by the Department for the exercise of officers and prisoners, and drill of a suitable character is now daily practised. All the warders having been previously in drilled service fall into it readily.

The

The prisoners are more orderly and obedient since drill was introduced. The drill-book also contains a section by which the rules of night-watch are regulated, so as to make them uniform in all Gaols, so far as is practicable. Stations have been established at different parts of the Gaol for checking the visits of the night-watch by means of tell-tale clocks; the system is carried out here, and proves suitable. The system of designating prisoners by numbers instead of their names, is also carried out with success. Employment for female and 7th-class prisoners has been provided by sending material from Darlington for making almost all the prison clothing required for this Gaol. All prison clothing, except hats, boots, and socks, for the current summer has been made here.

Agriculture or gardening work is impracticable, but sufficient outside work can be found making roadways, trenching ground, and digging dams on the Gaol premises.

The buildings are in good order, with the exception of the two urinals in the exercise yard, which required renovation as reported.

The stores are sufficient for all requirement.

The supplies from the contractors have been very satisfactory, both as to quality and service.

The Regulations and General Orders have been very fairly complied with.

There has been a saving in salaries for the year amounting to £48 14s. 3d.

Return of the Value of Prisoners' Labor, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Needlework	·4	·2	·6	21 9 7
Matmaking	·2	.....	·2	9 10 8
Total	·6	·2	·8	31 0 3
In Buildings—				
Carpenters	·2	.....	·2	22 7 11
Painters	·5	.....	·5	17 9 3
Total	·7	.....	·7	39 17 2
For Police and Court-house.....	1·3	.....	1·3	37 1 9
Total.....	1·3	.....	1·3	37 1 9
Employed in ordinary Prison Service—				
Working outside	3·0	.....	3·0	83 16 5
Cooks and assistants	1·6	.....	1·6	46 7 11
Wood and water gang	2·3	.....	2·3	65 17 6
Barbers.....	·1	.....	·1	3 19 1
Yardsmen.....	·8	.....	·8	23 4 3
Lamp trimmer	·8	.....	·8	23 4 3
Sweepers and cleaners	3·0	1·5	4·5	128 5 5
Servants .....	.....	·3	·3	9 12 3
Washing .....	.....	·2	·2	10 13 5
Lunatic attendants	·2	·2	·4	14 15 11
Total.....	11·8	2·2	14·0	409 16 5
Non-effectives—				
Trial and remand	3·2	·5	3·7	.....
Sundays and holidays	3·7	·7	4·4	.....
No work or unfit	·2	·1	·3	.....
Punishment.....	·1	.....	·1	.....
Lunatics .....	.....	.....	.....	.....
Others omitted from above	2·4	1·1	3·5	.....
Total.....	9·6	2·4	12·0	.....
Grand Total.....	24·0	4·8	28·8	517 15 7

J. McKENZIE,
Gaoler.

12.—DENILQUIN GAOL.

Extract from the Gaoler's Report.

DURING the year one warder was transferred for misbehaviour, and another fined for gross neglect of duty; with these exceptions the conduct of the subordinate officers has been good.

The system of duty performed by warders has been rearranged so as to secure a more even distribution of the hours of attendance.

The conduct of the prisoners was good, with the exception of one man who was transferred to another gaol.

Prisoners were employed trenching, gardening, painting, bricklaying, sewing, and making cabbage-tree hats.

The buildings are in a fair state of repair.

The repairs and alterations carried out are :—Erection of shed at the rear of the Gaol; new picket-fence erected at the rear of the Gaol; entrance passage and a portion of labour yard paved with bricks; water service laid on to cook-house, and an oven and sink erected therein; well in confine yard filled in, and a rotary pump removed; trees removed from the garden and the space trenched; wooden borders fixed all round the garden; the Gaol painted throughout.

The cabbage-tree hat-making was successfully initiated, and also the making of clothing required for prisoners' use.

During the year visits were paid to the establishment by the Comptroller-General on 6th and 7th September, and by the Inspector of Prisons on 18th March.

Gardening operations have been carried out with vigour; from 1st April to 31st December 13 cwt. 1 qr. 11 lb. of vegetables were supplied for prisoners' use.

The

The Gaol routine has been considerably altered during the past year, and a system of discipline introduced similar to that pursued in the large gaols

The system of designating prisoners by numbers instead of calling them by their names was introduced on 8th September, and has worked very satisfactorily. Several of the prisoners when questioned expressed themselves gratified at the change, which they regard as a humane concession. It is undoubtedly a strong move in the direction of criminal reform. Persons desirous of reforming have, on discharge, suffered under the serious disability of risking recognition by unscrupulous criminals to whom they have become known by name while in prison, thanks to the new order of things this evil will be greatly minimised. Personally, I have great hopes of beneficial results. With reference to the actual difference in calling prisoners by number or name there is none. For the first few days we had some little difficulty in accommodating ourselves to a new system, but since then there has been no difficulty whatever.

I am pleased to add that the Gaol has been thoroughly painted, and now presents an appearance creditable to the Department.

The contractor's supplies have been good and punctually delivered.

The rules laid down by Regulations and General Orders of the government of the prison have been strictly complied with.

RETURN of the Value of Prisoners' Labour, 1897

Description of Employment	Daily Average Number of Prisoners			Value of Prisoners' Labour
	Males	Females	Total	
Manufactures—				
Hat making	2		2	£ s d 1 4 6
Total	2		2	1 4 6
In Buildings—				
Carpenters	1		1	11 13 4
Bricklayers	1		1	10 5 4
Painters	6		6	29 11 0
Total	8		8	51 9 8
Employed in ordinary prison service—				
Cook and delegate	19		19	55 3 7
Sweepers and cleaners	17		26	75 15 11
Hospital attendant				0 3 4
Labourers	28		28	78 0 6
Making and repairing prison clothing	2	5	7	23 2 7
Repairing prison shoes				1 2 4
Barber	2		2	5 11 6
Wood cutters	19		19	54 6 9
Gardeners	7		7	22 0 3
Servants		3	3	9 9 6
Total	94	17	111	324 16 3
Employment at other Institutions—				
Police Barracks	7		7	19 10 1
Total	7		7	19 10 1
Non effectives—				
Sick	2	1	3	
Awaiting trial	6		6	
Remanded	6		6	
7th class	10		10	
Exempt				
Under punishment	2		2	
Awaiting Visiting Justice	1		1	
Unemployed	11	4	15	
Keeping themselves				
Separate treatment				
Others omitted from above	6		6	
Total	44	5	49	
Grand Total	155	22	177	397 0 6

J H MANSELL,
Gaoler.

13—DUBBO GAOL

Extract from the Gaoler's Report.

I HAVE received every assistance from my subordinate officers, whose duties have been creditably performed.

The prisoners have been orderly and industrious as a body. They have shown willingness and intelligence in performing their allotted tasks; the punishment therefore is a light one. They have been employed making grey cloth jackets, vests, trousers, plaiting cabbage-tree sennet, and making hats, bookbinding, cutting firewood, and sharpening axes, &c., for private persons.

One attempt at escape was made at the beginning of the year by a trial prisoner, who was, however, promptly captured by myself, a warder having been dismissed through neglect of duty in this matter.

The prison buildings and premises are in the highest state of order and cleanliness. The room formerly used by me as an office has been thrown into my quarters, a new and convenient office and guard-room have been erected on the opposite side of the gateway.

By prison labour the prison kitchen has been refloored; a new stove set in my private quarters, the old repainted, and all the paths, roadways, and drains about the prison are in good order.

The

The supplies upon the whole have been good and punctually delivered.

The clothing and bedding in stock have been found sufficient to meet requirements.

Under the direction of the Director of Labour new industries have been established, namely, the manufacture of hats and clothing by prisoners for prison wear.

The limited space here available for cultivation has been utilised to supply the prison hospital with green vegetables when ordered.

The system of numbering prisoners, instead of distinguishing them by name, is working very satisfactorily; and I am certain, from personal knowledge, that it is hailed with gratitude by the better class of prisoners.

All rules laid down by Regulation and General Orders for the government of the prison have been, to the best of my belief, carried out.

Number of visits of officers during the year:—Comptroller-General Prisons, 9th December; Deputy Comptroller-General Prisons, 21st January; Inspector of Prisons, 3rd June, 8th July; Director of Labour, 3rd June.

There has been a saving in salaries for the year amounting to £120 1s. 4d.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Bookbinders	·8	.....	·8	33 1 6
Shoemakers	·1	.....	·1	3 2 0
Tailors	·8	.....	·8	9 17 2
Carpenters (private)	·2	.....	·2	6 11 2
Hatmakers	·5	.....	·5	4 4 0
Woodcutters (private)	·5	.....	·5	16 13 11
Needlework .....	.....	·1	·1	1 5 6
Total.....	2·9	·1	3·0	74 15 3
In Buildings—				
Labourers.....	·1	.....	·1	6 0 6
Painters .....	.....	.....	.....	2 14 10
Total	·1	.....	·1	8 15 4
Employed in Ordinary Prison Service—				
Seventh class (jobs and repairs)	·8	.....	·8	23 16 6
Washing	·5	·1	·6	20 4 7
Labourers.....	2·7	.....	2·7	77 18 4
Writers.....	·5	.....	·5	14 5 11
Woodcutters (gaol)	3·8	.....	3·8	108 8 8
Messengers	·4	.....	·4	11 16 4
Storeman	·4	.....	·4	13 10 10
Nightman.....	1·9	.....	1·9	53 15 8
Water-gang	·9	.....	·9	27 11 9
Sweepers	3·8	1·9	5·7	160 6 10
Cooks	2·0	.....	2·0	55 14 8
Hospital attendants	1·0	.....	1·0	27 17 4
Barbers.....	·9	.....	·9	27 9 6
Lunatic keepers .....	.....	.....	.....	3 7 5
Gardeners.....	·8	.....	·8	23 14 3
Servants .....	.....	1·0	1·0	28 4 8
Carpenters	·7	.....	·7	19 14 0
Total	21·1	3·0	24·1	697 17 3
Non-effectives—				
Sick	·7	.....	·7	.....
Punishment	·2	.....	·2	.....
Unemployed	6·7	1·3	8·0	.....
Awaiting trial and remand .....	.....	.....	.....	.....
Omitted	2·1	·2	2·3	.....
Total	9·7	1·5	11·2	.....
Grand Total.....	33·8	4·6	38·4	781 7 10

J. BOYDEN,
Gaoler.

14.—FORBES GAOL.

Extract from the Acting Gaoler's Report.

NIGHT duty has been carried out since 31st January, 1897, with satisfactory results.

Discipline very good.

Gaol visited and inspected by Comptroller-General of Prisons, 2nd June, 1897.

The conduct of subordinate officers has been good.

The conduct of the prisoners has been very good.

The prisoners, who are all under short sentences, are employed in the following trades and works:—Carpentering, painting, tinsmiths, shoe-making (repairs), tailors, sweeping and cleaning, servants, cooks, wood-cutting, and general labouring.

The condition of the prison buildings is good.

Tower platform has been covered in, wrought-iron night cart has been received, and speaking tube erected from Acting Gaoler's office to tower.

The quantity of clothing and bedding in store is quite sufficient to meet all requirements.

The contractor's supplies have been good and punctually delivered.

The rules laid down for the government of the gaol have been complied with.

There has been a saving in salaries for the year amounting to £329 0s. 2d.

RETURN

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Carpenters .....	.....	.....	.....	2 2 8
Tailors .....	.....	.....	.....	1 10 0
Total.....	.....	.....	.....	3 12 8
In Buildings—				
Carpenters .....	.....	.....	.....	6 18 4
Painters	3	.....	3	23 12 0
Tinsmiths.....	.....	.....	.....	2 11 4
Total	3	.....	3	33 1 8
Employed in ordinary Prison Service—				
Outside work	9	.....	9	25 18 11
Cooks	1	.....	1	27 17 4
Servants .....	.....	4	4	11 4 7
Sweepers and cleaners	1	.....	1	27 17 4
Wood-cutters	1.6	.....	1.6	45 7 11
Shoemakers (repairs).....	.....	.....	.....	0 8 4
Tailors (repairs)	2	.....	2	7 3 0
Otherwise employed	1	.....	1	27 17 4
Total	5.7	4	6.1	173 14 9
Non-effectives—				
Unemployed	8	1	9	.....
Awaiting trial and remand	1.8	.....	1.8	.....
Total	2.6	1	2.7	.....
Grand Total	8.6	5	9.1	210 9 1

J. THOMSON,
Acting Gaoler.

15.—GRAFTON GAOL.

Extract from the Gaoler's Report.

THE labour return has been carefully and accurately prepared, and, comparing it with that for 1896, it will be seen that, although the daily average number of prisoners for the year was one-third less, the amount as shown by the actual earnings at remunerative work in the gaol was very much greater than in the previous year. The expense of repairs and additions to buildings is much less for the year.

The area of land under cultivation was about 4 acres. The result is shown on a separate balance-sheet; but, in consequence of the continued dry weather throughout the year, the produce did not come up to my anticipations or wish.

Work has been found for the whole of the prisoners during the year.

Two most important events of the year have been the visits of the Inspector of Prisons, on the 14th May, and the Comptroller-General of Prisons, on the 2nd and 3rd of August.

The previous visit of the late Comptroller-General was on the 31st December, 1895.

I attach very great importance to the two visits of this year, for through them my endeavours in the maintenance of discipline have been greatly strengthened. I do not mean that the discipline was so materially changed, but, by the visits of the Comptroller and Inspector the officers and prisoners saw that my endeavours to work the gaol closely to the written orders met their approval and acquiescence.

The Comptroller-General's visit was an extended one. He directed a new system of drill for both officers and prisoners, which has been continued since with very satisfactory results, both as regards efficiency and as bearing upon the discipline of the establishment.

The Comptroller-General also conducted the inauguration of a new system of night-duty in the gaol, and by dividing the night between two warders instead of one, has augmented the strength of supervision, and its completeness is assured by the warders being obliged to visit and mark different stations at stated periods throughout the night, with a peg or tell-tale clock. Subsequent to the Comptroller-General's visit he gave directions for the numbering of prisoners instead of calling them by their names. No difficulty was experienced by the change, and I believe it is deservedly appreciated by the prisoners.

The contractor's supplies have been good, and regularly supplied.

The stock of bedding and clothing has been found sufficient.

The general discipline of the officers has been very good. One warder has been retired through failing eyesight. He was replaced by a warder from Maitland. One warder was withdrawn, and promoted to the position of Overseer of Trades at Darlinghurst, and he was succeeded by a warder from Biloela.

The order and discipline of the prisoners have been satisfactory, if I except the slight disorderly conduct of a batch of prisoners received from Parramatta. The offenders were punished, and at the present time everything is quiet and orderly in the gaol.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Tailors and needlework.....	1.6	.....	1.6	10 1 6
Do separate treatment .....	.....	.....	.....	.....
Hatmakers	1.8	.....	1.8	16 2 0
Do separate treatment	1.4	.....	1.4	.....
Total	4.8	.....	4.8	26 3 6

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Work for the Police— Cutting firewood and grinding tools	·5	.....	·5	£ s. d. 15 0 4
Total	·5	.....	·5	15 0 4
In Buildings— Painters	·2	.....	·2	14 19 0
Carpenters	·2	.....	·2	10 1 2
Total	·4	.....	·4	25 0 2
Employed in ordinary Prison Service— Cooks and delegate	2·	.....	2·	55 14 8
Sweepers and cleaners	3·2	.....	3·2	89 14 8
Lunatic keepers	·3	.....	·3	10 7 3
Repairing prison shoes	·1	.....	·1	4 8 0
Labourers, cutting firewood, pumping water, and general work inside the gaol.	6·2	.....	6·2	174 12 4
Labourers outside the gaol	2·5	.....	2·5	70 15 0
Servant .....	.....	·4	·4	13 5 3
Total	14·3	·4	14·7	418 17 2
Non-effectives— Awaiting trial and remand	·6	·1	·7	.....
Debtors	·1	.....	·1	.....
Sick	·2	.....	·2	.....
Under punishment, or awaiting Visiting Justice	·2	.....	·2	.....
Others omitted from above	1·2	·1	1·3	.....
Total	2·3	·2	2·5	.....
Grand total	22·3	·6	22·9	485 1 2

AGRICULTURAL RETURN of the above Gaol, for the year ending 31st December, 1897.

	£ s. d.	£ s. d.	Dr.	£ s. d.	£ s. d.
By maize supplied to H. M. Gaol, Darlinghurst.	4 4 0		Seed supplied by the 31st December, 1896.	0 10 0	
„ maize supplied to H. M. Gaol, Biloela.	3 12 4		Seed since received	5 15 0	6 5 0
„ maize supplied to Trial Bay Prison	5 2 8	12 19 0			
„ potatoes supplied to Trial Bay Prison, 3 tons at £3 per ton.	9 0 0	9 0 0			
„ vegetables supplied to H. M. Gaol, Grafton—3,933 rations at ¼d. per ration.	4 1 11	4 1 11			
„ sale of refuse potatoes	0 4 0	0 4 0			
„ „ maize	0 2 0	0 2 0			
	26 6 11		Credit balance		20 1 11
					26 6 11

S. F. POLLACK,
Gaoler.

16.—HAY GAOL.

Extract from the Gaoler's Report.

Changes.—On 14th December, 1897, I was relieved, and the position of Gaoler was taken up by Mr. P. Phelan.

Buildings.—The only new building erected for the year was a wash-house for Gaoler's quarters, which was built by contract (free labour).

Repairs.—All the drains inside the gaol, and the main sewer leading from gaol to the river, were opened up and the pipes taken out, cleaned, and relaid. A new system of drainage was adopted, which was working very satisfactorily when I left.

Prisoners.—The prisoners were employed during the year on the different works set opposite their trades, viz. :—

Carpenters.—Making new furniture for lodge-room, office, cook-house, surgery, and general repairs to gaol.

Shoemakers.—Repairing officers' and prisoners' boots and shoes.

Painters.—Painting gaol generally.

Bricklayers.—Pointing gaol walls, cementing around sinks in yards, repairing cell-floors, &c.

Tinsmiths.—Repairing tinware.

Tailors.—Making and repairing prisoners' clothing.

Hatmakers.—Making cabbage-tree hats.

Working outside.—Cutting firewood for gaol and police; working in gaol garden.

Vegetable Garden.—The following vegetables were planted during the year :—Cabbages, turnips, carrots, onions, parsnips, and potatoes, all of which grew fairly well with the exception of potatoes. Cabbages can be grown in the winter, and turnips do fairly well for a couple of months in the year.

Officers.—The conduct of the officers during the year was good, with the exception of one warder, who was reported for neglect of duty.

Conduct.—The conduct of the prisoners was good; no serious breaches of prison discipline occurred during the year.

There has been a saving in salaries for the year amounting to £60 19s. 9d.

RETURN

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				
Carpenters	·3	.....	·3	£ s. d. 23 4 0
Tailors	·4	.....	·4	13 3 11
Hatmakers	1·3	.....	1·3	36 6 0
Total	2·	.....	2·	72 13 11
In Buildings—				
Bricklayers .....	.....	.....	.....	1 16 0
Painters .....	.....	.....	.....	3 0 0
Total .....	.....	.....	.....	4 16 0
Working for Police	·8	.....	·8	24 3 9
Total	·8	.....	·8	24 3 9
Employed in ordinary Prison Service—				
Cooking	1·	.....	1·	28 5 8
Sweeping and cleaning	2·8	.....	2·8	80 0 1
Servants .....	.....	.....	.....	1 19 0
Wood-cutting	1·8	.....	1·8	50 8 3
Gardening	2·7	.....	2·7	76 18 3
Repairing boots and shoes .....	.....	.....	.....	2 0 10
Repairing prison utensils .....	.....	.....	.....	0 19 1
Repairing prison clothing	·1	.....	·1	3 2 0
Total	8·4	.....	8·4	243 13 2
Non-effectives—				
Sick	·1	.....	·1	.....
Unemployed	1·3	.....	1·3	.....
Under punishment .....	.....	.....	.....	.....
Awaiting trial	·6	.....	·6	.....
Others omitted from above	·8	.....	·8	.....
Total	2·8	.....	2·8	.....
Grand total	14·	.....	14·	345 6 10

BEN. SHAW,
Gaoler.

17.—MUDGE GAOL.

Extract from the Gaoler's Report.

THE conduct of the subordinate officers has been generally good, with the exception of one third-class warder, who was reported for gross disobedience of orders, for which he was fined.

The conduct of the prisoners has been good.

The prisoners have been employed during the year at tailoring, making and repairing prison clothing for the gaol, and jobbing carpentering, blacksmithing, painting, repairing prison shoes, plastering, and white-washing walls and buildings, wood-cutting for police, Post and Telegraph Office, Court-house, and lock-up, and chopping wood for the gaol.

The prison buildings are in good order and condition.

The front entrance gate was made effective by the Government Architect's Department.

The quantity of clothing and bedding is sufficient to meet all requirements.

The contractor's supplies have been good and punctually delivered.

The Rules and General Orders for the government of the prison have been complied with.

No change or promotions have taken place in the staff during the past year.

The industries in connection with the gaol have advanced in manufacturing prison clothing, and starting agriculture for the purpose of growing vegetables for the use of the prison, which I have no doubt will prove successful.

The alteration in the routine of discipline, which has taken place, was the numbering of prisoners and their clothing, and calling them by such numbers on all occasions; this rule is found to work satisfactorily.

The gaol was visited during the year from the Head Office by the Comptroller-General on the 7th December last, on inspection, and by the Inspector of Prisons on the 4th June.

There has been a slight increase in the expenditure, having to employ a special warder over the condemned prisoner, and the Church of England and Roman Catholic chaplains being allowed their former salaries of £20 per annum each.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				
Tailoring	·3	.....	·3	£ s. d. 18 8 0
Total	·3	.....	·3	18 8 0
In Buildings—				
Carpenters	·1	.....	·1	10 12 0
Painters	·3	.....	·3	23 0 0
Plasterers	·2	.....	·2	14 0 0
Whitewashers	·1	.....	·1	5 4 6
Total	·7	.....	·7	52 16 6

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Employment at other Institutions—				£ s. d.
Wood-cutting for Police and other Government Departments	·6	.....	·6	18 8 11
Total	·6	.....	·6	18 8 11
Employed in Ordinary Prison Service—				
Wood-chopping	2·	.....	2·	55 14 8
Cooking for the prisoners	1·	.....	1·	27 17 4
Cleaning and jobbing work in and about the prison (exclusive of building work of any kind) yards and buildings	4·	1·	5·	139 6 8
Nursing and attending sick prisoners	1·	.....	1·	27 17 4
Gardeners	2·	.....	2·	55 14 8
Washing .....	.....	·9	·9	27 2 3
Repairing all kind prison clothing	1·	.....	1·	35 9 4
Do do shoes	·5	.....	·5	33 6 8
Do do utensils	·4	.....	·4	24 3 4
Total	11·9	1·9	13·8	426 12 3
Non-effectives—				
Sick	·4	.....	·4	.....
Under punishment .....	.....	·1	.....	.....
Unemployed	2·6	.....	2·7	.....
Awaiting trial	1·3	.....	1·3	.....
Debtors	·2	.....	·2	.....
Total	4·5	·1	4·6	.....
Grand Total	18·	2·	20·	516 5 8

JOHN COTTER,
Gaoler.

18.—TAMWORTH GAOL.

Extract from the Gaoler's Report.

No change in the duty of the warders at this gaol has taken place, except the relieving at noon of the tower sentries. No promotions have taken place amongst the staff. Two warders were removed; one was allowed to exchange, and the other was transferred at his own request.

The building of 20 additional cells was commenced here in May last, and since then great care and precaution were found necessary to ensure the safe custody of the prisoners, but I am happy to say, so far, we have managed successfully.

The brickwork of the additional cells is nearly completed, and I trust that in a few months' time the roof will be on and the gaol fairly safe again.

The gaol was visited by the Deputy-Comptroller and the Director of Labour on the 11th May, and by the Comptroller-General on the 19th of same month. The Comptroller-General and the Deputy-Comptroller gave many instructions and directions, which have been of great benefit in the management of gaol matters generally, and amongst them were the better arranging of prisoners in rank, saluting and marching to and from their various destinations. This is an improvement, and conducive to good order and discipline.

The concession made to short-sentenced prisoners with regard to receiving library books is much appreciated by them, and is also conducive to good order.

The introduction of the system by which prisoners are known by numbers instead of names is sure to be a great benefit to prisoners after discharge. I attach the Senior Warder's report:—"The clothing, &c., of prisoners was branded in accordance with circular memo. dated 7th October, and each prisoner was told that in future he would be known by the number assigned to him. The prisoners since received were told not to divulge their names to other prisoners, and that there would not be any chance of their being known after leaving the prison if they kept their own counsel. All the prisoners since received seemed to fully appreciate this advantage, and many of the others express their gratitude for the kindness and thoughtfulness of the Comptroller-General of Prisons in thus providing them with the means of keeping their past a secret. The prisoners were quite taken with the system from the very onset, and never once has a warder or prisoner had to be reprovved for calling by name. I have no hesitation in pronouncing the new system an unqualified success, and which must unquestionably minimise the evils encountered under the old system."

The trenching and preparing the gaol grounds for agricultural purposes has been introduced during the year. An acre and a half of land has been prepared and sown with various vegetables; and although the extremely hot weather, which came in November, did great injury to the crop, still, I believe, we will have sufficient vegetables to supply the gaol for the year. I believe this kind of work is about the best a prisoner could be employed at to enable him to make an honest living after discharge.

The making-up of cut-out clothing has also been introduced during the year, and works well, as it helps to find employment for prisoners unable to perform hard labour.

The principal occupation of the hard-labour prisoners has been trenching and preparing ground for growing vegetables, building 20 additional cells, pumping water, cutting up firewood for gaol and police use, painting and repairing the gaol buildings, knitting socks, making and repairing clothing and boots, and at the various other occupations incidental to all gaols; and all sentenced prisoners, except those exempt by the Visiting Surgeon, have been kept fully employed.

The conduct of the officers has been good and efficient.

The conduct of prisoners has been good, with a few exceptions. Six were punished for minor breaches of the Regulations.

No escape or attempt at escape took place during the year.

The gaol buildings are now in a state of good preservation, having been all painted and repaired recently.

The clothing, bedding, and stores have been found sufficient to meet all requirements.

The contractor's supplies have been good and punctually delivered.

The Regulations and General Orders have been complied with to the best of my knowledge and ability.

There has been a saving in salaries for the year of £25. 13s.

RETURN

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Knitting socks	1	.....	1	1 16 0
Needlework	3	.....	3	3 12 6
Total.....	1·3	.....	1·3	5 8 6
In Buildings—				
Bricklayers	2	.....	2	100 15 0
Carpenters	1	.....	1	50 0 0
Blacksmiths.....	3	.....	3	16 0 0
Masons	2	.....	2	2 3 9
Labourers.....	3·1	.....	3·1	135 0 0
Total.....	6·6	.....	6·6	303 18 9
Working for police.....	7	.....	7	20 1 2
Total.....	7	.....	7	20 1 2
Employed in ordinary Prison Service—				
Tinsmiths, painters, and glaziers	8	.....	8	39 9 1
Cooks and messengers	3	.....	3	83 12 0
Repairing clothes and shoes.....	2	.....	2	8 1 8
Working outside.....	5·3	.....	5·3	147 13 11
Yardsman and tubman	2·4	.....	2·4	66 17 6
Wood-cutters	2·8	.....	2·8	78 0 6
Sweepers and barber	2·5	5	3	84 19 11
Delegate	1	.....	1	27 17 4
Hospital attendant.....	1	.....	1	27 17 4
Servants .....	.....	8	8	23 2 7
Total.....	19	1·3	20·3	587 11 10
Non-effectives—				
Sick	1·3	.....	1·3	.....
Under punishment.....	1	.....	1	.....
Unemployed	2·4	.....	2·4	.....
Awaiting trial.....	2	.....	2	.....
Omitted from above	7	2	9	.....
Total.....	6·5	2	6·7	.....
Grand total.....	34·1	1·5	35·6	917 0 3

M. COONAN,
Gaoler.

19.—WAGGA WAGGA GAOL.

Extract from the Acting Gaoler's Report.

The general conduct of officers has been good. One married warder was transferred, and replaced by an unmarried warder who resides at the gaol.

The conduct of prisoners has been good.

The prisoners were employed sweeping and cleaning, cooking prisoners' rations, cutting firewood, otherwise employed, and working for police.

Buildings in fair order.

Speaking tubes were fixed from tower to office, and from male wing to Acting Gaoler's bedroom, which are very useful; a new trellis was placed in front of gaol, and bricks were laid as a border for flower-beds; stores, &c., have been removed from cells formerly used, which allow two more for the accommodation of male prisoners.

Clothing and bedding were sufficient to meet requirements.

Contractor's supplies good and punctually delivered.

Regulations and General Orders have been complied with.

Decrease in expenditure of £362 9s. 5d., caused by reduction in staff.

Official inspection by Comptroller-General of Prisons on 27th July, 1897, and by the Inspector of Prisons on 27th May, 1897.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
In buildings—				£ s. d.
Painters .....	.....	.....	.....	1 12 0
Total.....	.....	.....	.....	1 12 0
Employment at other Institutions—				
Working for police.....	4	.....	4	13 6 11
Total.....	4	.....	4	13 6 11

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Employed in ordinary Prison Service—				£ s. d.
Sweepers and cleaners	1·6	·5	2·1	61 10 7
Cooks	1·4	.....	1·4	39 3 0
Wood-cutters	1·4	.....	1·4	39 18 2
Tailoring	·2	.....	·2	1 18 0
Otherwise employed	1·1	·1	1·2	36 7 11
Total	5·7	·6	6·3	178 17 8
Non-effectives—				
Unemployed	4·9	·7	5·6	.....
Awaiting trial	1·5	.....	1·5	.....
Remand	·5	·1	·6	.....
Total	6·9	·8	7·7	.....
Grand total	13·	1·4	14·4	193 16 7

E. D'ARCY,
Acting Gaoler.

20.—WILCANNIA GAOL.

Extract from the Gaoler's Report.

THE conduct of the subordinate officers has been good.

The prisoners have behaved well, and have been constantly employed at wood-cutting, painting, tailoring, repairing shoes, digging Court-house and gaol garden, and usual routine work of the gaol.

The buildings are now in good order, except one wall and arch that need repair. Tenders closed on the 8th ultimo for this work. Several small items still unfinished, which have received approval.

The alterations completed during the year are:—Brick walls in lieu of 10 feet iron fence at north-east and south-west corners of the gaol; new iron entrance gate; new offices, surgery, balcony to quarters, bath-room, closet, and weather-shed in the female yard; parapet wall in trial yard, adding much to its security.

The chief repairs by gaol labour consist of raising levels of the yards and floors of sheds, repairing sheds and out-buildings, painting of gaoler's quarters, &c.

The clothing and bedding quite sufficient.

The contractors have delivered good articles, and very punctually.

All Regulations and General Orders have been complied with.

The gaol was visited by the Comptroller-General of Prisons on the 13th September, 1897; Inspector of Prisons on the 29th March, 1897; by Mr. Green, Inspector of Public Revenue, on 26th July, 1897.

The only change in the staff during the year was the Rev. J. Rawling being appointed Church of England Chaplain, *vice* Rev. H. Bradshaw, resigned.

The new system of numbers for prisoners in this gaol has been in operation for one complete month, with satisfactory results. At first a few slight difficulties had to be met, but now it is working well, and I feel convinced that the longer it is in force the better will be the results.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Tailors	·2	.....	·2	6 12 0
Total	·2	.....	·2	6 12 0
In Buildings—				
Carpenters	·1	.....	·1	10 10 0
Painters	·4	.....	·4	49 0 0
Total	·5	.....	·5	59 10 0
Employment at other Institutions—				
Cleaning Court-house	·6	.....	·6	18 6 2
Total	·6	.....	·6	18 6 2
Employed in Ordinary Prison Service—				
Repairs to prisoners' shoes .....	.....	.....	.....	0 12 10
Washing	1·	.....	1·	27 17 4
Cooking for prisoners	1·	.....	1·	27 17 4
Sweepers and cleaners	3·4	.....	3·4	94 15 6
Gardening	1·2	.....	1·2	34 11 2
Wood-cutters	5·1	.....	5·1	142 5 9
Repairs (gaol-yard)	·2	.....	·2	5 11 5
Needlewomen .....	.....	·8	·8	23 7 0
Total	11·9	·8	12·7	356 18 4
Non-effectives—				
Sick	·3	.....	·3	.....
Under punishment	·2	.....	·2	.....
Awaiting trial	1·3	·2	1·5	.....
Unemployed	1·2	.....	1·2	.....
Others omitted from above	·8	·1	·9	.....
Total	3·8	·3	4·1	.....
Grand total	17·	1·1	18·1	441 6 6

ARTHUR G. LEER,
Gaoler.

21.—WOLLONGONG GAOL.

Extract from the Gaoler's Report.

THE working of Wollongong Gaol during the past year has been very satisfactory. There was no unusual occurrence, and everything worked well.

The prisoners were continuously employed at remunerative work, but I regret there was no land available for agricultural training.

The conduct of the officers has been good.

The conduct of the prisoners has been good.

The labour at which the prisoners were employed is as follows:—Manufacturing hammocks; cabbage-tree hats; shirts, Scotch twill; braces and clothes-bags. Also repairing boots and shoes; cutting firewood for gaol use; painting, and keeping buildings in repair; cleaning, gardening, &c.

Canvas hammocks have been erected in all the cells, to replace the bunks which were in existence.

Telephone communication between the gaol and police station has been effected. This small outlay has proved very beneficial, and the value of the telephone cannot be too highly estimated in cases of emergency.

The quantity of clothing, &c., in store is sufficient for all requirements.

The Rules and Regulations have been complied with.

The contractor's supplies have been good and punctually delivered.

There has been a saving in salaries for the year amounting to £357 1s. 2d.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males.	Females.	Total.	
Manufactures—				£ s. d.
Tailors	3	.....	3	2 16 0
Hatmakers	9	.....	9	3 2 4
Needlewomen .....	.....	4	4	15 15 4
Total	12	4	16	21 13 8
In Buildings—				
Painters	1	.....	1	14 9 4
Total	1	.....	1	14 9 4
Employed in ordinary Prison Service—				
Cooks	7	.....	7	22 4 2
Sweepers and cleaners	51	.....	51	142 5 9
Otherwise employed	1	.....	1	30 4 1
Total	68	.....	68	194 14 0
Non-effectives—				
Sick .....	.....	.....	.....	.....
Under punishment .....	.....	.....	.....	.....
Trial and remand	4	1	5	.....
Debtors .....	.....	.....	.....	.....
Others omitted from above	15	1	16	.....
Unemployed	16	1	17	.....
Total	35	3	38	.....
Grand total	116	7	123	230 17 0

J. MCKOWNE,
Acting Gaoler.

22.—YASS GAOL.

Extract from the Acting Gaoler's Report.

THE conduct of the officers has been good.

The conduct of the prisoners also has been very good, there being only one punished during the year.

The buildings are all in very good repair.

The quantity of bedding and clothing in store is sufficient to meet all requirements.

The contractor's supplies have been of good quality and punctually delivered.

The Regulations and General Orders have been complied with.

There has been no change in the staff, promotions, or alterations in the duty during the year.

The Comptroller-General of Prisons paid a visit of inspection to the gaol on the 15th June last.

There has been an all-round decrease in the expenditure as compared with 1896, the expenditure for that year being £869 6s. 2d., as against £398 2s. 10d. for 1897, making an all-round reduction of £471 3s. 4d., which was caused through reduction in the staff and less prisoners.

The prisoners were all kept fully employed during the year at sweeping, cleaning, painting, wood-cutting, and agricultural work.

The new system of numbering prisoners was brought into operation at this gaol on the 10th October last, and has, up to date, worked very well.

The new industry, agricultural work, was commenced in August last, the season prior to then proving unsuitable owing to drought. This industry has, so far, turned out very satisfactorily, providing an educational employment for prisoners, who appear to take a great interest in it. The product was not as good as it would have been had the season been at all favourable; as it was, the early potatoes planted in August were 1 cwt. of seed to 1½ chain of land, and produced 3 cwt. 2 qr. 8 lb. of potatoes, the best that were grown in the district. There is at present under cultivation a quarter of an acre of late potatoes and pumpkins, which look very well, and only need rain to ensure a good crop of each. The ground where the late potatoes were grown is now ready for sowing Swede turnips, this being the proper month for sowing here. There is not quite half an acre of spare land attached to the gaol altogether.

RETURN

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners			Value of Prisoners' Labour.
	Male.	Females.	Total.	
In Buildings—				£ s. d.
Painters	·1	.....	·1	12 0 0
Total	·1	.....	·1	12 0 0
Employed in ordinary Prison Service—				
Cooking	·9	.....	·9	26 15 7
Sweeping	1·4	.....	1·4	41 4 4
Agricultural work	·3	.....	·3	8 13 10
Wood-cutters	·2	.....	·2	7 17 2
Total	2·8	.....	2·8	84 10 11
Non-effectives—				
Sick .....	.....	.....	.....	.....
Under punishment .....	.....	.....	.....	.....
Awaiting trial	·2	.....	·2	.....
On remand	·2	·1	·3	.....
Too late for work .....	.....	.....	.....	.....
Exempt .....	.....	.....	.....	.....
Omitted from above	·8	.....	·8	.....
Total	1·2	·1	1·3	.....
Grand total	4·1	·1	4·2	96 10 11

G. CALVIN,
Acting Gaoler.

23.—YOUNG GAOL.

Extract from the Gaoler's Report.

Since the 4th January all the prisoners have been regularly drilled (elementary) at evening muster, and all musters and movements of prisoners conducted in a thorough disciplinary manner.

On the 9th October the latter part of clause 15, Regulation 35, as to numbering of prisoners, was given effect to, and it has worked satisfactorily.

During the year the new and old cells were all completely furnished and fitted up with electric light, one light of eight candle power being in each cell, and allowed to burn until 8·30 p.m.

All being in readiness, the Comptroller General of Prisons visited and initiated the new system on the 15th December (Regulation 35, clause 15) of non association of prisoners, under rather disadvantageous circumstances, both as regards climatic conditions and the class of prisoners dealt with. The evil resulting from the association of prisoners in the yards has been for the first time abolished. Each prisoner is now fed in his own cell, where he is confined except when at labour, exercise, and religious instruction. One hour's walking exercise is allowed on Saturday afternoons, and one hour each in the forenoon and afternoon is allowed on Sundays and holidays. The exercise is carried out silently.

The Comptroller-General approved tentatively of "time tables," routine, and disciplinary orders for the new system.

The drilling and the non-association of prisoners respectively have been inaugurated and carried into effect in their entirety without a single prisoner having been punished, or any hitch occurring in any of the arrangements.

The Comptroller-General closely observed the working of the new system for four days, at all hours, and it has worked remarkably well since its initiation.

In consequence of the foregoing reforms, the discipline and conduct of the prisoners have improved very much, and the prisoners have now greater opportunities for reforming. The prisoners are now commencing to feel that they are being dealt with individually, instead of collectively.

The staff can now be reduced by one warden without increasing the work of the remainder of the warders. The warders now enjoy seven days' annual leave, and sick pay, and are allowed forty-five minutes clear for breakfast and dinner respectively. The conduct of the officers has been good, and they now take a more intelligent interest in their duty. With one or two exceptions they own their houses, and have their lives insured.

The nineteen additional cells were entirely finished during the year, and they add to the usefulness and efficiency of the gaol.

Many minor improvements and repairs were carried out by prison labour, and mostly all of the new cell furniture was made at the gaol.

A telephone was erected, connecting the gaol with the Police and Visiting Surgeon.

The Visiting Surgeon, at request of the Comptroller-General, kindly arranged his visits to the gaol to suit the working of the new system.

The prison library has been much improved by the addition of a better class of literature.

The stock of clothing and bedding was found sufficient. The Comptroller-General granted one extra blanket to the prisoners for sleeping purposes.

Hammocks were substituted for bed boards and mats, which was a great improvement.

The provisions have been good and regularly supplied.

The Regulations and several orders have been complied with to the best of my ability.

The Inspector visited 27th May. The Comptroller-General visited 14th June, and 15th to 18th December, inclusive.

RETURN of the Value of Prisoners' Labour, 1897.

Description of Employment.	Daily Average Number of Prisoners.			Value of Prisoners' Labour.
	Males	Females	Total	
Manufactures—				£ s. d.
Boot repairing	·4	.....	·4	7 17 8
Cabbage tree hat making	·2	.....	·2	0 17 6
Hair picking	·3	.....	·3	1 17 11
Tailors	1·7	.....	1·7	10 9 4
Total	2 6	.....	2 6	21 2 5

Description of Employment	Daily, Average Number of Prisoners			Value of Prisoners Labour
	Males	Females	Total	
Buildings—Additional cells, and general repairs and improvements—				
Asphalters	3		3	14 2 10
Blacksmiths, plumbers, &c.	3		3	76 4 6
Bricklayers	5		5	22 11 0
Carpenters	14		14	126 4 0
Labourers and concrete layers	55		55	155 5 5
Painters	3		9	76 10 6
Plasterers	8		8	76 7 6
Total	97		97	547 5 9
Employed in ordinary prison service—				
Bath and barber prisoner	10		10	27 17 4
Cooks	20		20	55 14 8
Labourers	25		25	71 7 11
Nursing and attending sick prisoners	7		7	20 18 0
Pumping water	20		20	55 14 8
Sweepers and cleaners	30	26	56	156 18 4
Wood cutters	19		19	54 1 3
Working outside	19		19	53 10 7
Total	150	26	176	496 2 9
Services rendered to the Police Department—				
Working outside for Police	3		3	10 14 0
Total	3		3	10 14 0
Non effectives—				
Awaiting trial and remand	7		7	
Under punishment	2		2	
Unemployed	14		14	
Sick	16		16	
Others omitted from above	8		8	
Total	47		47	
Grand Total	323	26	349	1,075 4 11

T. G. ADAMSON,
Gaoler.

APPENDIX II.

Labour and Industry.

Report of Director of Labour

Summary (No 1) showing the value of work performed by prisoners at the different gaols in the Colony during the year 1897

Summary (No 2) showing the earnings of the various trades at the established gaols, during the year 1897.

EXTRACT from Director of Labour's Report on Gaol Industries for year 1897.

At the beginning of the year I had special instructions from the Comptroller General of Prisons to use all possible efforts to provide work for the prisoners under sentence in the various gaols, and with that object in view to wait upon the officers in charge of departments in order to secure from them orders for as much of their supplies as could be made by prison labour.

In accordance with these instructions I interviewed the Inspector General of Insane, Inspector-General of Police, Director of Charitable Institutions, Controller of Railway Stores, Architect for Public Instruction Department, Officer in charge of Ordnance Stores, Officer in charge Post and Telegraph Stores; and, as many of the public departments obtain their supplies through the Controller-General of Stores, I have been in almost constant communication with Mr Hopkins on the subject, explaining to him in the first instance the particular desire of the Comptroller General, that all prisoners should have some useful employment provided for them.

Upon ascertaining the requirements of the departments mentioned, and selecting such lines as could be made in prison, I had samples of these articles prepared and submitted for inspection. In most instances the officers concerned suggested some alterations. These were attended to, and ultimately the samples were accepted, and the orders for these lines placed with us.

In the past, frequent complaints were received from the manufacturing gaols that there were no orders on hand upon which to employ the prisoners, and it was necessary to make up articles for stock in anticipation of orders being forthcoming, which frequently led to large stocks of articles being on hand for a long time before they were required; or it was necessary to take prisoners out of the workshops and put them to some unproductive work in order to prevent idleness. I am glad to be able to report that this trouble has completely disappeared, and that there are orders now placed with the manufacturing gaols upon which all the prisoners can be constantly employed.

In addition to the articles usually made in the prisons we have received the following additional orders—1,200 d-b coats for Government Asylums; 1,100 tweed jumpers for Lunacy Department; 2,000 pairs mole trousers for Lunacy and Asylums Department; 170 suits (coats and trousers) for aborigines (male); 112 costumes for aborigines (female), 112 skirts for aborigines (female), 232 shirts for aborigines (male), 250 pairs boots (woollen) for Lunacy and Asylums; 700 pairs leggings for Police; 1,200 pairs bag leather slippers for Lunacy and Asylums; 2,500 pairs boots for State Charities; 225 pairs boots (water tight) for Lunacy; 100 pairs magazine shoes for Ordnance, 200 pairs boots (constables) Police; 300 pads (new pattern) for G P O; 140 mattresses (hair and kapok, with pillows and bolsters) for Police, Hospitals, &c.; 140 pairs woollen and canvas slippers for Lunacy and Asylums; 362 fire buckets for Lunacy; 600 boxes (oval) for State Charities; 1,000 demy boards for Income Tax, and numerous smaller lines, such as stable lanterns, cedar book-rests, pine boxes for weights and measures, &c.

As the result of the action of the Board now dealing with the subject of Government contracts, upon which the Deputy Comptroller and Inspector of Prisons represents our Department, the Public Works and the Mines Departments have, during the latter half of the year, placed their orders for galvanized ironware and bushware with us. These have also considerably increased our industries during the period mentioned. The Works Department alone ordered 958 brooms and brushes, and 441 large buckets.

The whole of the articles named in the foregoing list, with the exception of mole trousers, may be called new industries.

The Government Printer has very kindly given us an old fashioned printing press. We have obtained a small supply of printer's requisites and commenced to print forms, general orders, and books for prison use. The Controller General of Stores has given us work in this branch also. The introduction of bread baking is also under consideration. It is thought that bread for Biloela, Parramatta, and Darlinghurst Gaols could be baked in Darlinghurst.

Owing to the increase in our orders for brushware it was found necessary to introduce brush making into Parramatta Gaol.

The subject for providing employment for prisoners in the minor gaols, where there are no trades overseers, was considered, and it was decided to cut out prison clothing in the large gaols, and to have the garments sewn up in the small gaols, this was found to work very well, 500 pairs of trouses, besides other articles, being made during last season. The minor gaols are now engaged in making up grey clothing for the approaching winter.

During the year 30½ acres of land were cultivated, and vegetables for prison use, weighing 46,887 lb., were produced. 111 bushels of maize were grown at Grafton. The agricultural work has made satisfactory progress notwithstanding the severe drought prevailing.

A separate return shows the value of prisoners' labour in Darlinghurst Gaol for the year under the heading of manufactures.

An additional boiler has been built in the engine house, and the brickwork of the old boiler repaired. A new copper for dyeing yarn and bays for builders' materials have been erected, hexagon blocks have been laid round the cook house, new accommodation has been provided for searching, clothing, and bathing prisoners upon their reception. The landings of "B" wing have been cemented. Water has been laid on to the female division. The iron ceilings have been removed from the wings in the male division, also the perforated iron from the eaves, which has been replaced by galvanized iron network.

WM URQUHART,
Director of Labour

SUMMARY (No 1) of the Value of Work performed by Prisoners at the different Gaols in the Colony during the year 1897

Prison	Value of Prison Labour employed in Manufactures for Gaols, Government Departments, &c			In Buildings	Working outside for Police and other Government Departments			Employment in the ordinary Prison Service			Total				
	£	s	d		£	s	d	£	s	d	£	s	d		
Darlinghurst	4,103	18	9	1,140	15	5		5,109	15	5	10,354	9	7		
Parramatta	951	17	10	4,159	12	1		2,524	17	4	7,636	7	3		
Bathurst	1,100	0	3	1,269	5	11		2,713	4	4	5,082	10	6		
Goulburn	963	1	8	420	5	10	44	3	11	3,628	15	7	5,056	7	0
Maitland	312	2	5	1,105	9	0	85	9	8	1,748	10	1	3,251	11	2
Beirima	136	4	1	123	10	0		683	3	9	942	17	10		
Biloela	326	3	9	704	6	4		1,716	0	6	2,746	10	7		
Albury	111	8	5	32	7	7	6	1	0	468	13	3	618	10	3
Armidale	191	2	7					456	8	11	647	11	6		
Broken Hill	31	0	3	39	17	2	37	1	9	409	16	5	517	15	7
Deniliquin	1	4	6	51	9	8	19	10	1	324	16	3	397	0	6
Dubbo	74	15	3	8	15	4		697	17	3	781	7	10		
Forbes	3	12	8	3	1	8		173	14	9	210	9	1		
Grafton	26	3	6	25	0	2	15	0	4	418	17	2	485	1	2
Hay	72	13	11	4	16	0	24	3	9	243	13	2	345	6	10
Mudgee	18	8	0	52	16	6	18	8	11	426	12	3	516	5	8
Tamworth	5	8	6	303	18	9	20	1	2	587	11	10	917	0	3
Wagga Wagga				1	12	0	13	6	11	178	17	8	193	16	17
Wilcannia	6	12	0	59	10	0	18	6	2	356	18	4	441	6	6
Wollongong	21	13	8	14	9	4		194	14	0	230	17	0		
Yass				12	0	0		84	10	11	96	10	11		
Young	21	2	5	547	5	9	10	14	0	496	2	9	1,075	4	11
Bahamald								40	3	0	40	3	0		
Bega								51	17	8	51	17	8		
Bingera							5	10	0	54	18	2	60	8	2
Bombala								4	17	2	4	17	2		
Bourke							43	16	4	171	12	0	215	8	4
Braidwood								24	7	8	24	7	8		
Burrowa								20	10	0	20	10	0		
Campbelltown								41	12	4	41	12	4		
Casino							17	13	10	66	1	10	83	15	8
Cobar								74	16	0	74	16	0		
Cooma							4	9	10	45	4	4	52	14	2
Coonabarabran								37	5	6	37	5	6		
Coonamble								77	9	2	77	9	2		
Cootamundra								133	16	10	123	16	10		
Cowra								80	17	0	80	17	0		
Glen Innes							17	8	4	76	5	4	93	13	8
Grenfell								15	0	8	15	0	8		
Gundagai								65	16	0	65	16	0		
Gunnedah							73	2	10	101	13	4	174	16	2
Hillston								35	7	8	35	7	8		
Inverell							8	12	4	66	7	4	74	19	8
West Kempsey								29	19	6	29	19	6		
Moree							17	15	8	111	14	10	129	10	6
Murrumbidgee								6	1	0	6	1	0		
Narrabri								106	5	0	106	5	0		
Newcastle								13	15	0	13	15	0		
Orange								182	13	10	182	13	10		
Port Macquarie								18	19	6	18	19	6		
Queanbeyan							0	11	0	13	2	2	13	13	2
Singleton								1	2	0	1	2	0		
Taree								30	14	2	30	14	2		
Tenterfield							1	16	8	9	14	4	11	11	0
Walgett							9	1	6	124	15	2	133	16	8
Wellington								76	5	4	76	5	4		
Wentworth								97	18	0	97	18	0		
Windsor								25	11	6	25	11	0		
Totals	8,478	14	5	10,110	4	6	512	6	0	25,771	2	3	44,872	7	2

The value of prison labour is estimated at 1s 10d per diem, with exception of the prison trades, which are fixed by Schedule rates.

SUMMARY (No. 2) of Earnings of the various trades at the Established Gaols, 1897.*

PRISON SERVICE.

Employment.	£	s.	d.
Bookbinders	41	5	3
Bootmakers	208	0	10
Barbers	349	5	6
Blacksmiths	417	1	11
Carpenters	206	3	3
Cooks	2,663	4	6
Hospital attendants	1,098	9	0
Lunatic keepers	171	3	5
Messengers and Servants	1,043	16	6
Miscellaneous work	4,825	16	10
Needlework	52	18	7
Outside work	805	19	7
Painters.....	48	0	4
School and store assistants	388	15	3
Sweepers and cleaners	7,683	11	5
Tailors	461	1	11
Tinsmiths	162	3	1
Writers	618	17	3
Washing and gardening	2,397	17	6
Total	£23,613	11	11

PRISON MANUFACTORY.

Bootmakers	1,282	9	2
Brushmakers	622	4	5
Blacksmiths	49	10	10
Bookbinders.....	1,071	0	1
Carpenters	145	18	3
Hatmaking	300	9	1
Knitters	30	14	5
Matmakers	829	15	6
Marbleworkers.....	229	6	2
Needleworkers	658	7	1
Oakum pickers.....	8	2	11
Printers and lithographers	152	19	8
Shrinking cloth	61	10	3
Tailors	1,911	4	11
Tinsmiths	893	0	11
Turners	104	18	6
Woodcutters.....	16	13	11
Sorting gum	2	1	7
Painters.....	28	17	10
Upholsterers.....	79	8	11
Total	£8,478	14	5

PRISON BUILDINGS.

Asphalters	155	1	4
Blacksmiths	1,104	2	11
Bricklayers and plasterers.....	449	12	5
Carpenters.....	1,313	14	0
Labourers	3,526	11	10
Masons	2,069	14	7
Painters.....	1,313	5	9
Plumbers	66	9	8
Tinsmiths	111	12	0
Total	£10,110	4	6

* Exclusive of the value of work done at police gaols.

Prison.	Daily Average number of Prisoners during the Year.	Total number of Cases of sickness treated in Hospital.	Deaths from—											Number of Prisoners released on Medical Grounds.			
			Phthisis and Haemoptysis.	Heart Disease.	Enteric Fever.	Other continued Fevers.	Erysipelas.	Small-pox.	Other eruptive Fevers.	Diarrhoea.	Other natural causes.	Alcoholism.	Suicide.		Execution.	Other non-natural causes.	
Cooma.....	1·8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coonabarabran ...	1·5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coonamble.....	5·18	27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cootamundra.....	8·96	31	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cowra.....	3·8	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glen Innes.....	3·43	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grenfell.....	·8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gundagai	3·8	11	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
Gunnedah	7·564	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hillston	1·838	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Inverell	2·31	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West Kempsey...	1·87	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Moree	8·05	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Murrurundi	·652	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Narrabri.....	6·01	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
Newcastle	2·38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Orange	9·	2	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Port Macquarie ..	·89	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Queanbeyan	·605	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Singleton	·05	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Taree	1·58	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tenterfield.....	2·41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Walgett	6·28	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wellington	5·05	22	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
Wentworth	4·4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Windsor.....	1·29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Totals	Males ...	2,094·174	...	4	5	...	...	...	...	...	1	8	2	1	3	...	6
	Females	230·743	...	...	...	...	...	...	...	...	..	1	...	...	...	...	...
	Totals...	2,324·917	1,730	4	5	..	...	...	...	...	1	9	2	1	3	...	6

TABLE B.

PARTICULARS of Prisoners Released on Medical Grounds from the Prisons of New South Wales during the year ended 31st December, 1897.

Name of Prison.	Sex.	Register No. and Name of Prisoner.	Date of Reception.	Sentence.	Date of Conviction.	Date of Release.	Disease on account of which released (as returned by Medical Officer).	Whether disease originated before or after reception into Prison.
Darlinghurst	M.	609/96, P. McD.	31/1/96	2 years' H.L. ...	17/2/96	29/7/97	Impaired eyesight.	Before.
Bathurst ...	M.	351/95, E.H. ...	9/10/95	8 years' P.S. ...	15/10/91	17/2/97	Pulmonary consumption	Before.
Biloela	M.	20/97, J.C. ..	6/1/97	6 months' H.L.	6/1/97	26/5/97	Cancer of tongue.	Before.
Trial Bay ...	M.	68/96, H.T. ...	17/6/96	10 years' P.S. ...	9/10/90	7/7/97	Typhoid fever.	After.
Broken Hill..	M.	84/97, T.B. ...	5/3/97	2 months' H.L.	5/3/97	30/4/97	Insanity ...	Before.
Young.....	M.	21/97, T.V. ...	5/3/97	6 months' H.L.	5/3/97	26/6/97	Disease of lungs.	Before.

NOTE.—At the remaining fifty-three gaols there were no prisoners released on medical grounds during the year

TABLE C.

PARTICULARS of the Death of each Prisoner who died in the Prisons of New South Wales during the Year ended 31st December, 1897.

Name of Prison	Sex.	Register Number and Name of Prisoner.	Age at Death.	Date of Reception into Prison.	Sentence	Date of Conviction.	Date of Death	Cause of Death (as returned by Visiting Surgeon)	Whether Disease originated before or after Reception into Prison	General Health on Reception into Prison.	Number of former Convictions	Previous Occupation.
Darlinghurst	Male	3729/96 J.M	45	25/5/96	3 years' hard labour	24/6/96	3/4/97	Heart disease	Before	Good	1	Labourer.
		1236/95 S A R P	58	11/12/94	5 years' penal servit'de	24/1/95	7/7/97	"	"	"	14	Basket-maker.
Parramatta	"	2214/97 F.B	36	27/4/97	Death	16 6/97	16/7/97	Executed—dislocation of neck	"	"	1	Seaman.
		844/96 S T	28	15/12/96	2 months' hard labour	14/12/96	7/2/97	Nervous exhaustion	Before	Bad	Unknown	Sawycr.
Bathurst	"	402/95 A.H.	60	28/5/95	15 years' penal servit'de	15/10/82	13/7/97	Paralysis	After	Fair	"	Labourer.
		378 95 G (Aboriginal)	17	14/5/95	15 years' "	13 4/95	30/8/97	Phthisis	"	"	"	"
Berrima	"	172/97 T A Y	28	18/2/97	12 months' hard labour	4 2/97	26/9/97	"	Before	Bad	"	Carpenter
		257/97 G B	70	7/8/97	1 months, cells	7/8/97	10/8/97	Capillary bronchitis and asthma	"	Old and feeble	Nil	Labourer.
Goulburn	"	324/97 J H	43	15/10/97	Remanded		15/10/97	Cerebral hemorrhage	"	Dying	Nil	Gardener
		415/97 W C	64	6/12/97	21 days, cells	6 12/97	20/12/97	Heat apoplexy	After	Old and feeble	Nil	Labourer
Maitland	"	69/97 W.C L	65	14/8/97	2 months' hard labour	13/8/97	21/3/97	Phlegmonous inflammation of leg	Before	Sick	Unknown	Herbalist.
		433/96 J H	35	19/12/96	6 months' "	25/11/96	22/4/97	Phthisis	"	Feeble	1	Labourer
Albury	"	88/97 J A	24	11/3/97	5 years' penal servit'de	23/2 97	16/6/97	Hæmoptisis	After	Fair	Nil	Butcher.
		1008/96 C H .	52	8/12/96	Death	31/3/97	21/5/97	Executed—dislocation of neck	"	Good	Nil	Farmcr
Armidale	"	121/97 J P	68	18/7/97	Remanded		26/7/97	Disease of heart	Before	Bad	Nil	Labourer
		153/97 C H	77	24/9/97	3 months' hard labour	22 9 97	21/10/97	Diarrhoea and old age	"	"	Nil	Woolclasser
Broken Hill	"	168/96 C S	48	23/10 96	6 months' "	5/10/96	9/2/97	Bright's disease and asthma	"	"	6	Tailor
		207/97 J C .	26	7/6/97	3 days, cells	7/6/97	8/6 97	Epilepsy caused by alcoholism	"	"	2	Miner
Deniliquin	"	70/97 W H P	57	27/4/97	Remanded		7/5 97	Premature decay of nature	"	Dying	Unknown	Cab-driver.
		90/97 T M.	65	30/3/97	Death	9/4/97	24/6/97	Executed—dislocation of neck	"	Good	Nil	Labourer
Mudgee	"	102/97 M W .	47	20,9/97	Remanded		1/10,97	Epilepsy, acute mania, and exhaustion	Before	Feeble	Nil	"
		978/97 M D	40	27/11/97	48 hours, cells	27/11/97	27/11/97	Heart disease	"	Fair	Nil	Miner.
Wellington	Female	20/97 I B	38	19/2,97	Remanded		22/2/97	Chronic minnyths	"	Dying	Nil	Married
		230/97 P. McD	63	31/12/96	"		5/1/97	Fatty degeneration of heart.	"	Bad	Nil	Labourer.
		54/97 J M.	36	18/9/97	"		19/9/97	Suicide	"	Good	2	"

NOTE—No prisoners died in the remaining forty-three gaols during the year.

TABLE D.

TABLE showing the Daily Average Prison Population, with the number of Deaths from Natural Causes and from Alcoholism, during

Year.	In Prison		
	Daily Average Number of Prisoners of both Sexes	Number of Deaths from Natural Causes and from Alcoholism	Number of Deaths from Natural Causes and from Alcoholism, per 1,000 per annum
Year ending 31st December—			
1887	2,374.56	34* 4 executions, 1 suicide.	14.31
1888	2,299.83	29 2 executions, 2 suicides.	12.6
1889	2,227.77	33* 3 executions.	14.81
1890	2,261.18	28* 1 execution.	12.38
1891	2,458.74	37* 3 executions.	15.04
1892	2,550.69	39* 1 execution.	15.28
1893	2,540.47	30* 5 executions, 1 suicide.	11.8
1894	2,443.8	21* 5 executions.	8.59
1895	2,492.3	22* 1 execution.	8.82
1896	2,442.8	29* 1 execution, 1 suicide.	11.86
1897	2,324.91	21* 3 executions, 1 suicide day after entering gaol.	9.03

* Exclusive of executions and suicides.

TABLE E.

Particulars of each case of Insanity occurring in the Prisons of New South Wales during the year ended 31st December, 1897.

Name of Prison	Sex	Register Number	Age on Reception	Degree of Education	Occupation prior to Reception	Offence or Charge	Date of Conviction (if convicted)	Sentence (if convicted)	Date of Reception into Prison	Mental Condition on Reception into Prison	Whether Remanded for Observation	Whether known to have been previously Insane	Length of Imprisonment in the Prison previous to first symptoms of Insanity (in cases originating there)	Form of Insanity	Supposed Cause of Insanity	Recovered in Prison	Certified and Removed to an Asylum, with date of each	Discharged to Police Courts, with date	Died in Prison, with date	Certified as Insane, with date, but no manumission in Prison at the end of the year	Remaining in the Prison, not certified as Insane at the end of the year		
Darlinghurst	Male	56	31	Read and write	Labourer	Indecent assault	2,2/97	3 years' penal servitude	4/1/97	Apparently sane	No	Not known	On reception	Supposed sane		3/2/97							
	"	6,027	16	"	"	Forgery	6/11/96	6 months' hard labour	6/11/96	Malingering	No	"	2 months	Malingering		11/1/97							
	Female	150	25	"	Clerk	False pretences	9/2/97	5 years' penal servitude	11/1/97	Melancholy	"	"	On reception	Suicidal mania	Not known	No					Yes		
	Male	190	28	"	Married	Vagrancy	12/1/97	3 months' hard labour	12/1/97	Demented	Yes	"	"	Dementia		No		13/4/97					
	"	182	41	"	Labourer	Assault	4/12/96	21 days' confinement	11/1/97	Effects of drink	"	"	2 days	Alcoholism	Alcohol	30/1/97					Sentence expired, 30 2/97		
	"	319	41	"	"	Vagrancy	17/11/96	3 months' hard labour	20,1/97	Demented	"	Not known	On reception	Dementia	Alcohol	No					Sentence expired, 16 2/97		
	"	306	26	"	"	Assault	14/10/96	6 "	22/1/97	Epileptic	"	"	"	Epilepsy		No	5/3/97						
	"	442	66	"	Baker	Vagrancy		Remanded	29/1/97	Effects of drink	Yes	"	"	Alcoholism	Alcohol	No	16/3/97						
	"	552	26	"	Barrister	Stealing	4/2/97	2 months' hard labour	1/2/97	"	No	"	"	"		No		3/2/97					
	"	594	37	"	Labourer	Maliciously breaking lamps	8/6/96	2 years' "	2/2/97	Apparently sane	"	"	"	Supposed sane	Not known	No					Sentence expired, 3/4/97		
	Female	661	25	"	Servant	Attempted suicide		Remanded	6/2/97	Effects of drink	Yes	"	"	Alcoholism	Alcohol	No							
	Male	819	20	Read	Sailor	Refusing duty on board ship		"	17/2/97	Apparently insane	"	"	"	Supposed sane	Not known	No					8 2/97		
	"	830	30	Read and write	Labourer	Vagrancy	17/2/97	3 months' hard labour	17/2/97	Effects of drink	No	"	"	Alcoholism	Alcohol	No						19/2/97	
	"	862	54	"	"	Assault	12/2/97	5 months' confinement	10 2/97	"	"	"	"	"		No							
	"	931	72	"	Miner	Stealing	12/2/97	3 "	24/2/97	Demented	"	"	"	Dementia	Not known	No						7/4/97	
	"	959	36	"	Labourer	Vagrancy		Remanded	26/2/97	Effects of drink	Yes	"	"	Alcoholism	Alcohol	No						16 3/97	
	Female	901	18	"	Servant	Attempted suicide		"	26/2/97	Melancholy	"	"	"	Suicidal mania	Not known	No						5/3/97	
	Male	971	17	"	Labourer	Stealing		"	3,3/97	Apparently insane	"	Yes	"	Supposed sane		No						5/3/97	
	"	1,099	37	"	"	Vagrancy	23/1/97	3 months' confinement	5 3/97	"	No	Not known	"	"		No						27 4/97	
	"	1,120	37	"	"	Baking and entering	26 2/97	9 months' hard labour	6 3/97	"	"	"	"	"		No						Sentence expired, 27/4/97	
	Female	1,230	30	"	Servant	Vagrancy	13 11/96	6 "	11/3/97	"	"	"	"	"		No						11/5/97	
	Male	1,224	50	"	Tanner	Stealing	12,3/97	21 days' confinement	12/3/97	Effects of drink	"	"	"	Alcoholism	Alcohol	No							22/3/97
	"	1,251	36	"	Labourer	Refusing to pay fare		Remanded	13 3/97	Melancholy	Yes	"	"	Del melancholia	Not known	No							15/3/97
	"	1,260	31	"	"	Vagrancy		15 3/97	15 3/97	Effects of drink	No	"	"	Alcoholism	Alcohol	No							22,3/97
	"	6,910	23	"	Sailor	Stealing and breaking and entering	1/2/97	2 years' hard labour	24/12/96	Sane	No	"	3 months	Supposed sane	Not known	No						20/3/97	
	"	1,484	50	"	Painter	Attempted suicide		Remanded	23/3/97	Effects of drink	Yes	"	On reception	Alcoholism	Alcohol	No							29/3/97
	"	1,703	41	"	Bricklayer	Stealing		"	3/4/97	"	"	"	"	"		No							30/3/97
	"	1,727	21	"	Labourer	Vagrancy		"	5/4/97	Idiotic	"	"	"	"		No							9/4/97
	"	1,820	33	"	"	Horse stealing	17/2/97	3 years' penal servitude	5/4/97	Epileptic	No	"	"	Hereditary	No								21/6/97
	"	1,944	23	"	"	Found in a building with intent to commit a felony	5,2/97	1 year's hard labour	14,4/97	Apparently sane	"	"	"	Supposed sane	Not known	No							4/10/97
	"	1,962	63	Read and write (F)	"	(1) Baking and entering and stealing, (2) maliciously wounding	27/7/96	(1) 5 years' labour, (2) 1 year's labour (accumulative)	14 4/97	Sane—suicidal	"	"	"	Suicidal mania		No							
	"	1,975	39	Read and write	Clerk	Stealing	15/4/97	2 months' hard labour	15/4/97	Apparently insane	"	"	"	Supposed sane		No							17/1/97
	"	2,161	29	"	"	Larceny		Remanded	24 4/97	Effects of drink	Yes	"	"	Alcoholism	Alcohol	No							28/4/97
	Female	2,297	32	"	Dressmaker	Assault		"	3/5/97	"	"	"	"	"		No							7/5/97
	Male	2,399	31	"	Barman	Indecent exposure (two charges)	10/11/96	(1) 6 months' labour, (2) 6 months' labour (accumulative)	8 3/97	Apparently insane	No	"	"	Acute mania	Not known	No							2 6/97
	"	2,470	29	"	Labourer	Attempted suicide	5/5/97	6 weeks' confinement	13/5/97	Insane	"	"	"	Del insanity		No							9/6/97
	"	2,522	31	"	Cubdriver	"	15/5/97	1 month's confinement	15/5/97	Effects of drink	"	"	"	Alcoholism	Alcohol	No							11/6/97
	"	2,521	43	"	Brickmaker	Obscene language	15/5/97	14 days' confinement	15/5/97	"	"	"	"	"		No							15/6/97
	"	2,573	40	"	Painter	Maliciously wounding	5 4/97	7 years' penal servitude	18/5/87	Apparently insane	"	"	"	Delusional	Not known	No							Sentence expired, 28/5/97
	"	2,696	34	"	Clerk	Damaging property	26/5/97	2 months' confinement	26/5/97	Insane	"	"	"	Supposed sane		No							10/6/97
	"	2,717	65	"	Fruitgrower	Shooting with intent	17/5/97	Governor's pleasure	27/5/97	Insane	"	"	"	Del insanity		No							14/7/97

Name of Prison	Sex	Register Number	Age on Reception	Degree of Education	Occupation Prior to Reception	Offence or Charge	Date of Conviction (if convicted)	Sentence (if convicted)	Date of Reception into Prison	Mental Condition on Reception into Prison	Whether Remanded for Observation	Whether known to have been previously insane	Length of Imprisonment in the Prison previous to first symptoms of Insanity (in cases originating there)	Form of Insanity	Supposed Cause of Insanity	Recovered in Prison	Certified and Removed to an Asylum, with date of each	Discharged to Police Courts, with date	Died in Prison, with date	Certified as Insane, with date, but remaining in Prison at the end of the year	Remaining in the Prison, not certified as Insane at the end of the year.
Darlinghurst	Male	2,860	67	Read and write	Cook	(1) Obscene language, (2) destroying property	29/12/96	6 months hard labour	4/6/97	Insane	No	Not known	On reception	Del insanity	Not known	No	11/8/97 28/6/97				
	"	2,101	47	"	Seaman	Manslaughter . .	1/6 97	" "	20 4 97	Sane	"	"	1 month and 17 days	Acute melancholia	"	"	14/7/97 28/7/97				
	"	2,501	52	"	Cook	Stealing	20 5/97	" "	14/5/97	"	"	"	25 days	Supposed sane	"	21/6/97					
	"	3,003	45	"	Butcher	Vagrancy	15 6 97	Remanded	10/6/97	Effects of drink	Yes	"	On reception	Alcoholism	Alcohol	17/6/97	17/6/97				
	"	3,080	60	"	Labourer	"	"	"	15 6 97	"	"	"	"	"	"	18/6/97	18/6/97				
	"	3,347	36	"	"	"	29 6/97	"	29 6/97	"	"	"	"	"	"	1/7/97					
	"	3,345	24	"	Blacksmith	Robbery in company	8 4/97	5 years' penalservitude	29/6 97	Apparently insane	No	"	"	Supposed sane	Not known	28/9 97					
	"	3,324	55	"	Butcher	Threatening language	28/6/97	1 month's confinement	28/6/97	"	"	"	"	"	"	16/7/97					
	"	2,738	27	"	Tailor	Vagrancy	22/5/97	3 months' hard labour	28 5 97	Sane	"	"	1 month and 9 days	"	"	27/8/97	Sentence expired, 27/8/97				
	"	3,469	20	"	Labourer	Wounding with intent	5/10/95	Government's pleasure	7/7/97	Apparently insane	"	"	On reception	"	"	14/7/97					
	"	3,468	50	"	Shoemaker	Uttering counterfeit coin	7/7/97	5 years' penalservitude	7/7 97	"	"	"	"	"	"	2 9 97					
	Female	3,667	27	"	Servant	Indecent language	17/6/97	3 months' confinement	16/7/97	"	"	"	"	"	"	16 9 97	Sentence expired, 16/9 97				
	Male	3,554	22	"	Labourer	Having house breaking implements in his possession	3/8 97	18 months hard labour	12/7/97	Sane	"	"	8 days	"	"	20/8 97					
	"	3,642	23	"	Bootmaker	Stealing	14/7/97	6 "	14/7/97	"	"	"	7 days	"	"	28/9/97					
	"	3,888	30	"	Labourer	Vagrancy	27/7 97	3 "	27/7/97	Effects of drink	"	"	On reception	Alcoholism	Alcohol	30/7/97					
	"	3,908	48	"	"	Arson	21/7/97	18 "	28 7/97	Insane	"	"	"	Del insanity	Not known	No	18/8 97 8/9/97				
	"	3,930	28	"	Blacksmith	(1) Damage property, (2) assault	29/7/97 5,8,97	(1) 21 days' confinement, (2) 3 months hard labour	29/7/97	Apparently insane	"	"	"	Supposed sane	"	9,8/97					
	"	3,954	29	"	Labourer	Assaulting police	Remanded	3 years hard labour	31/7/97	Epileptic	Yes	"	"	Lpilepsy	Epilepsy	No	17,8/97				
	"	2,387	37	"	"	Assault and robbery	5/8/97	3 years hard labour	9/6 97	Sane	No	Yes	2 months and 2 days	Supposed sane	Not known	1/12 97					
	"	880	18	"	"	Breaking and entering	9/3/97	12 months' hard labour	22,2 97	"	"	Not known	5 months and 16 days	Masturbator	Masturbation	7/9/97					
	"	2,011	50	"	Dealer	Conspiracy	4/9/96	5 years' hard labour	17/4 97	"	"	"	4 months and 2 days	Supposed sane	Not known	30 9/97					
	"	4,290	46	"	Labourer	Larceny	6/8/97	6 weeks' confinement	20/8/97	General paralysis of insanity	"	"	On reception	General paralysis of insanity	"	No	18/8/97 8/9/97				
	"	4,484	29	"	Engineer	Receiving	7/10/96	3 years' hard labour	31/8 97	Apparently insane	"	"	"	Supposed sane	"	13,9/97					
	"	4,243	40	"	Traveler	Drunk and obscene language	17/8 97	1 month's confinement	17,8/97	Apparently insane	No	Not known	On reception	Mania	Not known	No	18 8 97 8/9/97				
	Female	4,548	40	"	Servant	Vagrancy	Remanded	"	6 9 97	Insane	Yes	"	"	Del insanit,	"	3/9/97					
	Male	4,559	23	"	Sail maker	Assault	6 9 97	21 days' confinement	6 9 97	Sane	No	"	5 days	Supposed sane	"	1 10/97	Sentence expired, 1/10 97				
	"	4,787	36	"	Clerk	Indecent language	Remanded	"	20/9/97	Effects of drink	Yes	"	On reception	Alcoholism	Alcohol	24/9/97	24/9 97				
	"	4,820	32	"	Labourer	Stealing	Awaiting trial	"	20 9/97	"	No	"	"	"	"	28,9 97					
	"	4,104	50	"	"	Indecent assault	17/9/97	3 years penalservitude	10,8/97	Imbecile	"	"	1 month and 12 days	Imbecility	Hereditary	6/10/97					
	"	4,891	36	"	"	Vagrancy	Remanded	"	24/9/97	Effects of drink	Yes	"	On reception	Alcoholism	Alcohol	1/10/97	1/10 97				
	"	4,844	33	"	Servant	Riotous behaviour	21/9,97	"	21/9,97	Insane	"	"	"	Del insanity	Not known	No	27 9/97				
	"	4,927	40	"	Labourer	Forgery and uttering	27/8 92	3 years penalservitude	27,9 97	Apparently insane	No	"	"	Supposed sane	"	13 10 97					
	"	5,145	37	"	Machinist	Assault	4/10/97	1 month's confinement	5/10 97	Effects of drink	Yes	"	"	Alcoholism	Alcohol	11/10 97	18/10/97				
	"	5,174	34	"	Baker	Vagrancy	Remanded	"	8/10/97	"	Yes	"	"	"	"	18/10 97	18/10/97				
	"	5,191	24	"	Clerk	Indecent assault	"	"	9/10/97	Apparently in sane	"	"	"	Supposed sane	Not known	12/10/97	12/10/97				
	"	3,687	33	"	Steward	Stealing from a dwelling	4/8/97	4 years' penalservitude	16/7/97	Sane	No	Yes	2 months and 24 days	Masturbator	Masturbation	23/11/97					
	"	5,202	52	Read	Seaman	Vagrancy . .	11/10/97	3 months' hard labour	11/10 97	Demented	Yes	Not known	On reception	Dementia	Not known	No	25/10/97			Yes	
	"	5,215	53	Read and write	Labourer	"	"	"	11/10 97	"	Yes	"	"	"	"	"	"				
	"	5,191	24	"	Clerk	Indecent assault	12/10/97	6 months' hard labour	9/10 97	Sane	No	Yes	"	Supposed sane	"	15 10/97					
	"	3,887	22	"	Stonemason	Breaking and entering	28/9/97	7 years penalservitude	27/7,97	"	"	Not known	2 months 17 days	"	"	19,10 97					
	"	4,137	19	"	Bootmaker	Maliciously wounding	11/8/97	9 months' hard labour	11'8 97	"	"	"	2 months and 2 days	"	"	19/10/97					

Name of Prison.	Sex.	Register Number.	Age on Reception.	Degree of Education.	Occupation prior to Reception.	Offence or Charge.	Date of Conviction (if convicted).	Sentence (if convicted).	Date of Reception into prison.	Mental Condition on Reception into Prison.	Whether Remanded for Observation.	Whether known to have been Previously Insane.	Length of Imprisonment in the Prison previous to first symptoms of Insanity (in cases originating there).	Form of Insanity.	Supposed Cause of Insanity.	Recovered in Prison.	Certified and removed to an Asylum, with date of each.	Discharged to Police Courts, with date.	Died in Prison, with date.	Certified as Insane, with date, but remaining in Prison at the end of the year.	Remaining in the Prison; not certified as insane at the end of the year.
Darlinghurst	Male	3,882	28	Read and write.	Cook	Breaking, entering, and stealing.	28/9/97	10 years' penal servitude	27/7/97	Sane	No	Not known	2 months 17 days.	Supposed sane	Not known	8/11/97					
	Female	3,134	38	"	Servant	Stealing	9/8/97	4 years' penal servitude	18/6/97	Apparently insane.	"	"	3 months 27 days.	"	"	27/10/97					
	"	5,270	32	"	"	Threatening		Remanded	14/10/97	Insane	Yes	"	On reception	Mania	"	No	20/10/97, 21/10/97				
	Male	4,974	62	"	Traveller	Indecent assault	4/11/97	12 months' hard labour	28,9/97	General paralysis of insanity	No	"	"	General paralysis of insanity.	"						Yes.
	"	5,593	32	"	Bookbinder	False pretences, forgery, and uttering.	24/2/96	8 years' hard labour	1/11/97	Apparently insane.	"	"	"	Supposed sane	"						Yes.
	"	5,676	30	"	Labourer	Burglary	4/3/95	5 years' penal servitude	3/11/97	Insane	"	"	"	Insanity	"	No	30/11/97, 9/12/97				
	Female	5,644	32	"	Servant	Vagrancy		Remanded	2/11/97	Effects of drink	Yes	"	"	Alcoholism	Alcohol	9/11/97		9/11/97			
	"	5,999	37	"	"	Obscene language		14 days' confinement.	5/11/97	Melancholy	No	"	"	Melancholia	Not known	No	17/11/97, 18/11/97				
	Male	5,930	34		Nil; deaf, dumb and blind.	Indecent assault		Remanded	17/11/97	Apparently insane.	Yes	"	"	Supposed sane	"	25/11/97		25/11/97			
	"	5,776	29	Read and write.	Labourer	Damage property	9/11/97	4 months' confinement.	9/11/97	"	No	"	"	Dementia	"						Yes.
	"	5,456	17	"	"	Stealing	26/10/97	3 months' hard labour	23/10/97	Sane	Yes	"	29 days	Malingering	"						Yes.
	"	6,212	67	"	"	Attempted suicide	4/12/97	Remanded	4/12/97	Effects of drink	Yes	"	On reception	Alcoholism	Alcohol	10/12/97		10/12/97			
	"	5,675	32	"	Chemist	Conspiracy	9/8/95	7 years' penal servitude	8/11/97	Sane	No	"	1 month 14 days.	Suicidal mania	Not known			10/12/97			Yes.
	"	6,303	16	"	Traveller	Attempted suicide		Remanded	11/12/97	Effects of drink	Yes	Yes	On reception	Alcoholism	Alcohol	17/12/97		17/12/97			
	"	6,377	38	"	Miner	"		15/12/97	1 month's confinement	15/12/97	Sane	No	Not known	"	"						Yes.
"	3,614	47	"	Bushmaker	Vagrancy	13/7/97	6 months' hard labour	13/7/97	Sane	"	"	5 months 6 days.	Del. insanity	Not known						Yes.	
Female	6,513	45	Read	Seaman	Attempted suicide		Remanded	22/12/97	Effects of drink	Yes	"	On reception	Alcoholism	Alcohol	24/12/97		24/12/97				
"	6,501	35	Read and write.	Housemaid	Vagrancy		Remanded	22/12/97	Melancholy	"	"	"	Melancholia	Not known	29/12/97		29/12/97				
Male	6,595	60	"	Groom	"	27/12/97	14 days' hard labour	27/12/97	Insane	No	"	"	Del. insanity	"						Yes.	
"	6,613	47	"	Basketmaker	Default of duties		Remanded	29/12/97	Apparently sane.	Yes	"	"	Supposed sane	"						Yes.	
Parramatta.	"	484	21	"	Labourer	Suspected person.	8/12/96	3 months' hard labour	11/12/96	Sane	No	"	42 days	Del. melancholia	"						Yes.
	"	485	33	"	"	Obscene language	10/11/96	6 " "	9/2/97	Melancholy	"	"	On reception	"							
	"	489	20	"	"	Stealing	16/12/96	6 " "	22/12/96	Sane	"	Yes	9 days	Malingering	"						
	"	492	45	"	Blacksmith	Vagrancy	15/3/97	14 days' confinement.	15/3/97	Doubtful	"	Not known	On reception	Sane	"	14/4/97					
	"	496	19	"	Jockey	Assault	23/3/97	3 months' hard labour	23/3/97	"	"	"	2 days	"	"	27/3/97					
	"	499	40	Nil.	Gardener	Stealing	11/1/97	4 " "	26/2/97	"	"	"	40 days	"	"	21/6/97					
	"	500	30	Read and write.	Bookbinder	Unlawfully in possession of housebreaking implements.	4/10/95	3 years' penal servitude	5/11/95	Epilepsy	"	Yes	1 year, 4 months, and 12 days.	Epileptic Mania	Epilepsy	14/4/97					
	"	503	40	"	Cattle dealer	Vagrancy	23/4/97	7 days' confinement	23/4/97	Suffering from drink.	Yes	Not known	On reception	Del. melancholia	Alcohol			29/4/97			
	"	505	31	"	Labourer	Assault		Trial	9/3/97	Sane	No	"	52 days	Suicidal mania	Not known	27/7/97					
	"	506	40	"	Plasterer	Stealing	29/4/97	1 month's hard labour	29/4/97	Doubtful	"	"	On reception	Sane	"	28/5/97					
	"	507	46	"	Labourer	Vagrancy	8/5/97	1 " "	8/5/97	"	Yes	"	"	"	"	7/6/97					
	"	508	25	"	"	Stealing	19/2/97	6 months' "	20/2/97	Sane	No	"	80 days	Epileptic mania	Epilepsy	31/7/97					
	"	509	31	"	Survey hand	False pretences	3/5/97	18 " "	23/4/97	"	"	"	20 days	Sane	Not known	10/5/97					
	"	510	46	"	Labourer	Breaking, entering, and stealing.	5/3/97	6 " "	4/5/97	Doubtful	"	"	10 days	Sub. ac. mania	"			17/8/97			
	"	511	48	"	Miner	Obscene language	25/5/97	7 days' imprisonment	25/5/97	Suffering from drink.	"	"	On reception	Alcoholism	"	31/5/97					
"	514	30	"	Labourer	Housebreaking	4/11/96	2 years' hard labour	3/2/97	Sane	"	"	125 days	Ac. mania	Masturbation							
"	515	23	"	Music teacher	Indecent assault	8/4/97	5 years' penal servitude and 25 lashes.	23/4/97	"	"	"	49 days	Malingering	Not known	9/8/27						
"	516	31	"	Gasfitter	Vagrancy	10/6/97	3 months' hard labour	15/6/97	Melancholy	"	"	2 days	Melancholia	Masturbation	30/8/97						
"	517	29	Nil.	Labourer	Murder	11/4/94	Life	24/5/94	Sane	"	"	3 years 24 days.	"	Not known	6/8/97						
"	518	53	"	Miner	Maliciously wounding.	4/4/97	8 years' penal servitude	31/4/97	"	"	"	50 days	Delusions	"							
"	522	32	Super.	Bookbinder	Forgery and uttering	24/2/96	8 " "	25/8/97	Doubtful	"	"	On reception	Malingering	"	31/8/97					Yes.	
"	529	35	Read and write.	Labourer	Vagrancy	31/8/97	3 months' hard labour	31/8/97	"	"	Yes	"	"	Delusions	"	30/11/97					
"	532	49	"	"	"	7/9/97	1 month's hard labour	7/9/97	Eccentric	"	Not known	"	Sub. ac. mania	"		4/10/97, 5/10/97.					

Name of Prison	Sex	Register Number	Age on Reception	Degree of Education	Occupation Prior to Reception	Offence or Charge	Date of Conviction (if convicted)	Sentence (if convicted)	Date of Reception into Prison	Mental Condition on Reception into Prison	Whether Remanded for Observation	Whether known to have been Previously Insane	Length of Imprisonment in the Prison previous to first symptoms of Insanity (in cases originating there)	Form of Insanity	Supposed Cause of Insanity	Recovered in Prison	Certified and Removed to an Asylum, with date of each	Discharged to Police Courts, with date	Dead in Prison, with date.	Certified as Insane, with date, but remaining in Prison at the end of the year	Remaining in the Prison, not certified as Insane at the end of the year
Parramatta	Male	534	19	Read and write	Striker	Stealing in a dwelling	30/3/97	12 months' hard labour	4/5/97	Epilepsy	No	Not known	140 days	Epileptic mania	Epilepsy	4/10/97					
	"	535	17	"	Bootmaker	Housebreaking and stealing	13/11/96	2 years' hard labour	11/2/97	Sane	"	"	232 days	Maligner	Not known	12/10/97					
	"	537	27	"	Shearer	Breaking and stealing	30/1/95	4 years penal servitude	13/9/97	"	"	"	17 days	Melancholia	Masturbation	5/10/97					
	"	540	27	"	Labourer	Breaking, entering, and stealing	5/8/96	4 " "	12/5/97	"	"	"	146 days	Mania with delusions	Not known						Yes
	"	542	34	"	Baker	Vagrancy, and breaking, entering, and stealing	22/10/97	1 month's labour and trial	22/10/97	Doubtful	"	"	On reception	Dementia	"						"
	"	547	35	"	Mechanic	Stealing	28/11/97	1 month's hard labour	28/11/97	Suffering from drunk	"	Yes	2 days	Suicidal mania	Alcohol	17/12/97					
	"	550	58	"	Labourer	Vagrancy	31/5/97	1 " "	23/9/97	Insane	"	Not known	On reception	Melancholia	Not known		4/9/97, 24/9/97				
	"	551	45	"	"	Indecent language	24/12/97	1 " "	24/12/97	Melancholy	Yes	"	"	"	"	"					Yes
"	552	58	"	"	Vagrancy	29/12/97	3 months' "	29/12/97	Demented	No	Yes	"	"	"	"					"	
Bathurst	"	11	45	"	Farmer	No lawful means of support		Remanded	11/1/97	Religious mania	Yes	No	"	"	"			18/1/97			
	"	28	42	Nil	Labourer	Vagrancy	27/1/97	2 months' confinement	28/1/97	Weak minded	No	"	1 day	Weak minded	Alcohol	19/2/97					
	"	54	33	"	Boilermaker	"		Remanded	16/2/97	"	Yes	Yes	On reception	"	Probable congenital			24/2/97			
	Female	55	26	"	Servant	Attempted suicide	21/1/97	3 months' confinement	18/2/97	Melancholia	No	No	"	Melancholia	Alcohol and opium	20/4/97					
"	41	32	Read and write	Married	Vagrancy	4/2/97	2 months "	4/2/97	Sane	"	"	5 weeks	Mania	Not known		22/3/97, 31/3/97					
Biloela	Male	401	51	"	Cook	Larceny	10/8/96	9 " "	8/10/96	"	"	"	5 months and 15 days	Melancholia	Mental repression	6/4/97					
	"	2,307	34	"	Wheelwright	(1) Stealing, (2) In possession of supposed stolen property	17/12/97	21 days' confinement	17/12/97	Suffering from delusions	"	"	On reception	General paralysis of insane	Not known						31/12/97
Goulburn	"	18	46	"	Inspector of Messengers	Larceny		1 month labour	20/1/97	Restless	Yes	Not known	"	Delusional	"	No		27/1/97			
Maitland	"	260	30	"	Labourer	Expose person	25/3/97	1 month's hard labour	26/3/97	Morose	No	Yes	"	Melancholia	Masturbation					Escaped from Gladsville and returned there 3/4/97	
	Female	615	40	Read	Servant	Vagrancy	4/9/97	3 months' "	4/9/97	Weak	"	No	23 days	Mania	Not known		11/10/97, 23/10/97				
Broken Hill Forbes	Male	845	34	Read and write	Butcher	"	15/12/97	3 " "	15/12/97	Violent	"	"	On reception	"	"					22/12/97	
	"	439	35	"	Labourer	Larceny as a bailee		Remanded	29/11/97	Insane	Yes	"	"	"	Alcohol					14/12/97	
"	131	45	"	"	Vagrancy		13/10/97	3 months' hard labour	13/10/97	Weak	No	Not known	40 days	Delusive	Exposure	No	2/11/97, 2/12/97				
Grafton	"	4,605	50	Nil	"	"	31/8/97	1 month's "	31/8/97	Melancholy	"	"	On reception	"	Not known		5/9/97, 22/9/97				
Hay	"	7	71	Read and write	Cook	"		Remanded	5/2/97	Otherwise healthy	Yes	No	"	Nervousness	Alcoholism	Yes				15/2/97	
	"	59	34	"	"	"		"	21/8/97	"	"	Not known	"	"	"	"				28/8/97	
Wollongong	"	109	18	"	Labourer	Attempted suicide	21/8/97	7 days' imprisonment	27/8/97	Penitent of his rashness	No	No	"	Self destruction	Not known						
	"	125	47	"	"	Vagrancy		Remanded	29/9/97	Supposed of Divine power	Yes	"	"	"	"	No				11/10/97	
Burrowa	"	10	62	"	Blacksmith	Threatening language		"	11/8/97	Suffering from drunk	"	Yes	"	Delusional	"	20/8/97				25/8/97	
	"	607	28	"	Labourer	Attempted suicide	28/4/97	14 days' imprisonment	23/4/97	Effects of drunk	No	Not known	"	Sane	"						Sentence expired 11/5/97
Cobar Inverell	"	4	40	"	"	"		Remanded	30/1/97	Melancholy	Yes	No	"	Melancholia	Hereditary and method of life					13/2/97, 24/2/97	
	"	182	34	"	"	Obscene language (2 charges)	10/11/96	6 months' imprisonment	10/11/96	Fairly good	No	Not known	15 weeks	Believed he was some other person	Not known		9/2/97, 9/2/97				....

Total, 156 Of this number, 110 showed symptoms of insanity on reception, and 15 within one month after admission
Exclusive of this number, 365 persons were remanded into the various gaols, charged with being of unsound mind or for protection, and 44 others were received suffering from the effects of drunk.
There were no cases of insanity in the remaining 44 gaols during the year

Prison.	Daily Average Number of Prisoners in the Year			Greatest Number of Prisoners in Custody at one time and date.				Least Number of Prisoners in Custody at one time and date.			
	Male	Female	Total	Male	Female	Total	Date	Male	Female	Total	Date.
Hay	14	0 07	14 07	21		21	19 3/97	9		9	28/9/97
Mudgee	18	2	20	28	2	30	2/7/97	12		12	25/10/97
Tamworth	34 18	1 47	35 65	41	4	45	18 4/97	23	2	25	16/6/97
Wagga Wagga	13 051	1 442	14 493	22	3	25	29/9/97	4	1	5	6/4 97
Wilcannia	17 006	1 095	18 101	29		29	23/1/97	10		10	12/9/97
Wollongong	11 635	741	12 376	18	2	20	27/3/97	3	1	4	26/11/97
Yass	4 15	109	4 209	7	1	8	20/11/97				6/8/97
Young	32 299	2 631	34 93	44	2	46	2/12/97	23	3	26	31/8/97
Balranald	2 4		2 4	6		6	16/4/97				12/13 10/97
Bega	1 95	01	1 96	7		7	27/4/97				19/20 1
Bingara	3 715	008	3 723	9		9	14/10/97	1		1	23/2/97
Bombala	2 05	03	2 08	8		8	1/1/97				11/12/97
Boulke	10 96	87	11 83	16	1	17	5, 14/6/97				1/11/97, 30/12/97
Bradwood	1 3	04	1 34	4		4	21/6/97	7		7	12/10/97
Burrowa	1 02	02	1 04	5		5	13/10/97				20/1/97
Campbelltown	1 104	304	1 408	4	1	5	23, 25/8/97				29/9/97, 1/11/97
Casino	5 35	25	5 6	11		11	2/2/97				6/1/97
Cobar	4 48	24	4 72	12		12	13 7/97		1	1	14/7/97
Coona	1 75	07	1 8	13		13	29/4/97				11/7/97
Coonabarabian	1 5		1 5	5		5	13/6/97				6/7/97
Coonamble	5 14	04	5 18	9		9	25/2/97			2	11/9/97
Cootamundra	7 71	1 25	8 96	16	1	17	15 1/97	2		2	28/9/97
Cora	3 728	072	3 8	13		13	5/1 97	2	1	3	20/9/97
Glen Innes	3 36	07	3 43	6	1	7	23/2/97	1		1	1/9/97
Grenfell	8		8	3		3	7 5 97	1		1	25/10/97
Gundagai	3 7	1	3 8	11		11	15/11/97				1, 31/10/97
Gunnedah	7 375	189	7 564	12		12	15 6/97	1		1	19, 24/9/97
Hillston	1 838		1 838	7		7	20/2/97	4		4	9/5/97
Inverell	2 08	23	2 31	8		8	5/1/97				5 5/97, 10/7/97
West Kempsey	1 87		1 87	7	1	7	17/4/97				22/7/97, 7/9/97
Moree	8 04	01	8 05	21		21	17/9/97, 9/10/97				14/5/97
Murrumbidgee	6 65	002	6 67	7		7	12/8/97				1/4/97
Narrabri	5 93	08	6 01	12	2	14	28/1/97	1		1	9/10/97
Newcastle	2 23	1	2 24	16	1	17	7/11/97				1, 31/12/97
Orange	8 18	82	9	24	1	25	11/1/97	1		1	29, 12/97
Port Macquarie	89		89	4		4	24/2/97	2	1	3	31/12/97
Queanbeyan	6	005	6 05	3		3	23/4/97				1/10/97
Singleton	05		05	3		3	25/11/97				1, 31/1/97
Taree	1 58		1 58	3		3	28/10/97	1		1	1/9/97
Tenterfield	2 41		2 41	5		5	21/9/97				2/10/97
Walgett	5 94	34	6 28	4		4	16/12/97	1		1	7/1/97
Wellington	4 9	15	5 05	13	2	15	6/12/97				6/7/97, 10/9/97
Wentworth	4 4		4 4	9		9	13/7/97				14, 15/2/97
Windsor	1 18	11	1 29	5		5	1/11 97				20/4/97
Totals	2094 174	230 743	2324 917				29 3/97				22/12/97
							21/12/97				1, 25 8/97

No. 3.

RETURN showing the Number and Sentences of Prisoners under each period of Sentence of Penal Servitude, Hard Labour, or Imprisonment in all Prisons on the 31st December, 1897.

Period of Sentence.	Number of Prisoners on the 31st December, 1897.					
	Sentenced to Penal Servitude or Hard Labour.			Sentenced to Imprisonment only		
	Males.	Females	Total.	Males	Females	Total.
Penal servitude and hard labour						
Life	31	1	32	4		4
29 years						
25 "						
24 "						
23 "						
22 "						
21 "						
20 "	1		1			
19 "						
18 "						
17 "						
16 "						
15 "	10		10	1		1
14 "	15		15			
13 "						
12 "	5		5			
11 "						
10 "	49		49			
9 "	1		1			
8 "	31		31			
7 "	69		69			
6 1/2 "	4		4			
6 "	33		33			
5 "	154	1	155			

Period of Sentence.	Number of Prisoners on the 31st December, 1897.					
	Sentenced to Penal Servitude or Hard Labour.			Sentenced to Imprisonment only.		
	Males.	Females.	Total.	Males.	Females.	Total.
4½ years	1	..	1	..	..	..
4½ "	4	..	4	..	..	..
4 "	114	5	119	..	..	..
3½ "	1	..	1	..	..	..
3½ "	3	..	3	1	..	1
3 "	187	4	191	..	1	1
Over 2 years	38	..	38	..	..	..
24 months and over 23 months	136	4	140	1	1	2
23 "	22	..	22	..	..	..
22 "	21	..	21	..	..	..
21 "	20	..	20	..	..	..
20 "	19	..	19	..	..	..
19 "	18	5	23	..	..	..
18 "	17	..	17	..	..	..
17 "	16	..	16	..	..	..
16 "	15	..	15	..	..	..
15 "	14	1	15	..	..	..
14 "	13	..	13	..	..	..
13 "	12	1	13	..	..	..
12 "	11	3	14	6	6	12
11 "	10	..	10	1	..	1
10 "	9	..	9	..	..	..
9 "	8	2	10	..	1	1
8 "	7	..	7	..	..	..
7 "	6	..	6	..	..	..
6 "	5	..	5	2	8	10
5 "	4	..	4	3	..	3
4 "	3	9	12	13	..	13
3 "	2	52	54	28	14	42
2 "	1 month	12	24	41	7	48
4 weeks and over 3 weeks	49	12	61	20	14	34
3 "	2 "	5	5	22	4	26
2 "	1 week	12	4	16	4	19
7 days	..	3	3	11	9	20
6 "	..	..	..	..	..	..
5 "	..	..	..	..	..	..
4 "	..	..	..	..	..	..
3 "	..	..	..	2	1	3
2 "	..	..	1	11	..	11
1 day	..	..	..	4	..	4
No term specified	4	..	4	25	1	26
Totals	1,686	166	1,852	211	71	282

No. 4.

RETURN showing the Population of New South Wales, with the Number of Prisoners sentenced to Death, to Penal Servitude for life, to Penal Servitude or Hard Labour for a term of years, to Imprisonment on Indictment, and on Summary Conviction or want of Sureties in each Year from 1890.

Year.	Population of New South Wales	Number of Prisoners Sentenced to					
		Death, and Death Recorded	Penal Servitude for Life	Penal Servitude or Hard Labour.		Imprisonment only on Indictment. By Quarter Sessions or Criminal Courts.	Imprisonment on Summary Conviction or Want of Sureties.
				By Quarter Sessions or Criminal Courts Three years and upwards	By Quarter Sessions or Criminal Courts Under Three years.		
1890 ..	1,121,860	7	..	240	386	121	10,921
1891 ..	1,165,300	7	2	254	439	109	12,309
1892 ..	1,197,650	5	4	207	427	78	12,474
1893 ..	1,223,370	10	..	244	477	84	12,764
1894 ..	1,251,450	10	..	211	556	79	12,360
1895 ..	1,277,870	7	..	195	524	73	12,682
1896 ..	1,297,640	4	..	179	535	103	12,880
1897 ..	1,323,460	7	1	193	560	31	11,519

No. 4A.

RETURN showing the Number of Prisoners sentenced to Penal Servitude, or to Hard Labour, within each of the following period of sentences during the year 1897.

By Quarter Sessions of Criminal Courts								Total
10 Years and above	9 Years and under 10	8 Years and under 9	7 Years and under 8	6 Years and under 7	5 Years and under 6	4 Years and under 5	3 Years and under 4	
*8	.	..	13	3	47	33	89	193

* Exclusive of 1 prisoner sentenced to penal servitude for life

No. 5.

NUMBER of Prisoners convicted at Gaol Deliveries and Courts of Quarter Sessions during the year ended 31st December, 1897, and the number of previous convictions recorded against such Prisoners; also the number of such Prisoners who had not been previously convicted.

Prison	Number who had been previously convicted															Number who had not been previously convicted		Total		
	Once		Twice		Thrice		Four times		Five times		Six to Ten times		Eleven to Twenty times		Above Twenty times		M	F	M	F
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F				
Darlinghurst	55	5	41	2	28		25		14		52	6	27	6	13	1	111	13	366	33
Albury	1		1								3		4				3	1	12	1
Armidale	3				1						1						6		11	
Bathurst	7		1		2		1		1		1				1		13	1	27	1
Bega																	2		2	
Bingera	2		1								1						5	1	9	1
Bombala	2																11		13	
Bourke	3		2		2								1				7		15	
Braidwood	2													1			21		23	
Broken Hill	2		2		2		1		3	1						11		21	1	
Burrowa																	2		2	
Campbelltown			1													1	1	2	1	
Casino (Lismore)	1										2						8		11	
Cobar	1		3																4	
Cooma	3																10		13	
Coonabarabran					2												1		1	
Coonamble	1																2		5	
Cootamundra	3		2											1			11		17	
Cowra	2																4		6	
Demighuin			2		2												4	1	8	1
Dubbo	3		3		5		1		2								19	2	33	
Forbes	6		2	1	1		1										7	1	17	2
Glen Innes							1										2	1	4	
Goulburn	5		1		3		1		1								8	3	19	3
Grafton	1										1						1		3	
Grenfell			1								1						1		2	
Gundagai							1				1						2		4	1
Gunnedah	2																4		6	
Hay	3		2				1										2		8	
Hillston	1																		1	
Inverell	2																2		4	
Kempsey	1						2				1								2	
Maitland	2		2				2										12		18	
Moree	2																3	1	5	1
Mudgee	2		1														9		12	
Murrumbidgee	2																4		6	
Narrabri					1												1	1	2	1
Newcastle	2		1		1		1				2		1			1	18	1	25	1
Orange	1		1														3		5	
Parramatta	3		4		1		1				3		1				5		18	
Port Macquarie			1																1	
Queanbeyan																				
Singleton	1																3		4	
Tamworth	3		2		1		1								1		4	1	12	1
Taree																	3		3	
Tenterfield			1														1		1	
Wagga Wagga	2		1								1						10	1	14	1
Walgett			1														2		3	
Wellington	1						1										7		9	
Wentworth																				
Wilcannia	3		1														5	1	9	1
Windsor											1									
Wollongong	2						1										2		6	
Yass																	3		3	
Young	2		1		1		2										4	1	10	1
Grand Total	140	5	83	3	50		42		21	2	72	6	35	6	15	2	379	31	837	55

No. 6.

STATEMENT of the Restraints, Punishments, and Offences during the year ended 31st December, 1897, in each of the Prisons of New South Wales.

Prison.	Restraints— Irons or Hand-cuffs.	Prison punishments for misconduct in Prison.			Total Number of Prisoners Punished.	Number of Prisoners not Punished.	Total Number of Prisoners during the Year.	Prison Offences.				
		Corporal Punishment.	Punishment, Cells.	Dietary Punishment.				Violence to Officers.	Escapes and attempts to escape.	Idleness.	Other Breaches of Regulations.	Total Offences.
Darlinghurst	302	4	223	7,028	7,251	8	...	21	321	350	
Parramatta	202	...	173	979	1,152	5	...	3	268	276	
Bathurst	139	8	112	587	699	5	...	6	192	203	
Berrima	26	2	18	163	181	...	...	...	56	56	
Biloela	123	8	105	2,473	2,578	1	...	8	122	131	
Goulburn	98	5	65	586	651	...	...	2	122	124	
Maitland	63	...	45	888	933	2	...	2	133	137	
Trial Bay	8	3	11	193	204	...	...	4	34	38	
Albury	15	...	10	214	224	1	...	...	14	15	
Armidale	29	...	15	136	151	...	...	2	27	29	
Broken Hill	25	...	22	408	430	...	...	7	27	34	
Deniliquin	18	5	17	166	183	...	...	3	34	37	
Dubbo	24	...	14	292	306	...	...	1	23	24	
Forbes	157	157	...	...	...	...	...
Grafton	17	...	11	104	115	...	...	...	23	23	
Hay	1	...	1	85	86	...	...	...	1	1	
Mudgee	1	...	1	124	125	...	...	...	4	4	
Tamworth	8	...	6	281	287	...	...	2	13	15	
Wagga Wagga	219	219	...	...	...	...	...
Wilcannia	13	...	6	108	114	...	...	1	12	13	
Wollongong	1	...	1	163	164	...	...	...	1	1	
Yass	2	...	1	56	57	...	...	...	2	2	
Young	20	...	32	110	142	...	...	1	19	20	
Balranald	22	22	...	...	...	...	...
Bega	44	44	...	...	...	...	...
Bingera	3	...	3	42	45	...	...	...	3	3	
Bombala	34	34	...	...	...	...	...
Bourke	2	...	2	142	144	...	...	1	3	4	
Braidwood	27	27	...	...	...	...	...
Burrowa	19	19	...	...	...	...	...
Campbelltown	42	42	...	...	...	...	...
Casino	66	66	...	...	...	...	...
Cobar	121	121	...	...	...	...	...
Cooma	72	72	...	...	...	...	...
Coonabarabran	23	23	...	...	...	...	...
Coonamble	1	1	66	67	...	...	...	1	1	
Cootamundra	147	147	...	...	...	...	...
Cowra	84	84	...	...	...	...	...
Glen Innes	7	...	4	47	51	...	...	...	7	7	
Grenfell	20	20	...	...	...	...	...
Gundagai	1	4	2	5	83	88	...	...	...	5	5
Gunnedah	9	...	9	98	107	...	...	...	2	2	
Hillston	1	...	1	23	24	...	...	...	1	1	
Inverell	60	60	...	...	...	...	...
West Kempsey	35	35	...	...	...	...	...
Moree	2	2	2	220	222	...	...	...	2	2	
Murrurundi	27	27	...	...	...	...	...
Narrabri	3	2	131	133	...	...	...	3	3	
Newcastle	377	377	...	...	...	...	...
Orange	10	1	5	261	266	1	...	4	5	10	
Port Macquarie	28	28	...	...	...	...	...
Queanbeyan	16	16	...	...	...	...	...
Singleton	29	29	...	...	...	...	...
Taree	19	19	...	...	...	...	...
Tenterfield	22	22	...	...	...	...	...
Walgett	12	12	6	60	66	...	...	...	12	12	
Wellington	96	96	...	...	...	...	...
Wentworth	35	35	...	...	...	...	...
Windsor	37	37	...	...	...	...	...
Totals	1	1,185	56	929	18,195	19,124	23	...	68	1,492	1,583	

NOTES.—No corporal punishment was inflicted during the year. Only 4·8 per cent. of the total number of prisoners during the year were punished. The number of offences committed and the number of punishments awarded do not, of course, agree, it being the practice in most cases to award one form of punishment for several offences, while in others the offence is met by admonition without punishment. In consequence of transfers the same prisoner may be punished in more than one prison during the year, so that the totals do not exactly agree with the total prison population of Form No. 1. 4 prisoners escaped during the year, 3 of whom were recaptured, and were committed to the Higher Courts, 2 received terms of imprisonment and the other was awaiting Trial at the end of the year.

STATEMENT of Accommodation for Prisoners in the Prisons of New South Wales during the year ended 31st December, 1897, and of the Daily Average and the Greatest Number of Prisoners.

Prison.	Number of Cells.			Daily Average Number of Prisoners.			Greatest Number of Prisoners Confined.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
Darlinghurst	226	120	346	473·151	92·668	565·819	527	120	647
Parramatta (a) ...	326	2	328	320·45	.....	320·45	375	.....	375
Bathurst	273	46	319	227·53	12·35	239·88	254	14	268
Berrima	82	.....	82	72·48	.....	72·48	87	.....	87
Biloela	6	8	14	107·52	76·15	183·67	140	120	269
Do Dormitories (b)	5	5	10						
Goulburn	319	9	328	242·164	9·232	251·396	277	11	288
Maitland	112	11	123	115·32	9·06	124·38	142	10	152
Trial Bay	69	.....	69	116·34	.....	116·34	126	.....	126
Do Huts (c)	18	.....	18						
Albury	26	3	29	25·91	·99	26·9	41	1	42
Armidale	22	4	26	22·57	2·4	24·97	31	3	34
Broken Hill	19	2	21	23·98	4·83	28·81	47	7	54
Deniliquin	15	3	18	15·556	2·233	17·789	26	2	28
Dubbo	15	2	17	33·73	4·68	38·41	44	6	50
Forbes	6	1	7	8·652	·532	9·184	18	1	19
Grafton	43	7	50	22·31	·65	22·96	34	2	36
Hay	11	2	13	14·	·07	14·07	21	.....	21
Mudgee	22	4	26	18·	2·	20·	28	2	30
Tamworth	13	2	15	34·18	1·47	35·65	41	4	45
Wagga Wagga ...	10	2	12	13·051	1·442	14·493	22	3	25
Wilcannia	7	1	8	17·006	1·095	18·101	29	.....	29
Wollongong	11	2	13	11·635	·741	12·376	18	2	20
Yass	14	3	17	4·15	·109	4·259	7	1	8
Young (d)	35	3	38	32·299	2·631	34·93	44	2	46
Balranald	4	.....	4	2·4	.....	2·4	6	.....	6
Bega	5	.....	5	1·95	·01	1·96	7	.....	7
Bingera	4	.....	4	3·715	·008	3·723	9	.....	9
Bombala	3	1	4	2·05	·03	2·08	8	.....	8
Bourke	11	2	13	10·96	·87	11·83	16	1	17
Braidwood	11	1	12	1·3	·04	1·34	4	.....	4
Burrowa	3	.....	3	1·02	·02	1·04	5	.....	5
Campbelltown	3	1	4	1·104	·304	1·408	4	1	5
Casino	5	1	6	5·35	·25	5·6	11	.....	11
Cobar	4	1	5	4·48	·24	4·72	12	.....	12
Cooma (e)	30	2	32	1·73	·07	1·8	13	.....	13
Coonabarabran ..	4	1	5	1·5	.....	1·5	5	.....	5
Coonamble	5	1	6	5·14	·04	5·18	9	.....	9
Cootamundra	4	2	6	7·71	1·25	8·96	16	1	17
Cowra	3	1	4	3·728	·072	3·8	13	.....	13
Glen Innes	5	.....	5	3·36	·07	3·43	6	1	7
Grenfell	4	.....	4	·8	.....	·8	3	.....	3
Gundagai	5	1	6	3·7	·1	3·8	11	.....	11
Gunnedah	4	1	5	7·375	·189	7·564	12	.....	12
Hillston	5	.....	5	1·838	.....	1·838	7	.....	7
Inverell	4	2	6	2·08	·23	2·31	8	1	9
West Kempsey ...	3	1	4	1·87	.....	1·87	7	.....	7
Moree	6	.....	6	8·04	·01	8·05	21	.....	21
Murrurundi	2	2	4	·65	·002	·652	7	.....	7
Narrabri	5	2	7	5·93	·08	6·01	12	2	14
Newcastle	7	3	10	2·28	·1	2·38	16	1	17
Orange	7	1	8	8·18	·82	9·	24	1	25
Port Macquarie ...	8	1	9	·89	.....	·89	4	.....	4
Queanbeyan	5	1	6	·6	·005	·605	3	.....	3
Singleton	2	.....	2	·05	.....	·05	3	.....	3
Taree	4	.....	4	1·58	.....	1·58	5	.....	5
Tenterfield	4	2	6	2·41	.....	2·41	4	.....	4
Walgett	4	2	6	5·94	·34	6·28	13	2	15
Wellington	4	1	5	4·9	·15	5·05	10	4	14
Wentworth	10	2	12	4·4	.....	4·4	9	.....	9
Windsor	12	1	13	1·18	·11	1·29	5	.....	5
Totals	1,891	274	2,165	2,094·174	230·743	2,324·917	.....	.....	.....

(a) Increase consequent upon division of associated cells during 1897.

(b) Are capable of accommodating 152 males, and 113 females.

(c) Are capable of accommodating 6 prisoners in each hut.

(d) Nineteen new cells brought into use during 1897

(e) Increase consequent upon removal back to old gaol.

No. 8.

RETURN of Prisoners within each of the following Periods of Age remaining in each of the Prisons of New South Wales on the 31st December, 1897.

Name of Prison.	Under 12 Years.	12 Years and under 16.	16 and under 25.	25 and under 30.	30 and under 40.	40 and under 50.	50 and under 60.	60 and above.	Age not ascertained.	Total.
Darlinghurst	1	83	126	134	71	30	16	1	462
Parramatta	1	57	79	83	38	23	14	...	295
Bathurst	1	37	53	86	43	22	11	1	254
Berrima	8	18	29	14	6	1	...	76
Biloela	21	49	97	49	27	12	...	255
Goulburn	1	32	55	56	43	16	10	...	213
Maitland	1	16	29	29	29	8	4	...	116
Trial Bay	9	17	58	18	8	2	...	112
Albury	4	9	7	7	3	6	...	36
Armidale	3	4	9	7	1	3	...	27
Broken Hill	2	5	11	5	4	1	...	28
Deniliquin	4	5	4	3	3	...	19
Dubbo	3	14	13	8	1	3	...	42
Forbes	1	2	3	4	2	1	...	13
Grafton	3	9	12	5	2	1	...	32
Hay	3	4	4	...	...	1	...	12
Mudgee	8	3	...	2	...	...	16
Tamworth	1	9	13	9	4	6	...	42
Wagga Wagga	1	4	4	5	4	1	...	19
Wilcannia	1	5	10	5	3	...	...	24
Wollongong	2	3	1	2	...	...	8
Yass	2	1	...	...	...	...	3
Young	3	6	17	4	3	1	...	34
Balranald	1	...	...	1
Bega	1	1	2	1	...	...	...	5
Bingera	1	...	1	1	...	...	3
Bombala	1	...	...	...	...	...	...	1
Bourke	2	1	3	1	...	...	7
Braidwood	1	...	1	...	...	...	...	2
Burrowa	1	...	...	...	1
Campbelltown
Casino	1	3	1	1	...	...	...	6
Cobar	1	...	...	2	...	3
Cooma	1	...	...	1	...	2
Coonabarabran	1	...	1	...	...	...	...	2
Coonamble	2	4	1	...	...	...	7
Cootamundra	2	5	5	...	...	...	12
Cowra	2	...	...	...	1	...	3
Glen Innes	1	...	...	...	1	...	...	2
Grenfell
Gundagai	2	...	1	1	...	...	4
Gunnedah	1	9	1	...	...	...	...	11
Hillston	1	1	...	...	1	...	3
Inverell	1	...	1	...	...	...	...	2
West Kempsey	2	...	...	...	...	...	...	2
Moree	2	3	2	...	2	...	9
Murrurundi
Narrabri	1	...	...	1	...	2
Newcastle
Orange	3	1	2	2	1	...	9
Port Macquarie	1	...	...	...	...	1
Queanbeyan	1	...	1
Singleton
Taree	3	1	...	...	1	...	...	5
Tenterfield	1	...	2	...	...	...	...	3
Walgett	1	2	3	1	...	...	7
Wellington	2	1	1	...	...	4
Wentworth	1	...	...	...	...
Windsor	1	1	...	...	...	2
Totals	5	302	545	720	395	184	107	2	2,260

APPENDIX IV.

PART B.

Returns relating to Staff and Expenditure.

9. Comparative statement, showing daily average number of prisoners, and the cost of salaries and contingencies at established gaols, during the years 1895, 1896, 1897. Police gaols omitted.
10. Return showing cost of maintenance of established gaols, number of prisoners to each officer, &c., &c., during the years 1895, 1896, 1897. Police gaols omitted.
11. Detailed cost of established gaols during the year 1897.
12. Staff Board No. 1, showing the distribution of the principal officers on the 31st December, 1897, and the gaols where stationed.
13. Staff Board No. 2, showing the number of warders, overseers, female warders, acting gaolers, and acting matrons employed at the different gaols in the Colony on 31st December, 1897.
14. Officers. Particulars as to retirements, resignations, &c.

No. 9.

COMPARATIVE Statement showing Daily Average Number of Prisoners, and the Cost of Salaries and Contingencies at Established Gaols, during the years 1895, 1896, and 1897. Police Gaols omitted.

Prison.	Daily Average Number of Prisoners.			Salaries.			Contingencies.		
	1895.	1896.	1897.	1895.	1896.	1897.	1895.	1896.	1897.
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Darlinghurst..	542	549	565	15,295 4 10	12,923 15 10	11,962 7 3	8,270 8 3	7,558 14 8	8,959 6 7
Bathurst	295	268	239	8,440 5 5	7,850 13 11	6,523 8 8	3,945 3 3	4,241 9 10	3,606 14 4
Berrima	72	74	72	3,847 17 1	3,605 15 8	3,379 7 0	1,022 6 8	950 3 8	1,107 18 3
Biloela	195	190	183	3,971 16 0	3,058 3 9	2,591 5 7	2,224 15 8	2,188 0 2	2,433 17 6
Goulburn	306	284	251	7,805 18 2	7,264 3 10	6,509 4 7	3,681 3 3	3,751 3 2	3,881 17 1
Maitland	150	138	124	4,676 14 5	4,519 5 9	4,132 19 2	2,004 10 5	2,059 7 9	1,945 10 11
Parramatta	324	328	320	9,539 8 0	8,912 3 1	7,672 10 1	4,969 14 0	5,093 17 2	4,948 8 2
Trial Bay	91	103	116	3,724 14 0	4,115 15 1	4,004 0 5	3,951 0 9	2,740 13 6	2,584 19 0
Albury	32	31	26	1,470 19 6	1,318 6 8	1,119 16 8	631 4 11	501 18 1	461 6 2
Armidale	27	25	25	1,419 14 7	1,309 7 0	1,188 15 6	418 7 8	331 9 2	518 19 1
Broken Hill	34	37	28	1,277 12 9	1,194 5 5	1,145 11 2	690 2 6	612 4 7	588 11 2
Deniliquin	16	23	17	1,072 10 0	989 9 4	938 11 1	321 3 6	446 5 3	440 16 2
Dubbo	51	40	38	1,632 6 9	1,524 13 2	1,404 11 10	805 10 6	745 9 5	672 3 10
Forbes	21	13	9	914 8 6	784 7 6	455 7 4	285 11 11	271 1 8	178 9 0
Grafton	20	31	23	1,399 1 1	1,297 15 4	1,252 8 6	411 13 4	569 13 8	465 8 11
Hay	25	17	14	1,262 10 6	1,146 7 1	1,085 7 4	339 0 9	362 10 8	315 6 9
Mudree	23	19	20	1,213 12 7	1,130 16 0	1,101 2 9	393 13 2	388 17 1	372 8 11
Tamworth	35	34	35	1,393 5 2	1,292 8 0	1,266 15 0	439 15 10	454 15 3	565 16 11
Wagga Wagga	18	14	14	944 3 3	809 13 9	447 4 4	275 7 6	240 18 5	201 9 7
Wilcannia	19	16	18	1,190 12 1	1,073 13 7	1,075 0 0	600 5 3	444 9 6	510 11 6
Wollongong	19	19	12	1,085 12 3	813 17 0	456 15 10	246 3 6	237 12 1	188 19 5
Yass	13	8	4	909 12 8	697 11 6	307 17 0	243 18 5	171 14 8	90 5 10
Young	31	33	35	1,404 18 4	1,338 4 8	1,298 14 8	590 8 4	599 10 5	766 5 6
Totals ..	2,359	2,294	2,188	75,892 17 11	68,970 12 11	61,319 1 9	36,811 9 4	35,012 6 10	35,805 11 4

	Salaries.		Contingencies.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Expenditure per average number of prisoners, 1895 ...	32	3 5	15	12 6	47	15 11
„ „ „ „ 1896 ...	30	1 3	15	5 3	45	6 6
„ „ „ „ 1897 ...	28	0 6	16	7 3	44	7 9
Saving effected per head for 1897 as compared with 1895					£3	8 2
„ „ „ „ 1896					0	19 9

No. 10.

RETURN showing Cost of Maintenance of Established Gaols, number of Prisoners to each Officer, &c., &c., during years 1895, 1896, and 1897. Police Gaols omitted.

Prison.	Daily Average Number of Prisoners.	Number of Regular Officers.*	Number of Prisoners to each Regular Officer.	Expenditure.						Expenditure per Average Number of Prisoners.					
				Salaries.		Contingencies.		Total.		Salaries.	Contingencies.	Total Cost.			
				£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Darlinghurst	1895	542	90	6.02	15,295	4 10	8,270	8 3	23,565	13 1	28.2	15.2	43.4		
	1896	549	80	6.8	12,923	15 10	7,558	14 8	20,482	10 6	23.5	13.7	37.2		
	1897	565	78	7.2	11,962	7 3	8,959	6 7	20,921	13 10	21.1	15.8	36.9		
Bathurst	1895	295	53	5.5	8,440	5 5	3,945	3 3	12,385	8 8	28.6	13.3	41.9		
	1896	268	51	5.2	7,850	13 11	4,241	9 10	12,092	3 9	29.2	15.8	45.0		
	1897	239	44	5.4	6,523	8 8	3,606	14 4	10,130	3 0	27.2	15.1	42.3		
Parramatta ..	1895	324	58	5.5	9,539	8 0	4,969	14 0	14,509	2 0	29.4	15.2	44.6		
	1896	328	54	6.07	8,912	3 1	5,093	17 2	14,006	0 3	27.1	15.5	42.6		
	1897	320	51	6.2	7,672	10 1	4,948	8 2	12,620	18 3	24.0	15.4	39.4		
Goulburn ...	1895	306	49	6.2	7,805	18 2	3,681	3 3	11,487	1 5	25.5	12.02	37.52		
	1896	284	46	6.1	7,264	3 10	3,751	3 2	11,015	7 0	25.5	13.2	38.7		
	1897	251	44	5.7	6,509	4 7	3,881	17 1	10,391	1 8	25.9	15.4	41.3		
Maitland ...	1895	150	30	5.	4,676	14 5	2,004	10 5	6,681	4 10	31.1	13.3	44.4		
	1896	138	30	4.6	4,519	5 9	2,059	7 9	6,578	13 6	32.7	14.9	47.6		
	1897	124	28	4.4	4,132	19 2	1,945	10 11	6,078	10 1	33.3	15.7	49.0		
Trial Bay ...	1895	91	22	4.1	3,724	14 0	3,951	0 9	7,675	14 9	40.9	43.4	84.3		
	1896	103	26	3.9	4,115	15 1	2,740	13 6	6,856	8 7	39.9	26.6	66.5		
	1897	116	26	4.4	4,004	0 5	2,584	19 9	6,589	0 2	34.5	22.3	56.8		
Berrima	1895	72	22	3.2	3,847	17 1	1,022	6 8	4,870	3 9	53.4	14.2	67.6		
	1896	74	21	3.5	3,605	15 8	950	3 8	4,555	19 4	48.7	12.8	61.5		
	1897	72	21	3.4	3,379	7 0	1,107	18 3	4,487	5 3	46.9	15.4	62.3		
Biloela	1895	195	27	7.2	3,971	16 0	2,224	15 8	6,196	11 8	20.3	11.4	31.7		
	1896	190	25	7.6	3,058	3 9	2,188	0 2	5,246	3 11	16.09	11.5	27.59		
	1897	183	26	7.03	2,591	5 7	2,433	17 6	5,025	3 1	14.1	13.3	27.4		
Albury	1895	32	11	2.9	1,470	19 6	631	4 11	2,102	4 5	45.9	19.7	65.6		
	1896	31	8	3.8	1,318	6 8	501	16 1	1,820	2 9	42.5	16.1	58.6		
	1897	26	8	3.2	1,119	16 8	461	6 2	1,581	2 10	43.1	17.7	60.8		
Armidale ...	1895	27	9	3.	1,419	14 7	418	7 8	1,838	2 3	52.5	15.4	67.9		
	1896	25	9	2.7	1,309	7 0	381	9 2	1,690	16 2	52.3	15.2	67.5		
	1897	25	9	2.7	1,188	15 6	518	19 1	1,707	14 7	47.5	20.8	68.3		
Broken Hill..	1895	34	8	4.2	1,277	12 9	690	2 6	1,967	15 3	37.5	20.2	57.7		
	1896	37	8	4.6	1,194	5 5	612	4 7	1,806	10 0	32.2	16.5	48.7		
	1897	28	8	3.5	1,145	11 2	588	11 2	1,734	2 4	40.9	21.0	61.9		
Deniliquin ...	1895	16	7	2.2	1,072	10 0	321	3 6	1,393	13 6	67.0	20.06	87.06		
	1896	23	7	3.2	989	9 4	446	5 3	1,435	14 7	43.0	19.4	62.4		
	1897	17	7	2.4	938	11 1	440	16 2	1,379	7 3	55.2	25.9	81.1		
Dubbo.....	1895	51	11	4.6	1,632	6 9	805	10 6	2,437	17 3	32.0	15.7	47.7		
	1896	40	10	4.	1,524	13 2	745	9 5	2,270	2 7	38.1	18.6	56.7		
	1897	38	10	3.8	1,404	11 10	672	3 10	2,076	15 8	36.9	17.7	54.6		
Forbes.....	1895	21	6	3.5	914	8 6	285	11 11	1,200	0 5	43.5	13.5	57.		
	1896	13	4	3.2	784	7 6	271	1 8	1,055	9 2	60.3	20.8	81.1		
	1897	9	4	2.2	455	7 4	178	9 0	633	16 4	50.6	19.8	70.4		
Grafton	1895	20	9	2.2	1,399	1 1	411	13 4	1,810	14 5	69.9	20.5	90.4		
	1896	31	9	3.4	1,297	15 4	569	13 8	1,867	9 0	41.8	18.3	60.1		
	1897	23	9	2.5	1,252	8 6	465	8 11	1,717	17 5	54.4	20.2	74.6		
Hay.....	1895	25	8	3.1	1,262	10 6	339	0 9	1,601	11 3	50.5	13.5	64.0		
	1896	17	8	2.1	1,146	7 1	362	19 8	1,509	6 9	67.4	21.3	88.7		
	1897	14	8	1.7	1,085	7 4	315	6 9	1,400	14 .1	77.5	22.5	100.0		
Mudgee	1895	23	8	2.8	1,213	12 7	393	13 2	1,607	5 9	52.7	17.08	69.78		
	1896	19	8	2.3	1,130	16 0	388	17 1	1,519	13 1	59.5	20.4	79.9		
	1897	20	8	2.5	1,101	2 9	372	8 11	1,473	11 8	55.	18.6	73.6		
Tamworth ...	1895	35	10	3.5	1,393	5 2	489	15 10	1,883	1 0	39.8	13.9	53.7		
	1896	34	9	3.7	1,292	8 0	454	15 3	1,747	3 3	38.0	13.3	51.3		
	1897	35	9	3.8	1,266	15 0	565	16 11	1,832	11 11	36.2	16.1	52.3		
Wagga Wagga..	1895	18	6	3.	944	3 3	275	7 6	1,219	10 9	52.4	15.2	67.6		
	1896	14	4	3.5	809	13 9	240	18 5	1,050	12 2	57.8	17.2	75.0		
	1897	14	4	3.5	447	4 4	201	9 7	648	13 11	31.9	14.4	46.3		
Wilcannia ...	1895	19	7	2.7	1,190	12 1	600	5 3	1,790	17 4	62.6	31.5	94.1		
	1896	16	7	2.2	1,073	13 7	444	9 6	1,518	3 1	67.1	27.7	94.8		
	1897	18	7	2.5	1,075	0 0	510	11 6	1,585	11 6	59.7	28.3	88.		
Wollongong..	1895	19	7	2.7	1,085	12 3	246	3 6	1,331	15 9	57.1	12.9	70.		
	1896	19	4	4.7	813	17 0	237	12 1	1,051	9 1	42.8	12.5	55.3		
	1897	12	4	3.	456	15 10	188	19 5	645	15 3	38.	15.8	53.8		
Yass	1895	13	6	2.1	909	12 8	243	18 5	1,153	11 1	69.9	18.6	88.5		
	1896	8	3	2.6	697	11 6	171	14 8	869	6 2	87.1	21.4	108.5		
	1897	4	3	1.3	307	17 0	90	5 10	398	2 10	77.	22.5	99.5		
Young.....	1895	31	9	3.4	1,404	18 4	590	8 4	1,995	6 8	45.3	19.03	64.33		
	1896	33	9	3.6	1,338	4 8	599	10 5	1,937	15 1	40.5	18.1	58.6		
	1897	35	9	3.8	1,298	14 8	766	5 6	2,065	0 2	37.1	21.9	59.0		

* Visiting Officers omitted.

No. 11.

DETAILED Cost of Established Gaols during the year 1897

Gaol.	Pay and Allowances of Officers, including Special Warders.		Clothing of Officers.		Victualling of Prisoners, including Medical Comforts.		Clothing of Prisoners, Bedding, Furniture, &c.		Medicines, Surgical Instruments, &c.		Gratuities and Bonuses paid to Prisoners.		Indulgences to Prisoners.		Fuel, Light, and Water; Soap, Scouring, and Cleaning Articles.		Sustenance Allowance.		Removal Expenses of Officers transferred.		Stationery.		Incidental Expenses.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Darlinghurst	11,962	7 3	337	0 0	3,204	1 8	2,970	19 10	144	1 6	370	13 10	155	8 0	1,304	7 11	91	19 8	37	0 1	167	15 9	175	18 4	20,921	13 10
Bathurst	6,523	8 8	117	5 3	1,521	2 4	658	0 5	65	13 3	167	9 6	225	8 10	562	13 2	14	9 0	33	18 10	18	5 10	222	17 11	10,130	3 0
Berrima	3,379	7 0	107	2 11	470	19 11	180	19 1	10	0 0	40	4 10	41	14 2	144	0 10	26	14 5	29	17 0	3	13 5	52	11 8	4,487	5 3
Biloela	2,591	5 7	79	2 6	1,101	12 8	612	14 9	98	13 4	111	7 0	19	7 8	360	12 0	1	4 0	7	18 11	5	14 6	35	10 2	5,025	3 1
Goulburn.....	6,509	4 7	189	10 10	1,363	6 0	693	2 10	106	10 6	261	2 11	255	19 6	678	19 8	58	2 10	39	11 2	14	3 10	221	7 0	10,391	1 8
Maitland	4,132	19 2	140	6 7	765	9 6	342	3 1	13	19 4	116	17 0	82	3 4	368	14 11	21	5 0	17	4 7	7	15 8	69	11 11	6,078	10 1
Parramatta	7,672	10 1	199	9 7	1,864	1 1	1,141	15 3	129	3 2	221	2 11	230	11 0	832	7 0	15	6 3	26	6 5	39	19 8	248	5 10	12,620	18 3
Trial Bay.....	4,004	0 5	94	18 0	1,345	7 11	326	17 5	51	6 3	247	14 4	0	1 10	210	18 6	19	19 9	17	1 2	3	10 9	267	3 10	6,589	0 2
Albury	1,119	16 8	23	5 11	190	15 0	52	12 4	1	4 5	22	14 8	14	11 10	124	6 1	4	0 0	6	2 11	2	16 1	18	16 11	1,581	2 10
Armidale	1,188	15 6	34	9 7	172	1 1	67	14 7	4	13 8	15	5 9	18	4 4	112	16 9	11	16 0	46	12 11	0	13 2	34	11 3	1,707	14 7
Broken Hill	1,145	11 2	27	9 2	270	4 8	104	7 9	8	12 11	10	3 3	9	1 1	89	16 9	1	10 0	20	4 3	0	10 4	46	11 0	1,734	2 4
Deniliquin	938	11 1	18	1 11	123	19 9	75	6 9	15	8 1	14	14 4	9	1 2	126	12 10	2	2 0	15	7 9	2	14 5	37	7 2	1,379	7 3
Dubbo	1,404	11 10	38	11 10	247	6 0	100	6 1	10	0 0	19	5 3	22	5 4	120	12 8	1	16 9	9	0 0	3	15 0	99	4 11	2,076	15 8
Forbes	455	7 4	12	12 9	76	5 8	26	1 10	4	2 3	3	12 2	6	2 1	20	5 4	.....	.....	17	4 6	0	19 5	11	3 0	633	16 4
Grafton	1,252	8 6	41	14 0	198	9 10	70	11 5	10	17 7	24	19 11	24	6 9	62	4 5	3	6 0	13	10 5	0	10 3	14	18 4	1,717	17 5
Hay	1,085	7 4	32	10 8	102	12 6	8	7 6	5	5 9	9	4 1	8	8 8	131	7 0	.....	.....	1	4 2	16	6 5	16	6 5	1,400	14 1
Mudgee	1,101	2 9	26	6 6	135	0 7	38	8 2	5	1 10	16	4 8	15	10 3	111	16 10	.....	.....	1	8 7	22	11 6	22	11 6	1,473	11 8
Tamworth	1,266	15 0	26	2 6	256	16 1	98	9 9	9	14 9	30	15 10	21	19 1	67	4 5	5	10 0	.....	.....	5	14 2	43	10 4	1,832	11 11
Wagga Wagga	447	4 4	10	4 7	72	3 0	21	19 8	2	8 0	6	0 10	5	3 10	56	11 2	4	16 9	9	15 9	0	13 5	11	12 7	648	13 11
Wilcannia	1,075	0 0	27	14 3	263	17 1	59	10 2	3	9 9	13	3 2	18	16 3	106	2 4	.....	.....	1	1 0	16	17 6	1	17 6	1,585	11 6
Wollongong	456	15 10	12	14 2	94	3 10	13	0 9	3	4 9	11	7 5	7	18 5	32	3 1	1	4 2	3	18 11	0	13 10	8	10 1	645	15 3
Yass	307	17 0	7	8 1	31	8 1	14	18 2	.....	.....	2	6 9	5	15 10	16	7 11	0	4 6	8	15 3	1	10 0	1	11 3	398	2 10
Young	1,298	14 8	36	19 2	281	15 3	180	0 10	7	7 7	28	6 0	28	3 2	124	8 4	.....	.....	10	5 9	7	8 11	61	10 6	2,065	0 2
Total	61,319	1 9	1,641	0 9	14,152	19 6	7,858	8 5	710	18 8	1,764	16 5	1,226	2 5	5,765	9 11	285	7 1	369	16 7	292	12 2	1,737	19 5	97,124	13 1

STAFF Board No. 1, showing the Distribution of the Principal Officers on the 31st December, 1897, and the Gaols where stationed.

Prison	Governors				Gaolers			Deputy Governors				Sup Female Division		Matrons		Clerks and Schoolmasters						Store Keepers		Schoolmaster and Librarian, at £150	Messenger, at £100	Cutlers		Chaplains								Visiting Justice, at £50								
	At £525	At £500	At £480	At £400	At £300	At £295	At £275	At £300	At £275	At £275	At £250	At £250	At £48	At £12	At £250	At £250	At £200	At £170	At £100	At £75	At £50	At £225	At £200			At £130	At £120	At £120	At £100	At £80	At £60	At £50	At £40	At £30	At £25		At £20	At £10						
	Less £125*	Less £125*	Less £125*	Less £90	Less £110*	Less £75*	Less £75*	Less £75*	Less £75*	Less £100†	Less £70*	Less £60*	Less £75*	Less £75*	Less £80†																													
	£400	£375	£375	£310	£290	£225	£220	£200	£225	£200	£175	£180	£190	£125	£170																													
Sydney	1							1				1									1																							
Parramatta		1																																										
Bathurst			1																																									
Goulburn			1																																									
Trial Bay																																												
Biloela																																												
Berima				1	1																																							
Mandland					1																																							
Albury						1																																						
Armidale						1																																						
Bourke														1																														
Broken Hill																																												
Demighun																																												
Dubbo																																												
Forbes																																												
Grafton																																												
Hwy																																												
Mudgee																																												
Orange																																												
Tamworth																																												
Young																																												
Wagga Wagga																																												
Wollongong																																												
Wilcannia																																												
Employed	1	1	3	1	2	9	1	1	1	3	1	2	1	1	8	2	1	1	2	7	1	3	1	1	1	1	1	1	1	1	1	1	2	2	2	2	6	2	6	4	1	22	8	1

* Deduction for Quarters, Fuel, Light, and Servants

† Deduction for Rations, Quarters, Fuel, Light, and Servants

Officers.—Particulars as to Retirements, Resignations, &c.

Year.	Retired.	Resigned.	Dismissed.	Fined.	Reduced in rank.	Promoted.	Transferred.	Exchanged.
1895	7	11	7	22	3	21	41	9
1896	67	21	11	25	1	42	102	5
1897	10	23	7	38	12	88	109	14

APPENDIX V.

Miscellaneous.

- A. Reformatory Treatment and Classification.
- B. Labour and Industry.
- C. Discipline and Organisation.
- D. Expenditure.
- E. Proposed further steps in Prison Reform.
- F. Regulations issued.
- G. Letters explanatory of introduction of new system for restricting association.
Explanatory address to prisoners.
- H. Circulars issued to various officers in connection with the reformatory treatment of young prisoners.

A.—Reformatory Treatment and Classification.

1. A new system is being gradually brought into general operation by which the contaminating influences arising from association will be greatly restricted. Up to the present the majority of the prisoners are assembled together during the periods allowed for meals and for leisure, in various large yards according to their classification; and little or no restriction or supervision can be exercised over their companionship or conversation during such times. No doubt this system allows of contamination to take place. The new plan will lessen the chances of corruption by association, while, at the same time, it will carefully avoid treatment by solitude. Each one will have his own cell by night and will take his meals therein, while he will work, and exercise and attend religious instruction in company. The preliminary work of fitting each cell with a light for night use, and with suitable furniture, necessarily occupies much time and labour, but the work is getting well ahead, and by the close of the year 1898, most of the large gaols will be under the new plan, which has already been brought into successful operation at Berrima and Young.

2. The large gaol at Goulburn has been set aside for the special treatment of first offenders serving sentences of twelve months and upwards, and the officers have instructions to carefully watch and assist in every possible way to bring about the prisoners' reformation.

3. Reformatory treatment of young prisoners between the ages of 16 and 25 serving sentences of twelve months and under, has been made to include physical drill. Two new Regulations, which explain themselves are as follows:—

Physical Drill for Seventh Class Prisoners.

Regulation 34.

Paragraph 24. Upon the completion of fourteen days of his sentence any prisoner may be selected by the Comptroller-General (unless there are medical reasons to the contrary) for special exercise in physical drill. This training may continue during the remainder of the sentence or may be determined at any time by the Comptroller-General or by the Visiting Surgeon. The exercise shall occupy at least one hour in the morning and one hour in the afternoon of every working day, and during the course of training, notwithstanding the foregoing rules, each prisoner shall wear a flannel undershirt, shall bathe daily unless there are medical reasons to the contrary, and shall receive the highest ration allotted to seventh class prisoners, viz.—No. 9.

Paragraph 25. In the cases of well-conducted prisoners who have served three months and upwards, the Comptroller-General may relax any of the foregoing rules during the seven days immediately preceding the date when they become due for discharge, and may, where he thinks it desirable or necessary, communicate with the parents or guardians of such prisoners, notifying them of the date of discharge, and inviting them to take measures to obtain employment for such prisoners, and to meet them on discharge. Such discharges may take place in special cases at any time on the day preceding the date of discharge at the Comptroller-General's discretion. He may also, during the last seven days of their sentences, allow such well-conducted prisoners to write a letter to their parents or guardians daily, and to receive letters from them, and he may further allow daily visits from such parents or guardians, being persons of good repute, the object being to arouse interest in the prisoners and to afford opportunity to their relatives to obtain employment for them prior to discharge.

It will be seen that very great alterations have been made in the existing treatment as regards exercise, diet, bathing, &c. A vigorous effort will be made to turn these young people out mentally and physically sound, and the Visiting Officers, including the Chaplains, have been specially and individually invited to assist in aiding their reformation.

4. Classification of female prisoners.—Important alterations are now going on in Darlinghurst, Bathurst, and Biloela, in order to allow of a more complete separation of young from old offenders, and of first convicted from those who have been in gaol before. The prostitute class will be kept apart from others. To a great extent the classification has already been accomplished.

5. Two important Regulations dealing with prisoners awaiting trial were brought into operation at the commencement of the year. They provide—firstly, that "Prisoners awaiting trial who have not been previously convicted shall be kept apart, wherever practicable, from prisoners awaiting trial who have been previously convicted"; and secondly, that "Convicted prisoners awaiting trial on further charges are to be kept separate from other prisoners until such charges are dealt with, unless instructions to the contrary are issued by the Comptroller-General." Much good is hoped for from the operations of this new departure in procedure.

6. In order to stimulate habits of good order and of industry, a considerable concession has been made to prisoners serving sentences of 12 months and under by the extension of the Scale of Remission. It will be observed that a distinction has been made between the privileges earnable by first, second, and third offenders. Probably, New South Wales is more liberal in this matter than any other country; but there can be no doubt about its being a step in the right direction.

7. Lights are being fixed in all cells for the first time, and the gaol libraries now contain the works of Thackeray, Dickens, Scott, and other standard authors. A light will be allowed to 8.30 p.m., and three issues of books granted weekly. Misconduct will cause a suspension of these privileges. In connection with the libraries, it may be pointed out that the Government has this year doubled the usual grant for the purchase of books.

8. To minimise the risk of recognition by former fellow-prisoners after leaving gaol, a plan is being brought into operation whereby prisoners will be called by numbers instead of being named. This has already been attended by good results.

B.—Labour and Industry.

9. The industries have been, so far as possible, placed upon a business footing, and a strong effort has been made to secure work from the various Government departments. This has led to a large increase in work, and the gaol industries are busier than they have been for years. At present we have more orders in hand than we can possibly accomplish for some time.

10. The labour schedules have been revised in the direction of increasing the work allotted to each person. This has decreased idleness, while it has added to the good order of the gaols. The old offenders have, of course, not welcomed the change, which has been made more unpleasant to them by the reduction in the scale of labour gratuities. Every man has a weekly task to accomplish. Upon its completion there is placed to his credit a sum decreasing in value according to whether he is a first, second, or third time offender. If he has had more than three convictions, he receives nothing for his task, but is allowed (in common with all classes) to earn a small remuneration by working overtime. This, with deprivation of various dietary privileges for laziness, prompts the old offender to habits of industry.

11. The waste grounds of the different gaols have, wherever practicable, been placed under cultivation with good results from both moral and economical points of view. It is hoped that in time nearly all prison-used vegetables will be prison-grown.

C.—Discipline and Organisation.

12. An entirely new system of night watch was brought into operation, ensuring the proper vigilance of the night guards. In connection with this the hours of night-duty were materially shortened, the old system of twenty-four hours of continuous duty was abolished, and check clocks were placed so as to provide for the various posts being frequently visited.

13. Possibly in no respect was reform more required than improving the procedure by which admission to the subordinate ranks of officers was gained. A system of examination has been instituted which provides for the entrance to the service of only fairly educated men of good character, and the promotion of those really deserving advancement by reason of their educational attainments, their personal qualifications, and their knowledge of penological matters, including the routine of prison work and the humane treatment of prisoners. A regular system of holiday leave has been made applicable to all grades of warders, who have also been granted, when necessary, four weeks' sick leave annually on pay. Formerly a warder absent sick had to pay for a substitute. In other directions, such as the provision for refreshments while on night watch, the pecuniary allowance to drill officers, Sunday leave, leave prior to the retirement of deserving members of the staff, &c., the officers have benefited. A Regulation will shortly be issued materially reducing the charge for quarters, which means an increase in pay to those warders occupying quarters. On the other hand, discipline has been tightened up, drill has been enforced, dirty uniforms, slovenly methods, and grumbling incapacity have been strictly dealt with, and anything like favouritism or harshness to prisoners has been discountenanced. Very naturally the old order of warders has not appreciated these changes.

14. A handbook of Drill and Procedure has been specially compiled for the information and instruction of all classes of gaol officers.

15. Inspectorial visits from Head Office increased.—Last year every prison was inspected at least once by the Comptroller-General, while many were visited more frequently. In addition, the Deputy-Comptroller and Inspector made numerous visits. These inspections were all made at uncertain periods, and occasionally (to test the night watch) between midnight and early morning.

16. Prisoners are drilled to move orderly and in rank when going to and from various parts of the prisons. Silence is required on these occasions.

17. Considerable reduction has been made in the number of sweepers, cleaners, and other domestics about the gaols. Old hands have been disallowed the privilege of easy billets on re-entry into gaol. Indulgences are only allowed where earned and after strict inquiry. Attendances at bathing have been doubled, and untidiness, dirty boots, or uncleanness have been rigorously dealt with. Loafing in lavatories has been effectually checked by the introduction of the check system. Greater cleanliness and order in the yards have been insisted upon.

18. On the other hand, unnecessary discomforts have been put a stop to, in the shape of cold meals, the publicity in bathing, the non-setting apart of separate baths for diseased persons, insufficient towelling, bedding, and clothing (especially in the cases of the female prisoners who were most badly off in the latter respect), and of other irritants. In this matter of towelling, bedding, and clothing, the expense in providing the extras last year amounted to over £1,000 in Darlinghurst alone. As pointed out before, the libraries have been considerably added to by the introduction of literature hitherto disallowed, but which is calculated to exert a wholesome influence.

19. All of these changes, with the prospect of many more to come, would very naturally tend to irritate the prisoners, yet their conduct generally has been very satisfactory. The bulk of the prisoners conformed to law and order, and really appreciated the changes, which were plainly made in the cause of reform and good order. Over 95 per cent. of those committed underwent no punishment; while for the first time for many years, not one single case of corporal punishment, for offences committed in prison, occurred.

20. Decrease in the number of committals to gaol.—During the past two years the committals have greatly decreased. In 1896 there were 1,540 less than in 1895, and 1896 showed a further drop of 2,275, making a total decrease of 3,815 in the two years. The committals during 1897 were considerably less than they have been for many years, while, on the other hand, the general population of the country has largely increased. Without claiming too much for the penal administration, the improved methods before referred to have no doubt had some share in checking the growth of the gaol population. Elsewhere a chart is attached showing the progress of crime as compared with the increase of the general population since 1880.

D.—Expenditure.

21. Since June 1896, a careful reorganisation of the different prisons has taken place. Inquiries were also directed as to the possibility of reducing the staff, and so decreasing the expenditure without lessening the efficiency. This occupied much time and careful inquiry, but the result has been to effect a large saving in cost, without in any way impairing security and good order. No dismissals took place for purposes of retrenchment, but, as situations became vacant from various causes, they were not refilled. The reduction being gradually brought about has not yet made itself entirely felt in the accounts for the yearly expenditure, the decrease month by month since June, 1896, being brought about by instalments of more or less importance. Up to the close of 1897, the regular staff was reduced by 56, the salaries thus saved representing a considerable sum. The rearrangement of the female prison; and possibly the abolition or reduction in status of some of the country gaols, will admit of a still further reduction in the future. But what has so far been done in the direction of economy

economy will be gathered by comparing the salaries for June, 1896 (£6,794), with those for March, 1898 (£5,574), showing a saving on salaries at the rate of nearly £15,000 per annum. The Contingency Vote for the year ended June, 1896, was £35,400. As the financial year does not end until next June, our expenditure in this direction cannot be accurately put down, but it is not likely to exceed £30,500, which will, of course, show a further saving.

Notwithstanding the saving effected, certain of the changes made have not been carried into operation without a large expenditure. The numerous improvements in sanitary matters, provisions, lighting, &c., the increase in the number of prisoners transferred in order to carry out certain new methods of classification, have swelled the expenditure; while the concessions to the warders' staff, in annual leave, sick leave, refreshments to night watch, and so forth, have caused a charge against the salaries vote at the rate of over £1,200 per annum.

E.—Proposed further steps in Reform.

In the future it is proposed to gradually carry out the following plans, amongst others, as circumstances permit:—

1. Separate prison for females to be constructed on modern lines, so as to admit of the segregation, within its walls, of the different classes who need to be kept apart; and of their special treatment by a carefully selected staff on humane and up to date ideas. When this is done, a further saving will be effected by the withdrawal of the majority of the prisoners with their attendant staffs of warders, who are now scattered all over the country. This removal will afford more room for the classification of the male prisoners.

2. Penitentiary for misdemeanants, for the reception of the casual drunk, vagrant, and petty offender who now have to be housed imperfectly and dealt with more or less unsuitably at Biloela and Darlinghurst. The proposed plan for building the place shows that it would not be costly to construct; and its design would be altogether different to that of the present prison buildings. By its establishment we should be able to do away with Biloela, which is only used now as a makeshift, and to relieve Darlinghurst from its overcrowded state, and its large expenditure; and, at the same time, remove from Darlinghurst a large army of habitual misdemeanants who now seriously embarrass the discipline and administration in very many ways.

3. Inebriate Asylum.—This will substitute more rational treatment for habitual drunkards than is now the case. Prison life is no good for these people, as is generally admitted. The institution will be an asylum or hospital, rather than on prison lines, and it is suggested that the control be placed in the hands of a medical specialist, supervised by a Board of Visitors composed of the Comptroller-General of Prisons, the Chief Medical Officer, and the Inspector-General of Insane. Commitment should be for an indefinite term, but in no case would an inmate remain for more than three years. Penalties would be provided to punish persons illegally interfering, communicating, or otherwise molesting the inmates, or assisting or inducing them to escape, or harbouring them after escape; and inmates improperly absent without leave would be liable to arrest and extra detention. After a sojourn of twelve months, the Board should have the power to liberate any inmate on license by finding of sureties, or on his own recognizance, or absolutely. Where not released absolutely, a relapse into drink would insure further institutional detention. The asylum should be a pleasant place, amidst pleasant surroundings, and should contain within its grounds ample opportunities for cheerful outdoor work, vegetable and floral gardening, various industrial occupations, gymnasias, swimming and other baths, library and recreation hall, church, refectory, and the necessary quarters, sleeping accommodation, and offices. Where the patients' friends were persons of good repute, visits should be freely allowed, and there should be every facility for letter-writing. In some cases leave might be allowed, and there would be no reason why inmates might not be allowed to send a portion of their earnings—derived from occupations in the asylum—to their families. Where persons were found to be able to contribute, the committing magistrate would make an order on their estate for such payments, but no difference would be made in their treatment. Such latter persons might, however, be handed over to any private inebriate retreat which might be established for paying patients; but all such patients would come under the provisions of the Act and the supervision and control of the Board of Visitors.

4. A Board is now dealing with the whole question of the treatment of lunatics in gaol, and it is hoped that the result of their conference will be to remedy the present unsatisfactory system, and to remove from the prisons a class of unfortunates who cannot be treated properly therein, and who now cause the penal administration much embarrassment and expense without beneficial results.

5. The removal of the classes referred to in the preceding four paragraphs would clear the prisons of great obstacles to successful work. It will also afford greater scope for reformatory treatment of the more legitimate class of prisoners, and will bring about that most desirable result, the separate confinement of each prisoner at night. This is now impossible because of the lack of accommodation. Opportunity will also be afforded for the complete extension of the new Restricted Association System before alluded to.

6. Proposals have also been made to build on the gaol grounds, but without the walls, detached cottages for the accommodation of the prison officers and their families. These dwellings would be comfortable places fitted with baths and the most modern sanitary appliances; and arrangements would be made by which a common hall, fitted up with books, papers, &c., would afford chances for recreation, self-improvement, and so on. The various classes of warders would be decently housed in close proximity to their work and they would be able to easily reach home for meals. The prison authorities would also derive advantage from the fact of having a reserve force close at hand, instead of as is now the case, scattered about in different parts of the towns where the prisons are situated.

7. It is also proposed at an early date to bring about an improvement in the methods of instructing illiterate prisoners. There is no very clear principle pursued at present and women are not taught at all. It is a matter, however, which will require careful and delicate handling.

8. Considerable alterations will shortly be carried out at Darlinghurst Gaol in the direction of affording more space to the male division; a readjustment of the female portion of the prison so as to allow of classification of those prisoners deemed suitable for detention there; and the construction of bathing, reception, and attiring rooms, fitted with sanitary appliances enabling the proper cleansing and purification of prisoners on arrival to be undertaken. At present this cannot be done, and the cleanliness of the gaol naturally suffers.

There are other important matters which present themselves for future consideration—notably the introduction of a modified system of Bertillonage to bring about a more perfect system of identification of criminals—but what has been stated will show that considerable progress has of late been made to introduce improved methods in our prison system, and that further progress is aimed at in the future. The whole question of penal administration is a most trying one. It is fraught with tremendous difficulties, and is by no means to be solved in such an offhand way as is sometimes proposed. It is easy for irresponsible persons to condemn and criticise, but it is plainly not at all easy to propound remedies. As has well been said “The *vox populi* is by no means necessarily the *Vox Dei* in penal matters any more than in general politics and there should exist an ever vigilant hesitation as to the acceptance of fashionable dogmas or popular conclusions.”

Any step taken in prison procedure needs to be taken slowly and after great consideration. Progress must necessarily proceed with caution. In this country a careful watch is kept upon the system pursued abroad with a view to introducing, if practicable, any points which prove successful elsewhere. But there are many disadvantages to contend against. Old buildings of unsuitable construction, want of accommodation, the scattered population rendering centralisation impossible, and other great disadvantages, all offer obstacles to complete success. Possibly, nearly as much is done as can be done, taking all the difficulties into consideration, and perfection is clearly one of those unattainable things which cannot be looked for.

F.—Regulations issued.

Department of Justice, Sydney, 16th June, 1897.
His Excellency the Governor, with the advice of the Executive Council, has been pleased, under the Acts 4 Victoria No. 29 and 37 Victoria No. 14, to approve of the following Regulations being substituted for Gaol Regulations Nos. 60 and 70.

ALBERT J. GOULD.

VISITORS TO GAOLS.

60. No persons shall visit the Gaols without an order from the Minister of Justice, the Comptroller-General, or the Visiting Justice, except the Ministers of the Crown and the Judges (who may personally introduce visitors), and Magistrates of the Colony.

Children under sixteen years of age shall not be admitted unless specially authorised by the Minister of Justice or the Comptroller-General.

Visitors shall not be allowed access to those parts of any prison where they are likely to meet with prisoners of the opposite sex, unless specially authorised by the Minister of Justice or the Comptroller-General.

Visitors wishing to inspect the Metropolitan Gaol at Darlinghurst will be admitted on Mondays and Fridays only, between the hours of 10 a.m. and 12 noon, and 1 and 3 p.m., if warders can conveniently be spared to accompany them, but not more than three full parties will be admitted at one time.

Visitors wishing to inspect Country Gaols will be admitted at reasonable hours on any working day, at the discretion of the Visiting Justice.

Parties of persons visiting any gaol must not exceed six in number. No prisoner shall be allowed, under any circumstances, to speak to, or to hold any communication with, such visitors without the authority of the officer-in-charge.

No officer of a prison or gaol shall at any time receive a fee, or gratuity of any kind, from visitors, or from any prisoner, on any pretext whatever.

PRISONERS TO BE DISCHARGED.

70. Prisoners will be discharged, as having completed their sentences, upon the following rules, viz:—

In sentences exceeding three days, at 6.30 o'clock a.m.; days of admission and discharge each counting as one day.

In sentences of three days, at 5 o'clock p.m. on third day. When the sentence expires on a Sunday, the prisoner will be discharged, if his sentence exceed seven days, on the Saturday previous.

In the lesser sentences, he will be detained until the Sunday.

The Gaoler may, in his discretion, permit any prisoner, at his own desire, to remain in the gaol over the night, or until he shall have had his breakfast, or in the case of sickness, and by his own wish, until he can be disposed of.

In the cases of prisoners completing their sentences at the intermediate prison at Trial Bay, the Comptroller-General shall have power to order the release from custody of any prisoner at a time not exceeding seven days previous to the date upon which he would otherwise become eligible for discharge to enable him to travel by steamer, in the event of such steamer leaving Trial Bay during that time.

Department of Justice, Sydney, 28th September, 1897.

His Excellency the Governor, with the advice of the Executive Council, has been pleased, under the Acts 4 Victoria No. 29 and 37 Victoria No. 14, to approve of the following Regulation being substituted for Gaol Regulation No. 35.

ALBERT J. GOULD.

GENERAL RULES FOR CONDUCT.

35. Prisoners will strictly observe the following rules of conduct:—

- (1.) They are required promptly to obey all orders they may receive from their officers. Though they should consider themselves aggrieved by such orders, they must nevertheless obey, but may afterwards complain to the Gaoler or the Comptroller-General. No complaint on any matter will be taken notice of unless made within one week after the occurrence to which it has reference.
- (2.) Using improper language, quarrelling, making false statements or giving false replies to questions either verbally or in writing, gambling, disrespectful conduct or inattention at muster or at drill, smoking without authority, or in any but the place appointed, trafficking, damaging or defacing the wards, cells, books, fittings, or furniture of the prison, shaping the spoons as knives, cutting on the tables, walls, or forms, or tattooing the body or altering existing marks thereon, are strictly prohibited, and offenders will be liable to punishment for every such offence. No scratching or marking, however slight, on the walls or furniture will be overlooked.
- (3.) Prisoners are never to light pieces of paper, rags, or other articles, either in their cells, airing yards, or any other part of the prison; and they are strictly prohibited from having in their possession tobacco, money, sharp instruments, or any other article not issued to them by the prison authorities.
- (4.) Prisoners are not allowed to alter their clothing. They are held responsible for its being kept in repair, properly marked, and clean. They are not to leave any article of their clothing on the works.
- (5.) Should any prisoner be dissatisfied with the quantity or quality of his rations, he must state his complaint as soon as the meal has been given to him. No complaint respecting quantity will be attended to afterwards. No rations are to be taken out of the mess-room. Refuse food is not to be thrown or left on the table or floors, but it is to be put into an empty plate or dish, which is to be placed in the centre of the table. No defect in the rations, either as to quantity or quality, will justify prisoners in refusing to go to their work, or in any other act of disobedience.
- (6.) Prisoners are not to leave School or Divine Service before being regularly dismissed, nor are they to leave the ranks at muster, nor their places of work during labour hours, without permission of the officer in whose charge they may be at the time.
- (7.) At all musters, prisoners are required to be in their places in the ranks immediately after the bell rings.
- (8.) Prisoners will preserve strict silence at all musters, at meals, in the dormitories and cells at night, while undergoing solitary confinement, and while marching to and from their place of labour, which they will do in regular and orderly manner.
- (9.) Prisoners will invariably touch their hats when passing or addressing an officer, and will always stand up (except when at meals) when any of the principal officers or visitors enter the messrooms or yards.
- (10.) Prisoners are to be attentive and diligent in performing whatever description of labour may be assigned to them. They are on no account to be idle during the authorised hours of labour, but must continue to devote themselves actively to the work during the day. They will, when requisite, apply to the Overseer for instruction as to the manner of performing their work. Any wilful or negligent mismanagement of work will subject the offender to punishment.

(11.)

- (11.) Prisoners desirous of seeing the Comptroller-General or Visiting Justice must apply to the Officer under whose charge they may be to have their names placed on a list to be kept for the purpose. The same rule will apply in case of visits of Ministers of the Crown, or other gentlemen in a public position, visiting the Gaol. Prisoners are warned against making frivolous or groundless complaints. For making such complaints they are liable to be punished.
- (12.) No prisoner shall, on any pretence, leave his work or allotted place of labour without the permission of the Officer.
- (13.) All games, jumping, wrestling, singing, or conduct of a like description are strictly prohibited.
- (14.) Prisoners are prohibited from lounging on their beds, unless by permission, which will only be given in case of illness.
- (15.) Notwithstanding anything in these Regulations or General Orders, prisoners of the 1st and 2nd classes serving sentences of over twelve months will only be associated for labour, exercise, and religious instruction, under close supervision, wherever the circumstances of the prison may render such treatment practicable. And to minimise, as far as possible, the risk of being recognised by former fellow-prisoners after leaving gaol, such prisoners may be designated by numbers in place of being called by their names. Seventh-class prisoners may also be subjected to the operations of the latter part of this Regulation.

Department of Justice, Sydney, 21 December, 1897.

His Excellency the Lieutenant-Governor, with the advice of the Executive Council, has been pleased, under the Acts 4 Victoria No. 29 and 37 Victoria No. 14, to make the following additional Regulation, to stand as No. 8A of the Gaol Regulations, viz. :—

8A.—RULES GOVERNING THE APPOINTMENT AND ENGAGEMENT OF WARDERS.

(A.)

Candidates for employment.

1. No person will be accepted as a candidate for employment as warder who is unable to produce satisfactory references, and who does not fulfil the following conditions, viz. :—Age, from 25 to 35 ; height, 5 feet 10 inches or upwards, of proportionate build, and physically sound. Possessed of a fair degree of education. Excepting in special cases, experience in some disciplinary service from which good references must be produced. Applicants with the foregoing qualifications must fill in (in their own handwriting) forms of application to be obtained at the office of the Comptroller-General.

(B.)

Probationary Warders.

2. If selected for employment a period of twelve months will be served as probationary warders, during which term their services may be dispensed with at any time, and no leave will be allowed. Warders are paid for every day, including Sundays and public holidays.

3. It must be distinctly understood by probationary, in common with all other classes of warders, that appointments are not to any particular gaol, but to the service generally, and that transfers from one establishment to another may take place at any time. Implicit obedience must be given to the Rules, Regulations, and General Orders.

4. During the probationary service, it will be necessary to pass an examination to the satisfaction of the Comptroller-General in the following subjects :—

	Full mark value.
(a) Handwriting. } To be tested by writing from dictation, an extract from a newspaper }	50
(b) Spelling } containing not less than 50 words. }	50
(c) Arithmetic ... First four simple rules	50
(d) Duties of a warder, including the writing of reports, the system of drill and night-watch as laid down in the Handbook, and the general Rules and Regulations	100
Total.....	250

Not less than 125 will constitute a pass.

5. While the passing of such examination will be obligatory, no person will be placed on the permanent staff who does not show fitness in other respects.

(C.)

First and Second Class Warders.

6. After three years' service in the lower grade, warders will be eligible for promotion to the ranks of Second and First Class, but in selecting men for promotion, ability, special aptitude, and exemplary conduct will be considered as greater qualifications than seniority. Warders should therefore endeavour to acquire a general knowledge of the Gaol requirements for the higher grades in order to obtain promotion. First-class Warders should possess a thorough knowledge of drill as laid down in the Handbook, and should be able to drill a squad of seventh class prisoners in the physical exercises.

(D.)

Senior Warders.

7. First-class warders of one year's standing only are eligible for vacancies in this grade. No one will be appointed until he has satisfied the Comptroller-General of his ability to pass an examination in the following subjects :—

	Full marks.
(a) Arithmetic to Simple Proportion.....	50
(b) Handwriting and Dictation, tested by copying and correcting manuscript	50
(c) Gaol Book-keeping—writing of reports and statements of evidence—the duties of various posts—the General Regulations	100

Extra subject.

Criminology—Du Cane's Punishment and Prevention of Crime; Howard Association Penological Principles; N.S.W. Prison Report, 1896

100 will constitute a pass in the first three sections, 50 marks in the extra subject.

(E.)

First-class Warders.

8. First-class warders must obtain the sanction of the Comptroller-General prior to undergoing examination as above, and such leave will be withheld where unsatisfactory conduct sheets or other disabilities present themselves.

(F.)

Chief Warders, Senior Warders (or Acting Gaolers) in charge of Minor Gaols.

9. Senior warders showing special ability in the humane management of prisoners, and in gaol discipline generally, are eligible for these posts without further educational examination, but it is expected that they should possess a fair knowledge of the theoretical as well as of the practical principles of prison treatment and procedure.

10. Promotion beyond the foregoing ranks will be in accordance with the conditions of the Public Service Act.

(G.)

General Rules applicable to all grades

11. While passing in the foregoing subjects will be considered obligatory, no one will be eligible for promotion who does not possess the necessary personal qualifications. Any expense in connection with the examination, &c., must be borne by the officer concerned. Examinations will be held at such times and places as may be convenient to the Department, and it will be the duty of the visiting and other superior officers of prisons to render the Comptroller-General such assistance in the conduct and holding of such examinations as he may require.

12. Refreshment.—All warders on night guard after midnight in gaols where the system of watch is in operation, as defined in section 5 of the Handbook, will be provided with refreshment, as laid down in the scale sanctioned by the Minister of Justice.

13. Second and third class warders showing special proficiency in the management and drilling of prisoners are eligible for selection as instructors in physical exercise to seventh class prisoners, as laid down in the Handbook, section 2, for which they will receive extra pay at an authorised scale.

14. Sick leave.—After three years' service, sick leave may be granted by the Comptroller-General to a warder of any rank upon production of a certificate from the Visiting Surgeon or Government Medical Officer (where there is no regular Gaol Surgeon) that illness unfits him for duty, and that such illness has not been brought about by misconduct or fault. A recommendation must also be forwarded in such a case by the Governor. Such leave may be with full pay during the first fortnight, and on half pay during the second fortnight. When sick leave beyond a week is allowed on pay in any one year the next annual leave may be proportionately deducted. Sickness must be immediately reported, and where warders are prevented from attending the gaol at the opening thereof, a messenger must attend on his behalf to explain the reasons, otherwise a fine may be inflicted. In cases of extended absence, fresh medical certificates must be furnished whenever required, and in cases where no visiting surgeons are attached to the gaols, any expense attendant shall be paid by the person concerned.

15. The foregoing Rules will come into operation on the 1st January, 1898, but probationary warders in the service prior to that date will not be affected by the operations of clauses 4 and 5

ALBERT J. GOULD.

[Extract from Public Service Regulations]

PRISONS DEPARTMENT.

166. (1.) The following shall be the rates of salary per annum, inclusive of pay for Sundays and Public Holidays, of Acting Gaolers, Acting Matrons, Warders, Overseers, and other subordinate officers of the Prisons Department who have been appointed or promoted to any of the positions mentioned since the 31st October, 1897 :—

Position	Rate of Salary per annum		Yearly Increment
	Minimum	Maximum	
	£	£	£
Chief Warders, after 3 years' service . . . . .	..	192	..
Chief Warders . . . . .	..	184	..
Acting Gaolers, 1st Grade.. . . .	168	174	6
Senior Warders	162	174	6
First-class Warders	144	156	6
Second-class Warders	134	138	4
Third-class Warders	117	129	6
Probationary Warders . . . . .	..	110	....
Principal Female Warders	132	150	6
Forewomen	104	110	6
Female Warders	76	100	6
Probationers . . . . .	..	70	..
Chief Overseers	168	180	6
Overseers	154	160	6
Foreman of Works	138	150	6
Acting Gaolers, 2nd Grade . . . . .	..	20	..
Acting Gaolers, 3rd Grade . . . . .	..	15	..
Acting Matrons, 1st Grade . . . . .	..	10	..
Acting Matrons, 2nd Grade . . . . .	..	5	..

The increments shall not be allowed unless the Comptroller-General is satisfied with the efficiency or conduct of the officer concerned.

At Trial Bay Prison the Chief Overseer shall receive a salary of £210 per annum, the Overseers £186, and the Foremen £170 per annum, without deductions for quarters where such are allowed.

Probationary Warders in the service prior to the 30th September last shall be eligible for promotion to the position of Third-class Warder on the full pay of that grade, in accordance with the old rules, subject to good conduct and ability.

(2) To meet the extra cost of living or other special circumstances, all classes of warders stationed at the undermentioned places shall receive extra payments at the following rates per annum :—

Wilcannia, Moree, Walgett	£20
Trial Bay	£12
Broken Hill, Bourke, Hay, Cobar	£10

(3.) Warders and other persons mentioned in clause 1 of this Regulation who are provided with quarters, &c., shall be charged the following rates therefor :—

Married—Quarters, fuel, and light only, £18 per annum.
Single— do do £15 do.

Exceptions to this rule will be made in the cases of Third class Warders who are required for special reasons to sleep on the Gaol premises at Bathurst, Forbes, Maitland, and Wagga Wagga, and who will be charged at the rate of 10s. monthly for the quarters provided for them.

Acting Gaolers of all grades at present holding such positions shall not be charged for quarters. But all such officers of the 1st grade who may be hereafter appointed will be charged for married quarters.

Where rations are provided a further charge of £15 per annum in addition to the above rates will be made.

(4) The salaries specified in these Regulations, after making the deductions therein mentioned, shall be taken in substitution for the salaries and allowances specified in page 4180 of the Gazette dated the 17th June, 1896.

Department

Department of Justice, Sydney, 10 January, 1898.

His Excellency the Lieutenant-Governor, with the advice of the Executive Council, has been pleased, under the Acts 4 Victoria No. 29 and 37 Victoria No. 14, to approve of the following Regulation being substituted for Gaol Regulation No. 31.

ALBERT J. GOULD.

PRISONERS OF THE 4TH CLASS.

31. Prisoners awaiting trial shall have the privileges above defined for prisoners of the 3rd Class:—

- (1.) They shall be permitted, at all reasonable times, to see their legal adviser, being a certified attorney or solicitor, or his clerk, authorised in writing, as also any relations or friends requiring to see them in reference to their trial. They may see other relations and friends twice in each week, or more frequently if there be special reason. The Governor of the Gaol may, if he see fit, decline to admit any such visitors, the persons refused admission having, however, the right of appeal to the Sheriff, and, if necessary, to the Minister of Justice.
- (2.) They will be allowed sufficient air and exercise consistently with safe custody.
- (3.) Prisoners under examination will be allowed no communication in the prison, nor with any persons except their legal advisers, unless specially sanctioned by the Justice conducting the examination.
- (4.) The Gaoler will exercise a discretion to prevent any communication to or by prisoners under committal, whereby the ends of justice may be frustrated; but he will, at the same time, see that such prisoners are not deprived of the fair and proper means of organising their defence.
- (5.) Prisoners awaiting trial who have not been previously convicted shall be kept apart, whenever practicable, from prisoners awaiting trial who have been previously convicted.
- (6.) Convicted prisoners awaiting trial on further charges are to be kept separate from other prisoners until such charges are dealt with, unless instructions to the contrary are issued by the Comptroller-General.

Department of Justice, Sydney, 6 April, 1898.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following Regulations (2), with regard to the treatment of prisoners of the seventh-class, being made under the provisions of the "Prisons Regulation Act," 4 Victoria No. 29, and the "Prisons Act of 1874," 37 Victoria No. 14, and of such Regulations standing as paragraphs 24 and 25 of Gaol Regulation No. 34.

ALBERT J. GOULD.

(24.) Upon the completion of fourteen days of his sentence any prisoner may be selected by the Comptroller-General (unless there are medical reasons to the contrary) for special exercise in physical drill. This training may continue during the remainder of the sentence, or may be determined at any time by the Comptroller-General or by the Visiting Surgeon. The exercise shall occupy at least one hour in the morning and one hour in the afternoon of every working day; and during the course of training, notwithstanding the foregoing rules, each prisoner shall wear a flannel undershirt, shall bathe daily unless there are medical reasons to the contrary, and shall receive the highest ration allotted to seventh-class prisoners, viz., No. 9.

(25.) In the cases of well-conducted prisoners who have served three months and upwards, the Comptroller-General may relax any of the foregoing rules during the seven days immediately preceding the date when they become due for discharge, and may, where he thinks it desirable or necessary, communicate with the parents or guardians of such prisoners, notifying them of the date of discharge, and inviting them to take measures to obtain employment for such prisoners and to meet them on discharge. Such discharges may take place in special cases at any time on the day preceding the date of discharge, at the Comptroller-General's discretion. He may also, during the last seven days of their sentences, allow such well-conducted prisoners to write a letter to their parents or guardians daily, and to receive letters from them; and he may further allow daily visits from such parents or guardians, being persons of good repute, the object being to arouse interest in the prisoners, and to afford opportunity to their relatives to obtain employment for them prior to discharge.

Department of Justice, Sydney, 25th April, 1898.

His Excellency the Governor, with the advice of the Executive Council, has been pleased, under the Acts 4 Victoria No. 29 and 37 Victoria No. 14, to approve of the following Regulation being substituted for Gaol Regulation No. 80.

His Excellency the Governor, with the like advice, has also been pleased to approve of the operation of the provisions contained in paragraph 1 of this Regulation taking effect in the cases of prisoners who, at the time of the notification of this Regulation in the *Government Gazette*, may be undergoing sentences exceeding three months and not exceeding twelve months, only in respect of so much of those sentences as will be served after the date of such notification.

ALBERT J. GOULD.

REMISSION OF SENTENCES.

80. Prisoners will, by continuous good conduct and industry, become eligible to a remission of sentence in proportion to the term served by them in accordance with the subjoined scale. In cases of cumulative sentences, the united period shall be deemed the term of sentence, but any sentence that may be imposed upon a prisoner for escaping or attempting to escape from lawful custody, or from any prison or place of detention, shall not be included in the period upon which the remission is to be calculated, but shall be added to the term a prisoner is required to serve under this Regulation.

Scale.

- (1.) Sentences exceeding twelve months, but not exceeding five years, a service of five-sixths.
Sentences beyond five, but not exceeding ten years, a service of four-fifths.
Sentences of more than ten years, a service of three-fourths of the term.
Prisoners in gaol for the first time, undergoing sentences of over six months and not exceeding twelve months, a remission of four days for each month.
Prisoners in gaol for the second time, undergoing sentences of over six months, and not exceeding twelve months, a remission of three days for each month.
Prisoners in gaol for the third or more times, undergoing sentences of over six months and not exceeding twelve months, a remission of two days for each month.
Prisoners in gaol for the first time, undergoing sentences of over three months and not exceeding six months, a remission of three days for each month.
(The definition of a "First time imprisonment" is any prisoner who has actually served a sentence of or exceeding forty-eight hours, whether in default of paying fine or otherwise.)
But this Regulation shall not be applied to sentences commuted from capital convictions. Prisoners under such sentences shall not, however, be debarred from having the circumstances of their case taken into consideration. This Regulation also shall not be applicable to prisoners serving sentences not exceeding three months.
- (2.) By good conduct is meant not merely the prisoner's obedience to all prison and penal rules, but a readiness to assist in maintaining order, and a willingness, as well as steady industry, in every employment of work which may be required of him.
- (3.) Any prisoner who may be placed in the cells as a punishment for misbehaviour, shall forfeit from his prescribed period of remission three days for each day he is in such punishment. For each disorderly mark recorded against him he will lose two days from his remission, and one day will be deducted from his remission for each idle mark recorded against him.

- (4.) Before the tenth day of each month the Gaoler will forward to the Comptroller-General, in a form prescribed, a return of all prisoners in his custody becoming eligible by servitude for remission during the following month, with the necessary information in each case, for decision by the Governor; and such information shall include the returns of orderly and industrious or idle and disorderly marks, as the case may be, earned or incurred by the prisoner, as also of his punishments and general conduct.
- (5.) In dealing with the cases sent in for remission, when the conduct of the prisoner is returned as "good," and he has earned the whole number of ordinary and industrious marks obtainable, the full remission will be recommended.
- (6.) Any prisoner will be allowed, at the commencement of each week, to be informed as to the marks allotted to him for the week preceding; and the Gaoler will investigate any complaint that the prisoner may make upon the subject.

*G.—Letters explanatory of introduction of new system for restricting association.—
Explanatory address to prisoners.*

Sir, Department of Prisons, Comptroller-General's Office, Sydney, 7 August, 1897.

Adverting to the suggestions contained in Article 3 of the Appendix IV of the last Annual Report of this Department, I have the honor to ask the Minister's approval to initiate, wherever practicable, the principle of separation for meals and rest with limited association under all possible supervision for work and exercise. All the cells at Berrima can now be lighted and the system can at once be introduced there. The other gaols can be similarly dealt with as the Government Architect completes the arrangements for providing the prisoners with artificial light at night. The proposed alteration in system will—if approval be given—be brought about gradually, and this will enable me to personally supervise the operation at each prison where it may be considered desirable to introduce the new plan. Some trouble and disorder will probably occur for a time, but this will be confined to the old-timers and worst characters, as I am quite sure that the better-disposed men will welcome the change.

Attached are submitted photographs showing new furniture and arrangement of cell. It is proposed to widen the hammocks generally, the present article being too narrow. Each photograph has, at the foot, an explanatory note describing the use of the various utensils.

I have, &c.,
FREDK. W. NEITENSTEIN,
Comptroller-General.

The Under-Secretary of Justice.

Approved by the Hon. A. J. Gould, Minister of Justice.

Minute Paper.

Copy. Subject: Berrima Gaol; new system of restricted association.

Department of Prisons, Comptroller-General's Office, Sydney.

THE new system of restricted association was, with the approval of the Minister, personally initiated by me at Berrima Gaol on the 14th ultimo. At 5 p.m. of the date mentioned, the prisoners were assembled as they left the works and were addressed by me. The objects and intention of the new departure were explained to them, and a condensed summary of my remarks was afterwards exhibited for general information, together with a copy of revised Regulation 35, section 15. I spent a few days at Berrima watching matters, and was pleased to find that no trouble of any kind occurred. The men seemed to appreciate the change, and I hope that this will be the feeling in the other prisons as the system is extended. The works prisoners at Berrima do not amount to a large number—there are usually thirty or so—but the experience gained by their reception of the new treatment may be of value when the system is being extended to the more populous gaols. As the Government Architect lights up the cells of the different prisons the extension will be gradually carried out.

I directed Mr. Keirnan to report to me how the system was working after it had been a few weeks in operation, and his report is now submitted for the Minister's information.

The grant of £100 for books will not be enough to supply the whole of the establishments. At Portland Prison the chaplain states that there are considerably over 10,000 volumes for 900 prisoners, and four issues of books are allowed weekly. The proportion of books to prisoners in our gaols is nothing like this, and it would be very desirable in the interests of the new reformatory treatment indicated by section 15 of Regulation 35 that a larger grant be made.

FREDK. W. NEITENSTEIN,
Comptroller-General.

The Under Secretary of Justice, B.C., 3/11/97.

Minute Paper.

Copy. Subject: Inadequacy of Grant for Prison Libraries.

Department of Prisons, Comptroller-General's Office, Sydney.

ON former occasions I have invited attention to the fact that £100 is not a sufficient yearly grant to maintain the gaol libraries in proper condition. That sum is not enough to repair the wear and tear of twelve months' use of books by the prisoners, and the libraries will necessarily go from bad to worse. Moreover, under the new rules approved by the Minister, the class of prisoners eligible for books has been largely extended, and the restriction of association will cause a still further demand on the resources of the libraries. It will be absolutely impossible to work the new system laid down in clause 15 of Regulation 35 with much measure of success unless we have an ample supply of wholesome literature. A vital principle of the system is to take away from a prisoner as much as possible the contaminating companionship of his fellows, and to substitute for it the wholesome companionship of good books.

It is therefore respectfully urged upon the Minister that a further sum of £200 be placed upon the Supplementary or Additional Estimates for the current financial year, in order to put the libraries in fair condition.

FREDK. W. NEITENSTEIN,
Comptroller-General.

The Under Secretary of Justice, B.C., 15/11/97.

Application since granted by the Right Honorable the Premier at the request of the Minister of Justice.

COPY of Remarks addressed to Prisoners by the Comptroller-General of Prisons at Berrima and at Young when initiating the new Restricted Association System.

General Notice.

It has been decided to alter the system of associating prisoners in yards. Such a system works badly in the interests of the prisoners generally. It associates well-meaning men with some of the worst characters, and so prevents reformation. It presents opportunities for quarrelling, bullying, and all sorts of tyranny. It forces men who have earned indulgences to share those rewards with undeserving prisoners, and in various other ways it contributes towards misconduct and discomfort. The prisoners, of course, know all these things quite well, and it is certain that only a very few, and those of the worst class, will regret the introduction of the new plan, which has for its object the reformation and protection of the well-disposed.

Cells

Cells will be lighted up at night so as to admit of men reading to a reasonable hour. Books will be provided of a more interesting character than has hitherto been the case, and it is hoped that these privileges will conduce to the comfort, instruction, and improvement of the prisoners. Misconduct will, of course, lead to their withdrawal. The men will take their meals in their cells, and will only associate at work, religious instruction, and at exercise.

This is a modification of the system pursued in England, Victoria, and elsewhere, and it has been thought right to bring the New South Wales prisons under similar treatment, with not quite such rigorous restrictions. A man who honestly desires to reform will now have fewer obstacles placed in his way, as he need not fear contamination by association. He will have the companionship of his fellows while at work, but he will secure a wholesome privacy at meals and at all other times.

I have thought it well to take the prisoners into my confidence, so that they may clearly understand the reason for the new departures.

FREDK. W. NEITENSTEIN,
Comptroller-General.

H.—Circulars issued to various Officers in connection with the Reformatory Treatment of young Prisoners.

Circular Letter.

Sir, Department of Prisons, Comptroller-General's Office, Sydney, 6 April, 1898.
The officer-in-charge of Gaol has been instructed to hand to you a copy of a circular memo. which I have issued relative to seventh-class prisoners.

It will be observed that not only has a new departure been made in the treatment of such prisoners, but provision has been made for frequent intercourse between them and their parents or guardians (being persons of good repute) during the seven days immediately preceding the date of their discharge. This is limited to well-conducted prisoners who have served three months and upwards; the object being, as the regulation states, to arouse interest in them, and to afford opportunity to their relatives to obtain employment for them prior to liberation.

I shall be glad if you will be so good as to assist me by your hearty co-operation.

I have, &c.,

FREDK. W. NEITENSTEIN,
Comptroller-General.

The Visiting , H.M. Gaol,

Circular Letter.

Rev. Sir, Department of Prisons, Comptroller-General's Office, Sydney, 6 April, 1898.

I enclose for your information a copy of a circular memo. which I have issued to officers in charge of gaols, relative to seventh-class prisoners. It will be observed that not only has a new departure been made in the treatment of such prisoners, but provision has been made for frequent intercourse between them and their parents or guardians (being persons of good repute) during the seven days immediately preceding the date of their discharge. This is limited to well-conducted prisoners who have served three months and upwards, the object being, as the regulation states, to arouse interest in them, and to afford opportunity to their relatives to obtain employment for them prior to liberation. I feel sure that this provision will commend itself to your good judgment, and I shall be glad if during the last seven days of their sentences, you will be so good as to take a special interest in such prisoners, and to exercise over them those good and reformatory influences appertaining to your sacred offices. It needs no words from me to convince you how essential such a step is to the reformation of the prisoners.

I have, &c.,

FREDK. W. NEITENSTEIN,
Comptroller-General.

The Chaplain, H.M. Gaol,

Circular memo.

Department of Prisons, Comptroller-General's Office, Sydney, 6th April, 1898.

THE very careful attention of officers in charge of gaols is invited to the two proposed additional paragraphs to Regulation 34, which in all probability will come into operation on 1st May proximo. An intelligent interest, and a ready effort to carry out the terms of the regulation are expected from every officer. Much will depend on the tact and energy displayed, and the Comptroller-General hopes that these will be shown in a marked degree. On the entry of a seventh-class prisoner into gaol you should use every endeavour to ascertain the address of his parents or relatives, and in those cases where the addresses are not in the vicinity of the gaol, you should report the fact to this office, so that the prisoners may be transferred to the nearest gaol before liberation.

As regards paragraph 24, the physical exercises will be seen in the Handbook of Drill. Provision has been made for the granting of a monetary allowance not exceeding 9d. per diem to the drilling officers. Should, however, only one physical drill be given during the day, the rate will be 6d. per diem. Payment will only be made for the actual days when the routine of drill is carried out, and when at least six prisoners are exercised. The allowance will be restricted to such of the second and third class warders only as may be able to satisfy the Comptroller-General as to their ability in this direction, and who may be selected by him. In this connection, the officers in charge will submit, for the Comptroller-General's approval, the names of the warders whom they consider best adapted for the work. They will also select the prisoners to undergo the physical drill, after having consulted with the visiting surgeon in reference to the matter. The names of the prisoners need not be furnished to this office unless any special cases comes under notice.

It is confidently hoped that the provisions of paragraph 25 will tend towards the reformation of those prisoners who come under its operation. It applies only to well-conducted seventh-class prisoners who have served three months and upwards. A sample of a suitable communication to be forwarded to the parents or guardians of such prisoners is attached, and some days (not less than seven) preceding the date when they become due for discharge, these memoranda should be sent. It will be observed from the terms of the regulation that only in those cases where the parents or guardians are of good repute is the privilege of letter-writing and daily visits during the last seven days of the sentence to be encouraged. In cases where such persons are known to be of ill-repute, such action must not be taken, as the object of the regulation would be defeated if such were allowed. A delicate responsibility is placed on the officers in charge in this matter, which they must be prepared to bear. It is not expected that any great difficulties will present themselves. Common sense and tact must, however, be exercised. In those cases where arrangements have been made for the prisoners to be met, they may be released on the day preceding the date of discharge, but in no instance must a prisoner be so liberated unless his parents or relatives are present to receive him. In their absence he must be detained until the following morning, and released at the usual hour.

A copy of this circular memo. should be given to the Visiting Justice and the Visiting Surgeon, whose hearty co-operation should be solicited in the matter.

FREDK. W. NEITENSTEIN,
Comptroller-General.

The , H.M. Gaol,

Sample

Sample communication.

Memorandum to

Permit me to bring under your notice that the sentence of [*Name to be filled in*] will expire on . . . The Regulations of this Department provide that during the last seven days of his sentence he may write a letter to you daily and receive such letters as you may send. You may see him daily during that period during the usual visiting hours, and he may be released to your care on the day preceding the date of his discharge, should you be present to receive him. It will doubtless be to his interest if you should avail yourself of these privileges, and in the meantime endeavour to obtain employment for him prior to his discharge. I need hardly point out how such action will tend towards his reformation.

H.M. Gaol , (*Date*)

Governor.

[Two Diagrams and One Map.]

Sydney : William Applegate Gullick, Government Printer.—1898.

[2c. 3d.]

QUEENSLAND

SOUTH AUSTRALIA

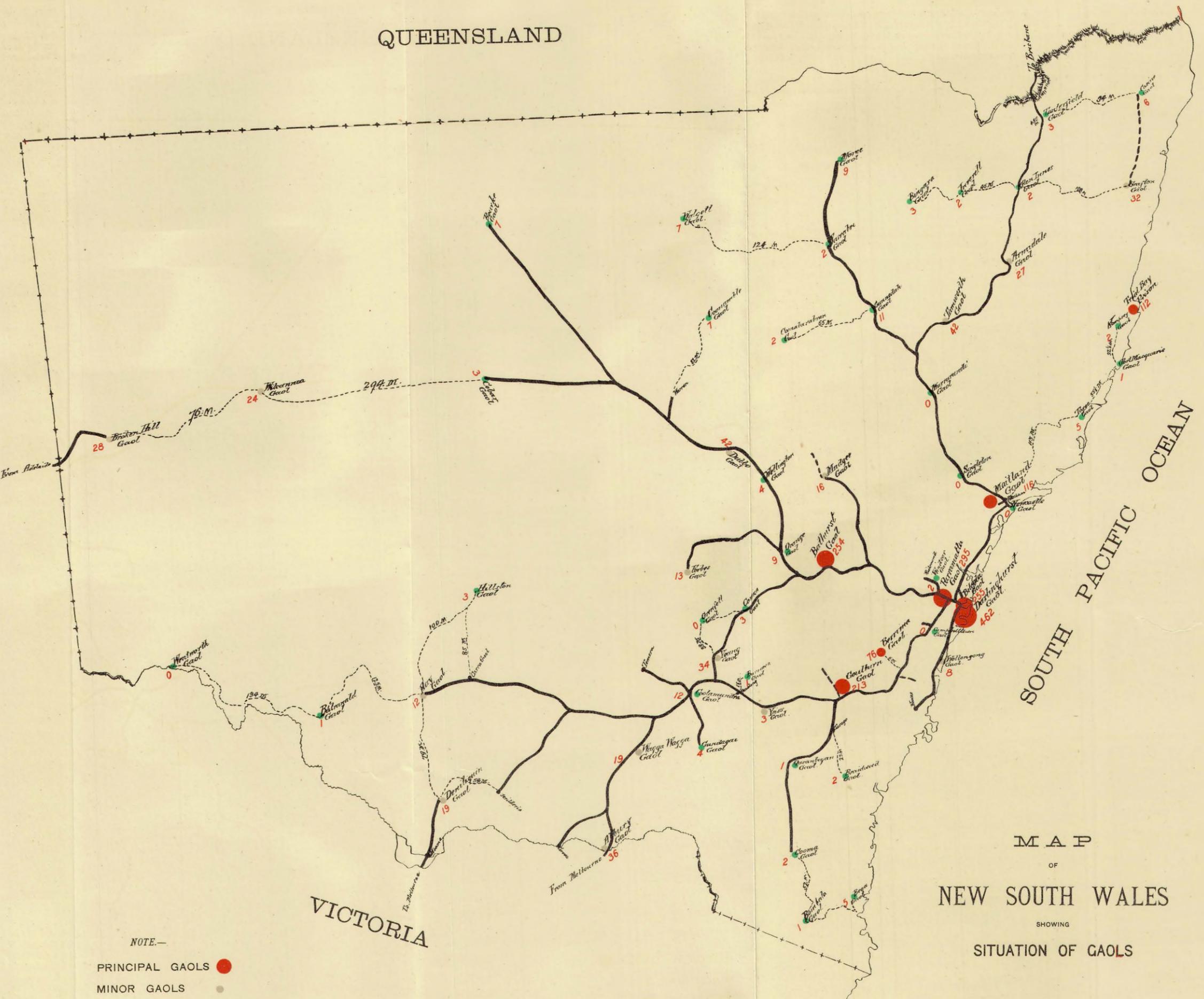
SOUTH PACIFIC OCEAN

VICTORIA

MAP
OF
NEW SOUTH WALES
SHOWING
SITUATION OF GAOLS

- NOTE.—
- PRINCIPAL GAOLS ●
 - MINOR GAOLS ●
 - POLICE GAOLS ●
 - RAILWAYS ———
 - COACH ROUTES - - - -

NOTE.—Figures in "red" denote number of prisoners confined at the respective Gaols on 31st December, 1897.
Figures in "black" denote the distance by Coach from nearest Railway Station.



1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT

OF THE

DEPARTMENT OF PUBLIC WORKS,

FOR THE

YEAR ENDED 30TH JUNE, 1897.

Printed under No. 3 Report from Printing Committee, 6 July, 1898.



SYDNEY: WILLIAM APPLGATE GULLICK, GOVERNMENT PRINTER.

1898.

*14—(a)

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1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

THE DEPARTMENT OF PUBLIC WORKS.

(ANNUAL STATEMENT—1896-7.)

Printed under No. 3 Report from Printing Committee, 6 July, 1898.

The Under Secretary for Public Works and Commissioner for Roads to
The Hon. James Henry Young, M.P., Secretary for Public Works.

The Department of Public Works, 24 January, 1898.

Sir,

I do myself the honour to submit, for your information, the Annual Statement relating to the operations of this Department during the year ended 30th June, 1897.

The gross expenditure for the year amounted to £1,739,872 14s. 11d., of which the sum of £883,203 6s. 9d. was provided from the Consolidated Revenue, and £856,669 8s. 2d. from Loan Funds. This expenditure was distributed as under:—

SUMMARY OF EXPENDITURE, 1896-7.

Head of Service.	Revenue.	Loan.	Total.
	£ s. d.	£ s. d.	£ s. d.
Establishment*	28,308 15 10	.....	28,308 15 10
Railway Construction	9,940 2 4	175,426 12 7	185,366 14 11
Tramway Construction	10 11 9	12,129 9 7	12,140 1 4
Harbours and Rivers and Water Supply ...	57,687 8 7	267,462 16 6	325,150 5 1
Dredge Service	79,255 15 0	.....	79,255 15 0
Country Towns Water Supply ... ..	.....	21,930 9 10	21,930 9 10
Water Conservation and Irrigation	129 6 5	32,518 2 10	32,647 9 3
Government Architect	83,969 6 8	166,183 0 0	250,152 6 8
Roads and Bridges	621,948 17 3	54,261 1 11	676,209 19 2
Sewerage Construction	1,953 2 11	126,757 14 11	128,710 17 10
TOTALS	£ 883,203 6 9	856,669 8 2	1,739,872 14 11

* This includes the Ministerial Office and the General, Clerical, and Accounts Staffs.

Comparing these figures with the expenditure of the preceding year, there is a net decrease for this year of £32,612 17s. 7d. The year's expenditure was spread over 34,492 vouchers, and the actual payments were made as follows:—

	£	s.	d.
By the Department, direct	975,997	2	6
By the Treasury	763,875	12	5
Total	£1,739,872	14	11

The following tabulated statement is interesting as showing the distribution of the expenditure under the heads of Contracts, Wages, Salaries, Materials, &c. :—

SUMMARY of Expenditure, showing Distribution under Contracts, Wages, Salaries, and Materials, &c.

Head of Service.	Contracts.		Wages.		Salaries.		Materials, Miscellaneous and Incidental.		Totals.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Establishment					24,533	7 9	3,775	8 1	28,308	15 10
Railway Construction	78,228	1 5	10,778	13 1	17,147	5 1	79,212	15 4	185,366	14 11
Tramway Construction	6,682	1 6	558	17 1	1,616	3 5	3,282	19 4	12,140	1 4
Harbours and Rivers	93,792	3 9	123,085	18 6	22,248	19 5	86,023	3 5	325,150	5 1
Dredge Service	86	17 2	54,670	5 1	3,488	0 0	21,010	12 9	79,255	15 0
Country Towns Water Supply.....	4,705	8 6	7,873	16 6	665	19 1	8,685	5 9	21,930	9 10
Water Conservation and Irrigation...	11,451	12 1	7,902	8 5	4,642	4 1	8,651	4 8	32,647	9 3
Government Architect	187,867	15 11	13,558	7 10	14,699	14 9	34,026	8 2	250,152	6 8
Roads and Bridges.....	340,385	3 10	146,410	1 3	40,246	2 3	*149,168	11 10	676,209	19 2
Sewerage Construction	85,923	7 11	25,683	4 7	10,392	11 6	6,711	13 10	128,710	17 10
	£ 809,122	12 1	390,521	12 4	139,680	7 4	400,548	3 2	1,739,872	14 11

	£	s.	d.
* Includes—Issues to Municipalities	77,389	10	3
„ Trustees	9,920	1	10
Equipment and Travelling Expenses (say) ..	16,000	0	0
	£103,309	12	1

The number of contracts entered into during the year was 3,587, of an estimated value of £892,172.

RAILWAY AND TRAMWAY CONSTRUCTION.

Railways.

From the report of the Engineer-in-Chief (Mr. Deane), hereto appended, it will be seen that the following extension lines have been completed and opened for traffic during the year:—

Line.	Length.	Opened for Traffic.	Cost to 30th June, 1897.
	m. ch.		£
Jerilderie to Berrigan	21 65	14 Nov., 1896	38,781
Parkes to Bogan Gate	23 38	15 Dec., 1896	50,396
Narrabri to Moree	63 72	1 April, 1897	131,850
Rookwood Cemetery Branch	— 68	20 Feb., 1897	6,563

With the exception of the Rookwood Cemetery Branch Line, all these extensions are of the "pioneer" class, and are intended to afford railway communication in those tracts of level country where the amount of traffic procurable is not sufficient to justify the heavy expenditure entailed by the construction of a thoroughly equipped railway. These pioneer lines have been designed and carried out in the most economical manner, with the result that the average cost per mile is only about £2,028, being some £1,700 per mile less than the cost of the cheapest "light line"—namely, Nyngan to Cobar—hitherto constructed in the Colony.

It is gratifying to be able to report that the benefits accruing to the country from these lines have surpassed all anticipations. In each case the estimate of traffic has been exceeded, while the cost of maintenance has been remarkably low. They have proved to be of great advantage to the development of those areas through which they run, and their success fully warrants your decision for the further extension of similar lines into all suitable districts.

Lines of a like description were in course of construction at 30th June, 1897, as follows:—

Bogan Gate to Condobolin—length, 39 m. 22½ ch.

Nevertire to Warren—length, 12 m. 34 ch.

The first-mentioned is a continuation of the Parkes to Bogan Gate Extension, and its completion may be looked for at an early date.

The Nevertire to Warren Line, which has now (24th January, 1898) been completed and opened for traffic, is the first experiment on a comparatively large scale of the construction of a Railway Line by the Department on the day-labour system without the intervention of a contractor.

This work was begun and carried on under somewhat adverse conditions. The weather for a considerable period was unfavourable, the ground at one time being so hard that the ploughs could not be used, and afterwards becoming so sodden in consequence of heavy rains that operations were brought to a standstill. There was also considerable difficulty experienced by the Department in procuring the skilled labour required for some portions of the work, owing, it is believed, to the exodus of the better class of railway men to the West Australian Goldfields.

These difficulties have delayed the completion of the line, and slightly added to its cost, but, notwithstanding these hindrances, the experiment has proved satisfactory. It has conclusively shown that the Department is not entirely dependent upon contractors, but that it is capable in itself not only to design, but also to execute, works of considerable magnitude.

It may be freely admitted that a contractor possesses several advantages over the Department, as, for instance, in the profitable employment of his working plant. A contractor has the chance of securing other contracts either in this or the neighbouring colonies, and so getting the best possible return from the continuous use of his plant, whereas the Department, after purchasing a costly plant and using it on one job, may have afterwards to allow it to lie idle for a lengthened period, when it becomes a dead loss. Again, the Department, having to work under hard and fast regulations, is not allowed equal facilities with a contractor as regards the supply of materials, and the engagement and dismissal of employees.

On

On the other hand, under the day-labour system, the Department is saved from the many vexatious complications and claims which are so liable to crop up under the contract system. Once the work has been completed by day-labour, its exact cost is definitely known, and there is no possibility of demands for extra payments being brought against the Department. This is a very important aspect of the question, as the Department has had, in the past, to face not a few very heavy claims on the part of contractors. For this reason alone, if for no other, the Engineer-in-Chief is prepared to recommend that, wherever practicable, the day-labour system should be adopted in preference to giving the work out to contractors.

A short extension designed to connect Darling Island with the Darling Harbour Line was commenced towards the end of the year. In order to meet the ever-growing demand for wharf accommodation in the Port of Sydney, it was decided to utilise the extensive and valuable water frontage of Darling Island, and it thus became necessary to connect it with the Darling Harbour Line. The extension will consist of a double line of railway, and a contract for the formation of the first length of 21 chains is now in progress.

The construction of the undermentioned lines has been authorised by Parliament :—

	Length	Estimated Cost.
Berrigan to Finley ...	13 miles 62 chains ...	... £27,250
Tamworth to Manilla ...	29 miles 45 chains ...	... 73,170

The necessary plans and working drawings have been prepared for the Berrigan to Finley Extension, which it has been determined to construct on the day-labour system. The commencement of the work has, however, been delayed, pending compliance with certain conditions specified in the Act authorising its construction.

Influenced no doubt by the exorbitant claims frequently made on the Government by owners of lands resumed for railway purposes, Parliament deemed it advisable to insert the following proviso in the Berrigan to Finley Railway Act :—

Provided that the said works shall not commence to be constructed unless the private lands required for the construction of the line (except town allotments) have been contracted, by instrument in writing, to be conveyed by deed of gift, transfer, or exchange from the owners to the Crown, or there has been paid to the Constructing Authority a sum equal to, or greater than, the amount estimated by the said Authority to be required for the resumption of land for the said work, and the money so paid shall be applied for the purpose of the said resumption.

Similar provisos appear in the Jerilderie to Berrigan and the Nevertire to Warren Railway Acts.

The effect of this proviso has in each instance been to delay the commencement of operations. The work of obtaining the proper transfers from the owners and others interested in the lands required for the construction of the railway is intricate, and has occupied some considerable time, and inasmuch as the value of the private lands required for the above-mentioned lines has been insignificant, it is doubtful whether the savings effected by the operation of the proviso in question are not counterbalanced by the delay thus incurred in carrying through the works. So far there have been two refusals on the part of owners to transfer the required lands without compensation, and in each case the persons directly interested in the construction of the line have subscribed the amount of compensation asked for.

In

In the Tamworth to Manilla Railway Act, Parliament has provided that the work shall not be commenced if the compensation to be paid for the land required to be resumed is estimated to exceed the sum of £2,000, unless there has been paid to the Constructing Authority a sum equal to or greater than the amount estimated in excess of that sum.

Proposed extension of the Railway into the City of Sydney.—The consideration of this important undertaking, which has been so frequently and urgently advocated by the Railway Commissioners, has engaged much of the time and attention of the Branch during the past year.

The Parliamentary Standing Committee on Public Works having been appointed a Royal Commission to inquire into the whole question, the Railway Construction Branch was called upon to furnish voluminous plans and estimates of cost of the various proposals brought before the Commission. After a most exhaustive investigation, the Royal Commission reported, almost unanimously, in favour of the extension of the railway into the city by the route and according to the plan described as the St. James' Road Scheme. At a later date the question was referred by Parliament to the Parliamentary Standing Committee on Public Works, who, after a second and thorough inquiry, endorsed the recommendation of the Royal Commission.

The services and assistance rendered to the Royal Commission and to the Public Works Committee in this inquiry by Mr. Deane and his staff were most valuable and much appreciated.

Permanent-way Material.—In August, 1896, the Government invited tenders for the manufacture within the Colony of 150,000 tons of steel rails, but no satisfactory tender was received. The offer made by Messrs. G. and C. Hoskins, of Sydney, afforded proof, however, that they were prepared to take in hand the risk of erecting the necessary plant for the manufacture of steel rails, but the price asked for by them was so considerably beyond the cost of imported rails that the Government could not see its way to accept their tender.

Tramways.

Mosman's Bay Extension.—During the year the extension from Spit-road to Mosman's Bay of the Military Road Electric Tramway, a length of 1 mile 37 chains, has been completed and handed over to the Railway Commissioners. The heavy gradients on this extension afford a severe test of the suitability of electric traction to the more rugged and uneven districts met with in this portion of the Metropolitan Area, and although these have demanded the supply of extra power, the working of the line has so far proved satisfactory.

The total expenditure on this extension up to 30th June, 1897, was £6,484.

Willoughby Electric Tramway.—This further extension in the North Sydney district of electric traction on the overhead-wire system was authorised in December, 1896, and its construction is being rapidly proceeded with. The extension starts from the present terminus of the cable tramway in Falcon-street and ends at Victoria Avenue, Chatswood, a length of 2 miles 45 chains.

In connection with this line, the section of the existing cable tramway between Ridge-street and the terminus in Falcon-street will be converted into an electric line, the motive power for the whole distance from Ridge-street to Chatswood being supplied from generators placed in the Ridge-street engine-house. The total cost of this extension, including an additional generator and a necessary enlargement of the car-house, is £19,600. The completion of this work may be expected about March, 1898.

Rose Bay Electric Tram.—Another extension on the same system as the preceding is the line which has been authorised to be constructed from the present cable tramway terminus at Ocean-street to Rose Bay—a distance of 1 mile 23 chains of single track. The motive power will be supplied from generators placed in the cable tramway engine-house at Rushcutters' Bay. The same generators will be availed of to provide the power required to work the pumps in connection with the Double Bay Low-level Sewerage Scheme.

George-street and Harris-street Electric Tramway.—This tramway, the construction of which at an estimated cost of £130,500 was authorised by Parliament in September, 1896, will be the most prominent instance of electric traction in the Colony. The line will start from the eastern side of Circular Quay, run along George-street to the Redfern Railway Station, and then continue along Harris-street to the intersection of John-street, Pyrmont. It will consist of a double track throughout its whole length of 3 miles 20 chains. Including cross-over roads and junctions, this is equal to a length of single track of about 7 miles.

The overhead-wire system has been adopted for this tramway after a very careful examination into the merits of the various methods of electric traction in use throughout the world. It was found that the overhead-wire system was being almost everywhere adopted in preference to all others, inasmuch as it possesses the advantages of comparative lowness in initial cost with a proved efficiency and cheapness in working.

Contracts for most of the materials required for the construction and equipment of the line are now in course of execution. The contract for the steam-engines and generators has been placed with an American firm who have a world-wide reputation for the manufacture of this special class of machinery.

HARBOURS AND RIVERS, WATER SUPPLY, BRIDGE CONSTRUCTION, WATER CONSERVATION.

As Mr. Darley's report, as well as those of the several Assistant Engineers, furnish details of the various works completed and in progress during the year, I need only draw particular attention to a few of the larger undertakings.

Improvement of Northern Rivers Navigation.

The various schemes for the improvement of the entrances to the seven principal northern rivers, by means of the construction of guide-banks, training-walls, and breakwaters, have made good progress during the year.

Tweed

Tweed River.—The training-walls at the entrance to this river have now a total length of 28,700 feet, the additions made during the year being as follows :—

No. 5 wall...	...	...	...	...	...	...	240 feet.
No. 2 wall...	...	...	...	...	...	...	2,520 feet.

The total expenditure for the year in connection with this river was £6,151.

Richmond River.—Steady progress continues to be made with the extension of the breakwaters, 460 feet having been added to the northern and 574 feet to the southern, during the year. The many tributaries of the Richmond River have also been the subjects of improvement works in the way of snagging operations and the construction of fascine banks where necessary. The North Creek Canal, which has a length of $2\frac{1}{4}$ miles, was formally opened for traffic on 20th July, 1896, and that section of it lying between Tintenbar Road Bridge and North Creek is now being enlarged to a width of 60 feet. The amount expended on the Richmond and its tributaries during the year was £26,137.

Clarence River.—With the exception of extending the north training-wall a further distance of 60 feet, the work carried on at the entrance to the Clarence River has been principally of a preparatory nature. It has comprised the work of getting the plant, roads, &c., into proper order, making a new cutting into the quarry, and erecting a wharf on Freeburn Island for loading stone into the punts, together with a coal wharf and bunker. When these preparatory operations are completed, the work of extending the north training-wall will be continued, and a start made with the construction of the Goodwood Island guide-bank. The expenditure for the year in connection with the Clarence and its tributaries was £13,840.

Satisfactory progress was made in extending the various training-walls at the entrances to the Bellinger, Nambucca, Macleay, and Manning Rivers. The breakwater designed to form a harbour of refuge at Trial Bay has been extended a further distance of 60 feet, making the total length now constructed 600 feet, out of a proposed ultimate length of 2,000 feet. The average number of prisoners employed on this work was 116, and the year's expenditure amounted to £4,331.

In the Appendix will be found plans of the entrances to all the above-mentioned rivers, showing the entire schemes as proposed and the sections carried out up to 30th June, 1897. The total expenditure incurred in connection with these various works up to that date has been £720,000.

It is scarcely necessary for me to point out here that the improvement of these rivers, by making them serviceable and convenient for purposes of navigation, is a matter of vital importance in the development of the Colony. They form the natural highways of some of the richest and most fertile portions of the Colony, and for many years to come must constitute almost the sole outlets for the trade and commerce of the Northern districts. The moneys expended on their improvement may fairly be considered as analogous to the large amounts yearly spent on the construction and maintenance of roads in the other parts of the Colony.

Newcastle District.

The regular work of maintaining and improving the efficiency of Newcastle Harbour by removing reefs, dredging, reclamations, alterations and additions to the wharfage accommodation, &c., has been steadily pursued during the year. Extensive preparations have also been made for the construction of the Southern Breakwater and guide-wall.

A long-felt want in the proper working of the port has been met by handing over to the local Marine Board the Government steamer "Ajax," which has been converted into a pilot-steamer of the first class, and will no doubt prove to be a valuable addition to the equipment of this important harbour. The work of conversion was wholly carried out at the Fitzroy Dock Workshops. A photograph of this handsome steamer is given as an illustration in the Appendix.

Sydney Harbour.

A reference to Mr. Darley's report will show that a very large amount of work has been accomplished during the year in connection with the various wharfs, jetties, berthing facilities, and reclamations in Sydney Harbour. A notable addition to the wharfage accommodation has been begun at Darling Island, in order to meet the constant demand for shipping-berths. The proposed new wharfs in Woolloomooloo Bay have already been bespoken, and it has, therefore, been found necessary to utilise the water frontage of Darling Island for wharf purposes. It has been decided to build a quay-wall, composed of monolithic blocks of concrete, round the island, a length of about 2,500 feet, and the construction of the first section of 450 feet has been commenced. All the wharfs hitherto constructed have been formed of timber, but the site round Darling Island is specially suitable for the building of a concrete wall, as the bottom is all sound rock at a depth of about 28 feet from low water. The initial cost of such a structure will be considerably greater than that of a timber wharf, but the permanency of the wall and the consequent saving in the matter of renewals and repairs will, it is thought, in the course of a few years more than compensate for any excess in the first cost of the work.

Proposed South Coast Harbour.

A scheme for the construction of a deep-water harbour at Port Kembla has occupied a good deal of Mr. Darley's time and attention during the past year. The want of a sheltered coast harbour where vessels might safely load and unload in all states of the weather has long been held to be a serious obstacle to the development of the coal trade and commerce of the Illawarra district, and the general consensus of opinion pointed to Port Kembla as the most suitable and convenient site for the construction of such a harbour.

The scheme designed by the Department provided for the construction of two breakwaters—one, the eastern, to be 2,800 feet in length, and the second, or northern, to be 3,530 feet in length—which would enclose an area of 260 acres, having a depth of 24 feet and over at low water, and 30 feet over half the area when dredged out. The estimated total cost of the proposed works, exclusive of the purchase of land and private rights to existing jetties and Railway lines, was £440,000.

The scheme was in due course referred to the Parliamentary Standing Committee on Public Works who, after an exhaustive inquiry, recommended the construction of the eastern breakwater only, as being sufficient for present requirements, at an estimated cost of £200,000. The matter has now to come before Parliament for a final decision.

Dredge Service.

The total dredge plant possessed by the Department at the present time comprises 14 ladder dredges, 8 sand-pump dredges, 7 grab and sand-pump dredges, 12 grab dredges, 25 tugs, and 76 silt-punts. As will be seen from the tabulated statements attached to the report of the Superintendent, the work accomplished during the year has been of a highly satisfactory character. More especially has
 mention

mention to be made of the results achieved by the sand-pump dredges. Through their agency there is every year brought into existence a large area of reclaimed land—principally in Sydney and Newcastle Harbours—which constitutes a most valuable asset in the public estate of the Colony.

In order to more expeditiously deal with the shallow bars existing at most of the Northern River entrances, the Department has now in course of construction on the Clyde, Scotland, a twin-screw dredge of 700 horse-power, designed to load herself when steaming slowly over bars, and to draw, when laden, not more than 5 feet, yet powerful enough to contend with heavy seas. This vessel will carry on the work of deepening the river entrances by means of a suction pump worked while she is slowly steaming in or out over the bar; the spoil will then be deposited at sea or some other suitable place. Judging from American experience with a similar kind of dredge, this new vessel should prove a valuable addition to our existing dredge-plant.

Fitzroy and Sutherland Docks Establishment.

In addition to the large amount of general repairs and renewals effected in connection with the dredge service and other divisions of the Harbours and Rivers Branch, as detailed in the report of the Principal Assistant Engineer, this establishment has during the past year satisfactorily carried out the work of converting the s.s. "Ajax" into a pilot steamer for service at Newcastle, and the grab dredges "Delta," "Eta," "Theta," and "Gamma" into combined grab and sand-pump dredges.

The facilities here afforded for the docking of the war-ships and the huge merchant steamers that visit Sydney are yearly becoming more appreciated, and help considerably to bring trade to the port. During the year fifteen war-ships, nineteen merchant steamers (some of them, such as the German mail-boats, being of immense size), and two sailing vessels,—the aggregate tonnage being 121,713 tons,—made use of the Sutherland Dock for the purposes of overhaul and repairs.

Metropolitan Water Supply Construction.

A new high-level covered reservoir, capable of holding 17,000,000 gallons of water, is being constructed on a site in Centennial Park. It is intended as a substitute for the existing Paddington reservoir, which has been found to be too small, and at an elevation too low to give a proper supply of water to the important and thickly-populated portions of the city and suburbs now fed by it. The new reservoir will occupy an area of about $3\frac{1}{2}$ acres, will be oval in form, and a special feature in its design will be a groined coke-concrete roof. An intersecting wall will divide the reservoir into two compartments, so that at intervals the one can be cleaned while the other maintains the water supply. The reservoir is to be finished in April, 1898, and when all complete the top of the roof will be grassed over so as to form a promenade or be used for other recreation purposes. The total cost of the work, including the expenditure on the necessary new mains, valves, &c., will be about £65,000, of which the sum of £22,941 had been spent up to 30th June, 1897.

Country Towns Water Supply.

During the year water supply works were completed for the towns of Armidale and Parkes, and the construction of water supply works for Tamworth was in progress. These are all gravitation schemes, and in each case the concrete dam for the storage reservoir has been carried out by day labour.

At Tamworth the great fall available will be utilised for the purpose of furnishing power for the lighting of the town by electricity.

The additional scheme now completed for the Parkes municipality was rendered necessary by the failure of the original drift-bed pumping scheme. Owing to a similar cause, additional sources of supply will require to be provided for Cootamundra and Bathurst, and in both cases it is proposed to adopt gravitation schemes.

Plans and estimates have been prepared for gravitation schemes for Tenterfield, Mudgee, Picton, Wollongong, and Wellington.

Bridge Construction.

During the year, 124 new bridges (including 53 renewals) were completed and opened for traffic, aggregating 13,483 feet in length, and consisting of 357 plain timber beam spans, 20 timber truss spans, one steel lift span, and 4 masonry and brick arch spans. With the exception of the steel lift span at Swan Hill and the three steel spans at Wallis Creek, Maitland, all these bridges are constructed of timber, though in many cases iron or concrete piers and abutments have been used.

The most important of these new bridges were the following :—

Swan Hill Bridge over River Murray, which has been erected at the joint expense of this Colony and Victoria. At this point on the river there is a large amount of live-stock traffic, which hitherto was carried by a hand-power punt, and the want of a bridge has been long and severely felt. Counting from the river source, it is the tenth bridge spanning the Murray, and is the most westerly point on the river touched by the Victorian railway system. It has a total length of 381 feet, and the cost of the structure, excluding incidental expenses, has been £7,626, half of which is defrayed by the colony of Victoria.

Inverell Bridge over the M'Intyre River was completed and opened for traffic in July, 1896, replacing the old and very narrow bridge which formerly crossed the river at this town. Its total length is 440 feet 9 inches, with a 24 feet roadway, and its cost, excluding incidental charges, has been £8,939.

At 30th June, 1897, contracts were in progress for the erection of sixty-one new bridges, having an aggregate length of 10,970 feet, and the total estimated cost being £73,462. Chief amongst them may be mentioned the suspension bridge over the Kangaroo River at the point where the Moss Vale-Nowra coach road crosses the gorge in which the river flows. This is the first suspension bridge erected by the Department, the site being admirably suited for this description of bridge. The formation is of solid sandstone, offering an excellent anchorage for the cables as well as an unlimited supply of excellent stone for the masonry piers. The depth of the gorge, too, renders the suspension type of bridge the most economical. The work is well advanced, and its completion may be expected in March, 1898; the estimated cost is £8,000.

Another important bridge now in course of erection is the bridge over the Hunter River at Morpeth, which will take the place of the hand-power ferry at present carrying the traffic. It will have a total length of 815 feet 9 inches, with an 18-foot roadway, and is estimated to cost £9,000.

Water Conservation and Irrigation.

The most important event in connection with this branch during the past year has been the passing of the Water Rights Act. Successive Governments have admitted the necessity for legislation dealing with water rights, as it was recognised that British enactments did not meet the requirements of this Colony, more especially
of

of the Central and Western Divisions. The utility and importance of the Water Rights Act, which became law on 1st November, 1896, were strikingly exemplified by the fact that, before 1st February, 1897, 471 applications for licenses for dams, pumping engines, &c., had been received. In connection with these applications it is satisfactory to note that the security afforded by the Act is inducing landowners to construct a better class of work than they were formerly willing to undertake, as the circumstances now warrant a greater outlay on account of water conservation purposes.

The completion of the lock and weir in the River Darling, near Bourke, marks an important advance towards the better utilisation of our western rivers. Owing to the unstable character of the channel of the River Darling, and to the great diversity of conditions, ranging from an almost dry bed to high floods, it was a matter of considerable difficulty to decide on a design for lock and weir which would be sufficiently substantial to withstand the varying conditions, and yet keep within reasonable limits as regards cost. The class of weir constructed at Bourke is an entirely new departure in the Australian colonies, and may be regarded as partaking largely of the nature of an experiment. The reports received from time to time since the lock and weir were brought into operation tend to show that so far the works are a thorough success.

The investigation by Colonel Home, R.E., of the whole question of water conservation and irrigation throughout the Colony was completed by that gentleman within the year for which his services were specially engaged. Briefly stated, the effect of Colonel Home's report is that there is only one large scheme of water conservation and irrigation which merits immediate attention. This is the proposal to divert the waters of the Murrumbidgee through the plains which extend between that river on the north and the Billabong Creek and Edwards River on the south. Colonel Home, however, was of opinion that irrigation settlements, such as are being created at Hay and Wentworth, gave fair prospects of proving successful. Such works would also help to popularise irrigation, and to introduce improved methods of cultivation. The development of irrigation is, in the opinion of Colonel Home, a comparatively slow process, and, being a new industry in the Colony, a little caution in expanding it can do no harm, and may save a good deal of money and trouble.

In regard to the irrigation scheme at Wentworth, the Trust created under the provisions of the Wentworth Irrigation Act has been dissolved, and the powers conferred by the Act assumed by the Government. The pumping plant has been erected, and the channels completed. It is intended that the administration and future extension of the works shall be retained in the hands of the Government until satisfactory arrangements can be made for management by the settlers themselves.

GOVERNMENT ARCHITECT'S BRANCH.

It will be seen from the report of Mr. Vernon, attached, that the expenditure for the year in connection with this Branch reached the amount of £250,152 6s. 8d., the number of separate structures dealt with being 583.

The new buildings completed during the year comprised:—

4 Post and Telegraph Offices, costing	....	...	£6,362
3 District Lands Offices, costing	...	...	11,184
6 Court-houses, costing	...	...	34,833
5 Police Stations, costing	...	...	7,897
6 Lock-ups, costing	...	...	10,165

Special

Special mention may be made of the handsome and commodious court-houses erected at Parramatta and West Maitland. Both buildings have been carefully designed to meet all possible requirements as regards the accommodation and convenience of the Judges and others who have to transact business therein, and they may fairly be held to be in advance of previous efforts in this description of building. Photographs are given in the Appendix of the Parramatta court-house, the Dubbo and East Maitland lands offices, and of the Mount Victoria post-office, the last named being recognised as a model type of building suitable for the Mountain districts.

Several extensive additions and improvements to existing buildings have been completed during the year. The Supreme Court has been enlarged by the addition of two fully-equipped court-rooms and a range of chambers and offices for the accommodation of the Judges and their Associates. Additions have also been made to the Chancery-square Court and the Custom House, the latter being required to accommodate the staff connected with the Land and Income Tax branch. A new and extensive hospital building, fitted with all modern appliances, has been added to the Rydalmere Hospital for Insane, and will greatly increase the efficiency of that large establishment.

The more important works in hand at 30th June, 1897, were the following :—

Building.	Description of Work.	Expenditure to 30th June, 1897.
		£
Kenmore Hospital for Insane	New Building	88,940
Redfern Court-house	New Building	7,306
Health Board Offices	New Building	4,810
Art Gallery... ..	Additions	9,579
Government Printing Office	Additions and improvements	18,774
Royal Mint... ..	Additions and improvements	6,612
Treasury	Additions	2,642

The Kenmore Hospital for Insane, which was commenced in 1894, will be a very prominent addition to the public buildings of the Colony. The final completion of the whole scheme of buildings will not be accomplished for some considerable period. In the meantime, however, such divisions of the institution as are finished are at once utilised and occupied by patients.

The additions being made to the Government Printing Office, the Royal Mint, and the Treasury are in each instance required to meet the urgent necessity for increased accommodation.

Mr. Vernon, in his report, reiterates his previous warnings as to the danger of allowing public buildings in the country districts to drift into a state of dilapidation through want of periodical attention. The Branch has now under its care close upon 1,000 separate buildings and structures scattered all over the Colony, and Mr. Vernon's observations with respect to the insufficiency of the sum taken on the annual Estimates to keep existing buildings in a proper state of repair are deserving of serious consideration.

The preparation of designs and plans for the proposed new Houses of Parliament for the Colony has during the year occupied much of the time and close personal attention of Mr. Vernon and of a special staff of assistants.

The inadequacy of the present building in respect of accommodation and convenience has long been admitted. So far back as 1860 competitive designs for new Houses of Parliament were invited by the Government of the day, but, beyond receiving

receiving the designs and awarding the premiums, no further action was taken in the matter. A portion of the present building was brought into use as a Legislative Chamber in the year 1829, and since that date it has continued to be repaired and added to as circumstances demanded. Some of the more recent additions are in every respect satisfactory; but, taken as a whole, the building is unsuitable for present requirements, is a constant source of heavy expense for repairs, and, owing to the greater portion of it being constructed of wood, is subject every day to the imminent risk of destruction by fire.

The designs and plans submitted by Mr. Vernon for consideration by the Parliamentary Standing Committee on Public Works provided for a Council Chamber with accommodation for eighty members or more, and an Assembly Chamber for 182 members, with a capacity for increase of accommodation suitable for 294 members. They also provided for additional special accommodation for His Excellency the Governor, the President, the Speaker, the Ministry, and the members of both Houses. Much improved accommodation was also made for the *Hansard* staff, reporters of the Press, Parliamentary officials, and the general public. Compared with the existing building, Mr. Vernon's scheme showed an increase of thirty-three in the number of rooms and of 32,648 feet in the superficial area.

At the request of the Committee, Mr. Vernon prepared two additional designs, one for altering and improving the accommodation in the present building, at a cost of from £10,000 to £15,000, and the other for a new building which could be erected for about £250,000. Since the close of the year under review the Committee has completed its inquiry, and has recommended the adoption of the scheme submitted by Mr. Vernon providing for alterations to the present building at a cost not exceeding £15,000. In the opinion of the Committee, the existing building, with the proposed alterations, should suffice for the business of Parliament for many years to come, and, therefore, the erection of new Houses of Parliament may be deferred.

ROADS AND BRIDGES.

The Principal Assistant Engineer for Roads (Mr. Scarr), in his report, attached, gives a succinct statement of the ever-growing volume of operations carried on by his branch. He also furnishes a large amount of statistical information respecting the roads mileage, the number of bridges of different kinds, culverts, &c., under the charge of the Department, together with details of the expenditure incurred thereon during the year.

The following statement summarises, in tabulated form, the roads mileage, the number and length of bridges and culverts, and the year's expenditure at 30th June, 1897 and 1896, respectively:—

Date.	Roads. Mileage.	Bridges.		Culverts.		Total* Branch Expenditure for year.
		No.	Length in feet.	No.	Length in feet.	
1897—30th June	39,874	2,842	267,964	32,671	486,907	£ 676,210
1896—30th June	38,952	2,771	260,519	31,073	461,578	776,400
Increases during past year ...	922	71	7,445	1,598	25,329	£100,190 (Decrease.)

* Includes expenditure on new bridges completed and in progress.

It will be seen from this table that, while the roads mileage and the number of bridges and culverts show a very considerable increase over the preceding year, the total expenditure of the branch for the year has decreased to the extent of £100,190. On this point, Mr. Scarr remarks that expenditure has been strictly confined to the most urgent requirements, and the cost of maintenance reduced to the lowest possible limits, compatible with efficiency.

Notwithstanding this diminished expenditure, the state of the roads generally is fairly good, due, in a great measure, to the fair weather conditions prevailing during the year.

The serious injury done to our roads by the carriage of heavy loads on waggons with narrow tyres, shows that legislation in connection with the regulation of the width of tyres is urgently required. The expenditure upon repairs rendered necessary from this cause is a heavy burden on the resources of the Department, and deserves prompt attention.

During the year, 1,038 miles of roads were cleared, and 666 miles wholly or partially constructed; also, about 5 miles of culverts and 6 miles of causeway were constructed, and 5,008 rods of fencing erected. Four hundred bridges were repaired, and 53 wholly renewed at a cost, respectively, of £29,298 and £36,850.

There were also under the charge of the branch 97 punts, 1 steam-launch, 4 horse-boats, 69 flood-boats, and 120 other boats, generally used for ferry purposes.

The monthly average number of men directly employed by the branch was 1,504, while contractors and their men averaged 5,200, making a total of 6,704 men constantly employed in connection with the roads and bridges of the Colony.

The system hitherto in force in connection with the collection of tolls upon the ferries worked directly by the Department has, for some time past, been regarded as unsatisfactory. A method of registering the number of ferry passengers, by means of tickets, was therefore brought into operation during the year, and it is anticipated that the new system will tend to stop the leakage in revenue, and thus help to mitigate the considerable yearly loss incurred in the working of the ferries.

In the report of the Assistant Engineer for Bridges, reference is again made to the desirability of more freely using stone and iron in the construction of bridges, with a view of diminishing the frequency and, as a consequence, the cost of repairs. I am still of opinion, however, that, although in some cases it may be advisable to build masonry or iron piers, it is on the whole more economical to make use of the unrivalled native timbers at our disposal in the erection of bridge structures.

SEWERAGE CONSTRUCTION.

The very complete report furnished by the Engineer for Sewerage Construction, which will be found in the Appendix, renders it unnecessary for me to refer in detail to the many important works which have been in progress during the year now under review.

This Branch was placed under the direction of Mr. J. Davis, M. Inst. C.E., formerly Principal Assistant Engineer, on 1st July, 1896, and since that date it has been carefully reorganised, a number of competent officers added to the staff, and energetic efforts made to grapple with the urgent requirements of the metropolis and

and some of the larger country towns. During the year thirty-two contracts were got out, the value of the work designed amounting to £329,015, while, in addition, the plans and drawings for works valued at £70,560 were in course of preparation.

The result of the year's efforts has been to bring within measurable distance the completion of the scheme for sewerage of the Metropolitan area. The works as authorised by Parliament in the year 1888, subject to some slight modification in the original plans, may now with some confidence be reckoned upon to be completed in about three to four years from this date.

Included in the appendix will be found a map of Sydney and Suburbs showing all the main sewers constructed and in progress, and also the proposed sewers which are required to complete the general scheme.

The total expenditure incurred in connection with sewerage works during the year amounted to £128,710 17s. 10d.

Among the works undertaken during the year calling for special mention are those in course of construction for the treatment of sewage at the main outfall of the North Shore sewerage system. They are situated at Willoughby Bay, an arm of Middle Harbour, and are the first of their kind attempted in the colonies. They embrace screening and mixing chambers, settling tanks, sewage filter presses, refuse destructors, and sand filters. They have been designed on the most modern system, and it is anticipated that when finished they will be the means of treating the sewage most completely.

Recent experiments on a large scale have been very successfully carried out in the city of Exeter during the year, which will probably be the means of simplifying the treatment of sewage.

Briefly stated, the system is as follows:—

The sewage is run into large covered tanks called "Septic tanks," and then is allowed to decompose. This decomposition is carried on, as all other fermentation or decomposition is, by the aid of micro-organisms which break up the sewage from complicated organic matter to more simple forms, which are readily acted upon and further decomposed whilst passing through the filters forming the second portion of the process. The effluent, after passing through the tank and filters, is stated to be sufficiently purified to be allowed to flow away without the slightest danger of any nuisance being created.

It will thus be seen that one of the greatest difficulties encountered hitherto (except in such cases as where sufficient area of land for broad irrigation is available) namely, the disposal or destruction of the sludge, has apparently been overcome, as in the "Septic" system, there is practically no sludge, all solids being so finely broken up that the filter can readily deal with them. Therefore it becomes no longer necessary to deposit the sludge in settling tanks, with all the after trouble attending its final disposal. The experiments have been followed with much interest, and so impressed is the Department with their importance that the construction of similar works is now under serious consideration.

During the year the question of how best to deal with the sewage from the low-level areas on the foreshores of the harbour has been considered; and, after having been very carefully investigated, it was decided to lift this sewage by means of sewage-pumps, driven by electrical motors.

Comparative

Comparative estimates were made, taking compressed air, hydraulic, and electrical power, respectively, throughout the system. These were fully reported upon by the Engineer for Sewerage Construction, and the matter was then placed before the Board of Reference, who concurred with the Engineer for Sewerage Construction, and finally decided that electrical power would be the cheapest and most satisfactory.

Twenty-four collecting stations will be required to deal with the foreshores from Balmain to Woolloomooloo, and these stations will be electrically controlled from one central station at Darling Harbour, where a very extensive generating plant is being erected to provide motive power for the tramways. It is on account of the large nature of the works from which power for sewerage purposes will be procured, that this method can be introduced, it is believed, more economically than any other; New South Wales being the first country in the world to undertake such a system.

The power will be supplied by the Railway Commissioners to the Sewerage Department at 1d. per electrical Board of Trade unit; and it is calculated, after taking into consideration the more or less intermittent nature of the work, that we could not procure compressed air or hydraulic power more cheaply.

More than ordinary interest has been attached to the aqueducts carrying the sewage across White and Johnston's Creeks; these structures being built on the "Monier" system, and being the first works of an extensive nature to be carried out on this system in the colonies. They are a pronounced success, and in every way have fulfilled the expectations of the Department.

A special class of work which has been carried on by the branch during the year is the detail survey of the Metropolitan area, Newcastle and suburbs, and other large centres of population, where it is likely that sewerage works will in course of time have to be constructed.

This extensive undertaking was originally commenced in the year 1877 on the recommendation of Mr. William Clark, C.E., who pointed out its absolute necessity as regarded the correct and economical carrying out of sewerage works. Its execution was placed under the administration of the Minister for Lands, who continued to control the same up to 1st July, 1896, on which date it was transferred to this Department. At the same time a number of officers—namely, four surveyors and four draftsmen—who had been employed on this particular duty, were taken over from the Lands Department. Although, owing to the pressure of other urgent demands for their services, these officers are not continuously employed on the detail survey, the branch has been able to keep the work in advance of requirements. The results of their labours, though primarily intended for sewerage purposes, are available for, and utilised by, other Departments of the Government.

Before concluding this review of the year's work of the Sewerage Construction Branch, I deem it a duty owed to the Department generally, and to this branch in particular, to draw attention to the report, dated 21st November, 1896, of the Royal Commission appointed by the Governor-in-Council to investigate certain charges made in the Legislative Assembly affecting officers of the Department, in their dealing with and control of the sewerage contracts held by Carter & Co., and certain other persons.

The charges to be investigated were of serious moment to all concerned, inasmuch as they alleged acts of collusion between officers of the Department and the
above-mentioned

above-mentioned contractors with a view to defraud the public Treasury—such as advancing to the said contractors sums of money improperly, without sufficient security, and in violation of the terms of the contract; incompetency in carrying out and administering the contracts; placing documents on the Table of the House in a form calculated to mislead Members of the Assembly; and allowing defective work to be put in the contracts.

The Commission was appointed on 21st May, 1896 (His Honor Judge Murray being sole Commissioner), “to make a full and diligent inquiry touching all questions in any way raised in the Legislative Assembly of the Colony of New South Wales, whether specifically or in course of debate, as to any improper conduct in connection with the contracts, past and present, of Messrs. Carter, Gummow, & Co.; John Carter, D. G. Snodgrass, George Maddison, Peter Ewing, F. M. Gummow, George Forrest, and James Gillan, with the Department of Public Works, and touching the truth of any charges so, as aforesaid, made in connection with the performance or variation (if any) of such contracts, or the conduct of any public officer, or of the said contractors, their agents, or workmen, in relation thereto; and to make the fullest investigation into any charge or matter in relation to the said persons or contracts.”

The Commissioner, after a patient and exhaustive investigation which occupied 66 sittings and included the examination of 114 witnesses, furnished a very careful and elaborate report, summing up in these words:—

“Finally, in your Commissioner’s opinion, none of the charges brought against Mr. Hickson have been proved by the evidence that has been produced. Your Commissioner has failed to discover in that evidence any grounds for further inquiry; and, in your Commissioner’s opinion, Mr. Hickson and the other responsible officers of the Works Department stand exonerated from all suspicion of improper conduct in relation to the matter into which your Commissioner has been instructed to inquire.”

It cannot but be gratifying to you as Administrator of this large and important Department, and to the public generally, to find that, after undergoing the most searching scrutiny, the officers of the Department have achieved such an effective vindication from the grave and serious charges brought against them.

LAND VALUATION.

An important change took place in the administration of this Branch, in November, 1896, Mr. J. B. Thompson, formerly valuator, having retired in accordance with Section 68 of the Public Service Act, after thirty-four years’ faithful and efficient service. Mr. E. J. Sievers, the present valuator, was appointed to take his place from 15th November, 1896.

Mr. Sievers’ report, attached, gives a resumé of the numerous resumptions, valuations, and claims that have been dealt with during the year, the total amount expended in connection therewith being £38,361 3s. 3d.

WATER SUPPLY AND SEWERAGE BOARDS.

The Metropolitan Board of Water Supply and Sewerage has already presented to you its Report for the year, and has therein furnished a full and detailed statement of its operations and financial position. It is accordingly unnecessary for me to do more than draw attention to one or two of the more notable items, which serve to show the magnitude of the interests entrusted by the Government to the Board.

The total capital cost of the Metropolitan Water Supply and Sewerage Works stood, at 30th June, 1897, at £6,262,670. In addition to the head works and trunk mains, the Board has under its jurisdiction $946\frac{3}{4}$ miles of reticulation mains, supplying water to a population numbering some 418,000; 256 miles of sewers, and $18\frac{1}{2}$ miles of stormwater drains. The extensions carried out by the Board during the year comprised $55\frac{1}{2}$ miles of new water mains, and $25\frac{1}{2}$ miles of sewers, while existing works received every care and attention, and are reported as being maintained in a thoroughly efficient condition.

In the Appendix will be found a brief report from the President of the Hunter District Water and Sewerage Board of its operations during the year. New water-mains to the extent of 6 miles 517 yards were laid down by the Board, bringing the total length of reticulation mains up to 134 miles 1,098 yards, the estimated population supplied with water being 31,655. The Board also carried out some important improvements and additions to the machinery and buildings at Walka Pumping Station, and these, it is anticipated, will enable the Board to meet the increasing consumption of water. The whole of the works were maintained in good order throughout the year.

GENERAL.

In conclusion I desire to bear testimony to the zeal and efficiency which have been displayed by the staff in every branch, and to express my obligation to all the officers for their willing co-operation in dealing with the diversified and complicated business of this large Department.

ROBT. HICKSON, M. INST. C.E.,
Under Secretary for Public Works and Commissioner for Roads.

CONTENTS OF APPENDIX:

RAILWAYS AND TRAMWAYS.		PAGE.
I.—Report of the Engineer-in-Chief for Railway Construction		20
II.—Return of Expenditure on Railway and Tramway Construction		28
HARBOURS AND RIVERS, WATER SUPPLY, BRIDGE CONSTRUCTION, AND WATER CONSERVATION.		
III.—Report of the Engineer-in-Chief for Public Works		30
IV.—Report of the Principal Assistant-Engineer for Harbours and Rivers		32
V.—Report of the Superintendent of Dredges, with Returns relating to Dredge operations		39
VI.—Report of the Assistant-Engineer on Country Towns Water Supply		45
VII.—Report of the Assistant-Engineer for Bridges on Bridge Construction and Renewals		47
VIII.—Return of New Bridges completed and in progress during year		48
IX.—Report of the Principal Assistant-Engineer for Water Conservation		51
X.—Report of Chief Surveyor		53
XI.—Return of Expenditure on Water Supply, Dredge Service, Harbours and Rivers, and Water Conservation		54
GOVERNMENT ARCHITECT.		
XII.—Report of the Government Architect		58
XIII.—Return of Expenditure on Public Buildings		60
ROADS AND BRIDGES.		
XIV.—Report of the Principal Assistant-Engineer for Roads		71
XV.—Return of Expenditure on Roads and Bridges		74
XVI.—Statistical Returns relating to Roads and Bridges		106
SEWERAGE CONSTRUCTION.		
XVII.—Report of the Engineer for Sewerage Construction		109
XVIII.—Return of Expenditure on Sewerage Construction... ..		113
LAND VALUATION.		
XIX.—Report of Land Valuer		115
XX.—Return of Expenditure on Land Resumptions		116
HUNTER DISTRICT WATER SUPPLY AND SEWERAGE BOARD.		
XXI.—Report of President		117

LIST OF ILLUSTRATIONS.

<p>DREDGE SERVICE—</p> <p>New South Wales Government Pilot steamship "Ajax."</p> <p>WATER CONSERVATION—</p> <p>Lock and Weir on River Darling, near Bourke—nearing completion.</p> <p>Lock and Weir on River Darling, near Bourke—on day of opening.</p>	<p>GOVERNMENT ARCHITECT—</p> <p>Court-house and Police Buildings, Parramatta.</p> <p>Lands and Survey Offices, East Maitland.</p> <p>Lands and Survey Offices, Dubbo.</p> <p>Post and Telegraph Office, Mount Victoria.</p> <p>SEWERAGE CONSTRUCTION—</p> <p>Western Outfall Sewer, Arncliffe.</p> <p>Northern Main Sewer, White's Creek Viaduct.</p>
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LIST OF PLANS AND MAPS.

<p>RAILWAY CONSTRUCTION—</p> <p>Railway Map of New South Wales.</p> <p>HARBOURS AND RIVERS—</p> <p>Tweed River Entrance.</p> <p>Richmond River Entrance.</p> <p>Clarence River Entrance.</p> <p>Bellinger River Entrance.</p>	<p>HARBOURS AND RIVERS—<i>continued.</i></p> <p>Nambucca River Entrance.</p> <p>Trial Bay Breakwater.</p> <p>Macleay River, New Entrance.</p> <p>Manning River Entrance.</p> <p>SEWERAGE CONSTRUCTION—</p> <p>Map of Metropolitan Main Sewers.</p>
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Railways and Tramways.

(I.)

Report of the Engineer-in-Chief for Railway Construction.

Department of Public Works, Railway Construction Branch,
Sydney, 8 October, 1897.

I HAVE the honor to make the following report on the work carried out in the Railway Construction Branch during the year ending 30th June, 1897 :—

RAILWAY SURVEYS.

The following work was carried out by the Railway Survey Staff, between the 1st July, 1896, and 30th June, 1897.

Explorations over projected railway routes have been made, and reports furnished thereon, as under :—

Armidale to Trial Bay.
Armidale to Macleay River Heads, *via* Taylor's South Arm.
Bogan Gate to Trundle and Bullock Creek.
Condobolin to Cudgellico.
Glen Innes to South Grafton, *via* The Henry, the Little, and Nymboi River.
Hillston to Mossgiel.
Koorawatha to Grenfell and Wyalong.
Narrandera to Colinroobie and Barrellan.
Tenterfield to Casino, *via* Acacia Creek and Richmond River Valley.

During the year ten trial and seven permanent surveys were completed. Four trial surveys and one permanent survey were in hand, but not finished at the close of the year. Particulars in detail are shown in the Table below.

In order to comply with the instructions of the Minister and the requirements of Parliament, plans and sections of the following lines have been under review, and in many cases entirely new estimates prepared, others being revised where found desirable :—

Belmore to Liverpool.
Belmore to Cabramatta.
Braemar to Mittagong.
Byrock to Brewarrina.
Casino to Lismore.
Colo Vale to Braemar.
Coolamon to Ariaiah.
Condobolin to Euabalong.
Condobolin to Cudgellico.
Dubbo to Coonamble.
Galong to Burrowa.
Glen Innes to South Grafton.
Grong Grong to Ariaiah.
Guyra to South Grafton.
Hill Top to Colo Vale.
Mount Kembla Coal Company's Railway, in connection with the proposed Port Kembla Harbour Scheme.
Moree to Inverell.
Mudgee to Coonamble.
Narrabri to Pilliga.
Necropolis Railway, Loop at Rookwood Station.
Pearce's Creek to Ballina.
Singleton to Jerry's Plains.
Tenterfield to Casino.
The Rock to Green's Gunyah.
Warren to Coonamble.
Wollongong to Port Kembla.
Woolabra to Collarenebri.

The proposed railways, Berrigan to Finley and Moree to Inverell, have been under consideration by the Public Works Committee; a large number of wall maps, plans, books of reference, sections and compilations of lithographs have been furnished for their use. Similar information was supplied to the Royal Commission on the projected Railway Extension into the City of Sydney. Plans, &c., have been partly prepared in connection with the following railway proposals, which have since been referred to the Public Works Committee :—

Byrock to Brewarrina.
Condobolin to Euabalong.
Coolamon to Ariaiah.
Narrabri to Pilliga.
The Rock to Green's Gunyah (now Lockhart).

In

In anticipation of reference to the same Committee, some drafting work has been done in regard to the following lines:—

Gundagai to Tumut.
Rosehill to Dural.
Singleton to Jerry's Plains.
Warren to Coonamble.

The following drawings in connection with the undermentioned authorised lines have been prepared, viz.:—Working plans and sections, proclaimed plans, police district plans and notice tracings, as well as heliographic copies of latter, to accompany notifications of resumptions of land for railway purposes. The photo-lithographic copies of the working plans and sections of the greater number of these lines have been completed:—

Berrigan to Finley.
Braemar to Mittagong.
Colo Vale to Braemar.
Hill Top to Colo Vale.
Darling Island Connection.
Nevertire to Warren.
Tamworth to Manilla.

The usual quantity of work, which is always very large, has been done in calculating the bearings and distances for descriptive purposes of the boundaries of land resumptions and connections to same, many of the former being very irregular.

The customary amount of office work, including plans, &c, for the use of the Railway Commissioners, when reporting on proposed lines, deciding on station sites, &c., for the use of the Minister when replying to deputations and Parliamentary questions, and inquiries from the Lands and other Departments, has been carried out.

The office staff has been during the time under review barely sufficient for the current drafting and clerical work, and, consequently, the arrears of drafting work have been very slightly diminished.

The staff employed in connection with the Railway Surveys consisted on an average of 30 officers, divided as follows:—1 Supervising Engineer, 14 surveyors, and 15 draftsmen.

The following tables show the trial and permanent field operations carried out during the year:—

SUMMARY OF TRIAL SURVEYS.

Preliminary Exploration.	Preliminary Traverse.	Preliminary Levels.	Staking.	Levels.	Check Levels.	Cross Levels.	Details.
m.	m. c.	m. c.	m. c.	m. c.	m. c.	m. c.	m. c.
1783	781 37	572 64	580 44	389 47	177 0	538 56	322 0

SUMMARY OF PERMANENT SURVEYS.

Staking.	Levels.	Check Levels.	Cross Levels.	Details.
m. c.	m. c.	m. c.	m. c.	m. c.
90 10	69 35	70 35	29 56	143 18

DETAILS OF TRIAL SURVEYS.

Title of Line.	Total Length.	Date of Commencement.	Date of Completion.	No. of Surveyors.	Length Surveyed during year.	Total length Completed.	Remarks.
	m. c.				m. c.	m. c.	
Belmore to Liverpool	9 60	11 Aug., 1896	24 Oct., 1896	1	9 60	9 60	
Belmore to Cabramatta	4 36	26 Oct., 1896	15 Jan., 1897	1	4 36	4 36	
Condobolin to Broken Hill, <i>via</i> Mossgiel.	366 40	3 Mar., 1896	16 Nov., 1896	5	225 40	366 40	
Coolamon to Ariaiah	41 63	11 May, 1896	30 Sept., 1896	1	32 23	41 63	
Galong to Burrowa	17 64	15 Oct., 1896	15 Feb., 1897	1	17 64	17 64	
Glen Innes to South Grafton, <i>via</i> the Henry, the Little, and Nymboi Rivers.	76 0	21 Aug., 1896	.....	2	70 0	70 0	Total length of line approximately, 126 miles 40 chains.
Grong Grong to Ariaiah	32 25	14 July, 1896	20 Oct., 1896	1	32 25	32 25	
Koorawatha to Grenfell and Wyalong.	150 0	1 Feb., 1897	.....	2	61 40	61 40	Includes alternative line <i>via</i> Bimbi, approximately 60 miles.
Liverpool to Mulgoa.....	34 0	1 Nov., 1896	.....	1	19 47	19 47	Includes alternative line <i>via</i> Cecil-park, approximately 9 miles.
Moree to Inverell—Alternative line, south of the Gwydir River and <i>via</i> Ezzy's Crossing.	44 65	23 Mar., 1896	14 Aug., 1896	2	17 65	44 65	Total length of line, 96 miles and 35 chains.
Rosehill to Dural	9 6	14 June, 1897	.....	3	6 60	6 60	
Singleton to Jerry's Plains	22 76	1 May, 1896	5 Oct., 1896	1	12 76	22 76	
Wollongong to Port Kembla	0 77	4 Jan., 1897	6 Jan., 1897	1	0 77	0 77	
Woolabra to Collarenebri	80 56	16 May, 1896	6 Mar., 1897	2	64 16	80 56	
Total	891 8	.....	.....	...	575 69	779 69	

DETAILS OF PERMANENT SURVEYS.

Title of Line.	Total Length.	Date of Commencement.	Date of Completion.	No. of Surveyors.	Length Surveyed during the year.	Total Length Completed.	Remarks.
Berrigan to Finley	m. c. 13 71	27 Nov., 1896	16 Feb., 1897	1	m. c. 13 71	m. c. 13 71	
Braemar to Mittagong	1 72	12 June, 1896	9 Sep., 1896	1	1 72	1 72	
Colo Vale to Braemar	1 76	17 June, 1896	29 Aug., 1896	1	1 76	1 76	
Darling Island—Connection with	1 0	24 Nov., 1896	8 Jan., 1897	1	1 0	1 0	Includes alternative line 49 chains in length.
Hill Top to Colo Vale	3 38	6 July, 1896	30 July, 1896	1	3 38	3 38	
Kiama to Nowra	30 53	26 Oct., 1896	28 Nov., 1896	1	30 53	30 53	} Defining boundaries of portions and railway resumptions from Berry Estate.
Do	34 49	5 Mar., 1897	12 May, 1897	1	34 49	34 49	
Moree to Inverell	96 35	2 June, 1897	.....	4	14 0	14 0	} Mileage, approximate only.
Nevertire to Warren	12 33	10 July, 1896	2 Oct., 1896	1	12 33	12 33	
Tamworth to Manilla	29 45	1 Dec., 1896	10 Apl., 1897	2	29 45	29 45	
Total	225 72				143 37	143 37	

RAILWAY CONSTRUCTION.

The following works have been in progress during the year ended 30th June, 1897:—

Narrabri to Moree Railway.

This line is an extension of the north-west branch of the Great Northern Railway from Narrabri in a northerly direction to Moree. The extension commences at Narrabri West Station, crosses the Namoi River and Narrabri Creek on timber bridges, and skirts the northern side of the town of Narrabri, a new station being located at 2 miles 25 chains from the commencement of the extension. The line terminates at Alice-street, Moree, 315 miles 15½ chains from Newcastle.

The length of this extension is 63 miles 72 chains 20 links.

The principal contract was let to Messrs. Smith, Finlayson, and Timms, on 10th July, 1895, the time given for completion was eighteen months, but the opening for traffic did not take place until 1st April, 1897.

The works have all been designed and carried out in the most economical manner. The bridge over the Namoi River comprises three timber trussed spans of 60 feet, with fifty-two additional timber flood-openings of 14 feet each in the approaches. The Narrabri Creek bridge has one span of 60 feet, with twenty-three additional flood-openings of 24 feet span and twenty-seven of 14 feet span each. The piers of both bridges are of timber piles.

The permanent-way of the main line is laid with 60-lb. steel flat-bottomed rails spiked to ironbark sleepers. In the sidings old iron rails have been used. All the sleepers for this line were supplied and delivered at Narrabri before the works were commenced, under contract with the Sleeper-getters' Association.

Fencing has for the most part been dispensed with, being used only in the immediate neighbourhood of the stations.

Straying and trespass by stock is controlled by cattle-stops at intersections of roads and boundary lines of fencing.

The level crossings have no gates, but are provided with warning-boards.

The formation of the line is taken as near as possible to the surface in most places, giving a few inches only of embankment, but there are lengths aggregating about 5 miles where the undulations of the surface are too great for the adoption of this method, and the line is carried through a succession of low cuttings and banks.

Station and siding accommodation have been provided at Narrabri North, Edgeroi, Woolabra, Gurley, Tycannah and Moree. Trucking-yards have been provided at Edgeroi, Woolabra and Moree.

Water supply has been obtained from the artesian bores at Woolabra and Moree, which automatically fill the 10,000-gallon wrought-iron tanks that have been erected on brick towers at these places, but the artesian water, which contains from 30 to 40 grains per gallon of sodium carbonate, is not satisfactory, as it causes priming.

The works have been carried out in six contracts.

The expenditure in connection with this line has been as follows:—

Construction of line, including earthworks, bridges, and culverts, permanent-way, and Station Yards	...	£126,064	1	3
Water Supply at Woolabra and Moree	...	925	3	6
Station Buildings and Station Appliances...	...	3,644	7	1
Trucking Yards	...	1,036	14	10
Land Resumption	...	180	2	9
Total cost to date	...	£131,850	9	5

Parkes to Condobolin Railway.

The first section, from Parkes to Bogan Gate, was opened for traffic, 15th December, 1896. The second section, from Bogan Gate to Condobolin, is under construction.

The line passes through country in which the average annual rainfall is about 22 inches. The surface is for the most part flat, and the undulations of the ground are of such a character as to admit of a ruling gradient of 1 in 100 throughout.

The works are of an inexpensive character, and the formation has been kept as near the surface of the ground as possible.

There are no works of any magnitude on the line, the principal difficulty met with having been in the provision of a supply of water for the locomotives.

The permanent-way has been laid with 60-lb. flat-bottomed steel rails, spiked to ironbark sleepers, which were provided by the contractor for the construction of the line. In the sidings old iron rails have been used.

Fencing has been erected only in the immediate neighbourhood of stations. Cattle-stops have been placed at intersections of roads and boundary fences to prevent straying and trespass by stock.

The level crossings have no gates, but are provided with warning-boards.

The first section—Parkes to Bogan Gate—has a length of 23 miles 38 chains.

The contract for its construction was let to Messrs. Smith, Finlayson and Timms on 18th February, 1896, for completion within nine months, or by 18th November, 1896, but it was not opened for traffic until the 15th December, 1896.

Station and siding accommodation have been provided at four points, viz., at Brolgan, Nelungaloo, Gunningbland and Bogan Gate.

Trucking-yards for sheep have been erected at Bogan Gate.

The works were carried out in two contracts, viz., one for the construction of the line, and one for the Station Buildings.

The following is the expenditure to date:—

Construction of the line	£49,113	14	6
Station Buildings	979	9	1
Land Resumption	2	10	4
Total cost	£50,395	13	11

The second section—Bogan Gate to Condobolin—has a length of 39 miles 22½ chains.

The contract for its construction was let to Mr. John Falkingham, on 20th July, 1896, for completion within fourteen months, or by the 20th September, 1897, but the opening for traffic will probably be delayed till a few weeks later.

The terminal point at Condobolin will be 329 miles 62½ chains from Sydney.

Station and siding accommodation are being provided at three points, viz.:—At Burrawang, Derriwong and Condobolin.

Trucking-yards for stock are being built at Burrawang and at Condobolin.

On this length provision is being made for a supply of water at two points, viz.:—At Gunningbland Creek—one of the few suitable places for such work—at a point 27½ miles from Parkes, and 35¼ miles from Condobolin. A tank has been excavated near the creek which will contain a supply of 2,800,000 gallons of water when full—sufficient for a two years' supply. A pumping plant and a 20,000-gallon wrought-iron tank, supported on a brick tower, will also be provided.

At Condobolin it is proposed to obtain water from the town supply, arrangements for the carrying out of which have been made. A brick tower supporting a 20,000-gallon wrought-iron tank will be erected on the station ground.

The following are the contracts that have been let for construction of works on this length:—

Contract No. and Work.	Contractor.	Amount of Contract.			Expenditure to Date.		
		£	s.	d.	£	s.	d.
No. 2.—Construction of line	J. Falkingham	33,819	16	1	25,171	18	2
No. 5.—Excavation of tank	Thomas Lees	1,066	11	8	637	6	9
No. 6.—Brick tower, Gunningbland Creek	C. Baker	205	0	0	206	3	3
No. 7.—Wrought-iron tank, Gunningbland Creek	G. Norman	230	0	0	.....	.....	.....
No. 9.—Station buildings	J. Allibone	3,276	0	0	250	0	0
No. 10.—Brick tower, Condobolin	C. W. Muller	136	10	0	37	18	0
No. 11.—Wrought-iron tank, Condobolin	G. Norman	270	0	0	.....	.....	.....

The total expenditure on this section to date has been £54,337 12s. 4d.

Jerilderie to Berrigan Railway.

This line is an extension of the Narrandera-Jerilderie branch of the South-Western Railway. A description was given in last year's report.

A triangle has been laid down at Berrigan for turning locomotives, instead of a turntable.

Water for locomotives is obtained from the existing supply at Jerilderie.

A contract was let to Messrs. Smith, Finlayson, and Timms, on 25th January, 1896, for the construction of the line; the time for completion was six months, but considerable delay occurred in carrying out the works, and the opening for traffic did not take place until 14th November, 1896. Length of the line, 21 miles 65 chains.

The total cost to date is as follows:—

Construction of line	£37,420	2	6
Station buildings and trucking yards	1,138	7	8
Land and compensation	222	11	10
Total	£38,781	2	0

Berrigan

Berrigan to Finley Railway.

This is an extension in a westerly direction of the Berrigan Railway; it has been authorised by Act of Parliament, and a sum of £27,250 has been voted for its construction.

Plans have been prepared and arrangements are being made for putting the works in hand as soon as the conditions as to transfer of the land required by the Act—which is to be without cost to the Government, except in the case of town allotments—have been complied with by the persons interested.

The length of the extension will be 13 miles 62 chains.

The terminal point at Finley will be 447 miles 69½ chains from Sydney.

Finley is situated on the travelling stock route between Jerilderie and Tocomwal, and is surrounded by a tract of country very suitable for cereals, so that the traffic is expected to be of importance.

Station and siding accommodation is proposed for three points on the line, including the terminal station at Finley.

Contracts have been let for the supply of about 40,000 sleepers of ironbark and redgum.

The permanent-way will be laid with 60-lb. steel rails, spiked to the sleepers.

Nevertire to Warren Railway.

This branch line leaves the Great Western Railway at 341 miles 20 chains and terminates at 353 miles 54 chains from Sydney, a length of 12 miles 34 chains.

The direction of the line from Nevertire is north-easterly, and it chiefly follows the Warren road.

A very large traffic is anticipated from and to the extensive country on the north-east. The construction of this line was strongly advocated by the Railway Commissioners.

The works are being carried out by day labour, under the supervision of an officer of this Branch.

The sleepers have been provided partly under a contract with Mr. Thomas Border, of Dubbo, and partly by purchase from the Railway Commissioners.

The works are of a light and inexpensive character, as the country is level, but, as after heavy rains water lies over the greater part of the surface, the formation has been raised higher than is the practice with the other country lines of the same class. There are but two timber bridges of any magnitude on the line, viz., those over Beleringar and Gunningbar Creeks.

The permanent-way is to be laid with 60-lb. flat-bottomed rails, spiked to ironbark sleepers. Old iron rails will be used in the sidings.

Fencing will not be used except in the immediate neighbourhood of stations.

To prevent straying and trespass of stock cattle-stops will be provided at the intersection of boundary fences.

Water for locomotives will be provided at Warren by pumping from the Gunningbar Creek, where permanent water exists. A line of pipes will be laid from the creek to Warren Station, a distance of 40 chains, and a brick tower, carrying a 20,000-gallon tank, will be erected in the yard.

Station accommodation will be provided at Warren only, and, as this may not remain a terminal station for any great length of time, a triangle for turning the engines will be laid down instead of a turntable.

The estimated cost of this extension is £32,730.

The total expenditure charged to date has been £3,180 16s. 10d.

It is anticipated that the line will be completed and opened for traffic about Christmas.

Tamworth to Manilla Railway.

The construction of this line, which branches off the Great Northern Line at West Tamworth, has been authorised by Parliament, and working drawings are in course of preparation.

The country traversed is of undulating character, and the Peel River is crossed at 12 miles 73 chains from the junction with the main line.

The length of the line will be 29 miles 45 chains, and the estimated cost is £73,170.

The works on the line will be of a light character, as the surface of the ground will be followed as nearly as the exigencies of the grade and other circumstances will admit.

The most important work on the line will be the Peel River Bridge, which will consist of steel girders in three spans of 66 feet each, supported on concrete piers, in addition to which there will be seven timber spans of 24 feet each in the approaches.

Station and siding accommodation will be provided at four points on the line, including the terminal station at Manilla.

The permanent-way will be laid with 60-lb. steel flat-bottomed rails spiked to ironbark sleepers.

The line will, for the greater part of its length, remain unfenced.

It is anticipated that the works will be completed in about eighteen months from the date of their commencement.

Railway connection with Darling Island.

As it has been decided to utilise the large valuable water frontage of Darling Island, steps have been taken to extend the Darling Harbour line in that direction.

A contract was let to Messrs. Bromley and Holloway on 29th May, 1897, amounting to £4,348 5s., for the construction of the first portion of this extension which commences at a point 1 mile 17 chains 9 links from Redfern tunnel, and is 21 chains in length.

This contract provides for excavation and formation of a double line as far as Edward-street, for a permanent steel bridge with concrete jack arches to carry Union-street over the railway the full width of the street, and for a timber bridge of a temporary character to provide for the traffic along Murray-street.

The time provided in the contract for completion of these works is twenty-six weeks.

The works are now in progress.

Extension of Rookwood Cemetery Branch.

This is an extension of the branch line for about 68 chains beyond the original receiving-house, and it has been constructed in compliance with the wishes of the Trustees.

The end of the original receiving-house has been altered to allow of the line being extended beyond it, and the platform accommodation has been considerably added to.

A second receiving-house and platform have been built at the far end of the extension.

The general work has been carried out by day labour, but the buildings by contract.

The full cost of the works has been :—

Works carried out by day work	...	...	...	£4,810	0	9
Works carried out by day contract	...	...	...	1,752	19	9
Total cost			...	£6,563	0	6

The sum voted for this work was £6,700. The balance remaining after completion of the works, viz., £136 19s. 6d., will be utilised for the purpose of improving the water supply.

The works were completed and handed over to the Railway Commissioners on 20th February, 1897.

Water Supply at Mowra, on the Orange to Forbes Railway.

This work was decided on, as was pointed out in last year's report, to supplement the supply of water for locomotive purposes, as the town supply at Parkes had proved unreliable.

The works comprised the excavation of a tank and the formation of a dam, which will impound, when full, 893,000 gallons of water; also a brick tower carrying a wrought-iron tank of 20,000-gallons capacity.

The pumping plant has been provided and fixed complete by the Railway Commissioners.

The works (excepting the pumping plant) were carried out in three contracts, particulars of which are given below :—

No. 1.—Excavation of tank	...	...	...	£236	1	4
No. 2.—Wrought iron tank	...	...	...	278	0	0
No. 3.—Brick tower	...	...	...	77	0	0

The total cost, as charged to date, has been £645 12s.

Considerable delay took place before this supply could be made use of by locomotives, as the weather continued dry during the whole summer; they were, however, practically completed by August of 1896.

Proposed Railway Extension into the City of Sydney.

The plans and estimates for the proposed extension of the railway from Redfern to Park-street, as recommended by the Railway Commissioners, and urged in their letter dated 28th April, 1896, were prepared and submitted to a Royal Commission appointed on 22nd December, 1896, to inquire into and report on the whole subject.

The Royal Commission commenced their duties on the 16th February, and made their report on 1st June, 1897, recommending the adoption of a modification of the Railway Commissioners' scheme, by which the Railway would be extended to St. James' Road.

This proposal has been submitted to the Parliamentary Standing Committee on Public Works for report, and is very shortly to be dealt with by that body.

Manufacture and Supply of 250 tons of Iron Spikes for 60 lb. Rails.

A contract was let to Mr. William Sandford, of the Eskbank Ironworks, on 9th January, 1897, for the manufacture and supply of 250 tons of iron spikes for 60 lb. rails to meet the requirements of lines in progress, and for others authorised.

The contract rate is £12 9s. per ton; the full supply to be completed in sixty-six weeks.

Manufacture and Supply of 12 Jib Water Cranes.

A contract has been let for the manufacture and supply of twelve Jib Water Cranes, to meet the requirements of lines in progress, and for stock.

The contract was let to Messrs. Pope, Maher, & Co. on 25th May, 1897, for completion in thirteen weeks, for the sum of £636.

Tenders for Permanent-way Material.

In August, 1896, an advertisement appeared in the *Government Gazette* inviting tenders for the manufacture within the Colony of 150,000 tons of steel rails. The tenders to be received by the Secretary for Public Works in Sydney, and the Agent-General for New South Wales in London, on 30th December, 1896.

No satisfactory tender was received.

Staff.

The field staff employed in the supervision of the above works during the year under review has consisted of the following :—Three supervising engineers, four field assistants, two cadets.

For the construction of the Rookwood Extension the services of the Supervising Engineer of the Railway Survey Branch were utilised.

One engineer has been employed during the whole of the year on the case of *M'Sharry v. the Railway Commissioners*, now under arbitration.

Inspectors and sub-inspectors for the various classes of work carried out have been employed as required during the progress of the work.

The office staff has consisted of one Supervising Engineer, one Chief Draftsman, and ten Draftsmen.

TRAMWAYS.

TRAMWAYS.

Works in connection with the following are in progress:—

	Miles.	Chains.	
Willoughby Electric Tramway	2	45	Single track.
George-street and Harris-street Electric Tramway	3	20	Double track.
Rose Bay Electric Tramway	1	23	Single track.

Trial surveys with report and estimate have been made of the following tramway proposals:—

	Miles.	Chains.	
Tighe's Hill to Waratah... ..	1	5	Single track.
Extension to St. Leonards Railway Station	0	50	Single track.
Ocean-street Cable—Extension to Double Bay	0	52	Double track.
Newcastle to Cockle Creek, and Lake Macquarie	6	40	Single track.
Bridge-street to Circular Quay	0	37	Single track.

Willoughby Electric Tramway.

The construction of this tramway was authorised in December, 1896. The starting point is the terminus of the existing cable tramway in Falcon-street, thence the line runs along the North Sydney Road, Mowbray-road, and Penshurst-street to the intersection of Victoria-avenue, Chatswood, a distance of 2 miles 45 chains from the point of commencement.

This being an electric tramway it has been decided to substitute electric traction for cable on the cable tramway between the power-house and the terminus in Falcon-street, a distance of 60 chains.

An additional generator for the Willoughby tramway, together with the necessary driving gear, is being erected in the power-house at Ridge-street, and will be driven by belts off the main cable engines.

The overhead construction will be similar to that used on the Mosman's Bay Electric Tramway; an accumulator house will be erected on a Government Reserve at Park-street, Willoughby, and will contain 215 cells and a motor-booster. The estimated cost of this tramway is £16,978.

Owing to the additional rolling stock required for this tramway, it became necessary to increase the accommodation in the car-house at Ridge-street. The necessary alterations are being carried out by day-labour, the switches and crossings for the entrance being manufactured at Cockatoo Island. The estimated cost of the alterations to the car-house and necessary track work is £2,600.

The following list shows the number and particulars of contracts in connection with the construction of this tramway:—

- Contract No. 1.—Plastic bond contract completed. Material at power-house, North Sydney.
- Contract No. 2.—Poles and brackets. Contract let, work in hand.
- Contract No. 3.—Generator, &c. Contract let, work in hand.
- Contract No. 4.—Accumulators. Contract let, work in hand.
- Contract No. 5.—Overhead wiring. Tenders under consideration.
- Contract No. 6.—Permanent-way, &c. Tenders invited—due 19th July, and since let to Mr. A. Johnston.
- Contract No. 7.—Motor-booster and switchboard. Tenders recommended for acceptance.

George-street and Harris-street Electric Tramway.

The construction of this tramway was sanctioned by Act of Parliament assented to 14th September, 1896.

The tramway commences at the eastern side of the Circular Quay and following the curvature of the Quay passes the wharves of the various ferry companies; thence by way of Queen's wharf to George-street, and along that street to its junction with the existing tramway opposite the Benevolent Asylum, running parallel with the existing steam lines to a point opposite Terminus-street; following the existing steam lines for a few chains it branches off at Harris-street, on which street the line will run until John-street is reached, where it terminates. A junction is provided for with the existing steam tramways running to the Redfern Railway Station. The distance from Circular Quay to John-street is 3 miles 20 chains, and is double track all the way—the length of single track, including cross-over roads and junctions, to be constructed being about 7 miles. Estimated cost, £130,500.

The following list shows the number and particulars of contracts in connection with the construction of this tramway:—

- Contract No. 1.—Plastic bond. Contract completed; material in Government store.
- Contract No. 2.—Mannesman Poles. Tender accepted; poles should be here in about six weeks.
- Contract No. 3.—Steam engines and generators. Tender accepted.
- Contract No. 4.—Permanent-way, George-street } Specification practically completed; tenders to be
- Contract No. 5.—Permanent-way, Harris-street } invited shortly.
- Contract No. 6.—Points and crossings. Under consideration.
- Contract No. 7.—Boilers. Tenders close on 12th July. Since let to Messrs. G. and C. Hoskins.
- Contract No. 8.—Boiler settings and mountings. Not yet decided.
- Contract No. 9.—Switchboard, station wiring and lighting. Under consideration.
- Contract No. 10.—Accumulators. Under consideration.
- Contract No. 11.—Overhead wiring. Plans now ready.
- Contract No. 12.—Power-house. Under consideration.
- Contract No. 13.—Brackets and poles, mountings. Drawings being prepared.
- Contract No. 14.—Car-house. Sketch plan approved by Railway Commissioners.
- Contract No. 15.—Travelling Cranes. Drawing in hand.
- Contract No. 16.—Feeder cables and junction boxes. Tenders invited.
- Contract No. 17.—Circulating and feed pumps, piping, &c. Not yet decided.
- Contract No. 18.—Sea-water supply for condensers. Under consideration.

Of the contracts let up to date, the most important is that for the Steam engines and Generators' contract, No. 3, for which Messrs. H. H. Kingsbury and Co.'s tender has been accepted. Now that this tender has been accepted the contracts for buildings will be pushed on, the sketch plans for the arrangement of power-house and offices being well advanced. The contracts let for boilers, engines, and generators include provision for future conversion to electric traction of existing tramways. The Mannesman poles, which it has been decided to use for carrying the overhead work, will be ornamented in neat design of wrought and cast iron work. The steam-boilers, for which tenders have been invited, are of the same type as those in use at Rushcutters' Bay, which have proved to be so satisfactory in working and economical in consumption of fuel. Land has been resumed between Mary Ann Street and William Henry Street, Ultimo, for the erection of the power-house and car-house required for not only the George and Harris Streets Tramway, but also for the conversion of the whole existing system.

Rose Bay Electric Tramway.

The construction of this tramway was authorised during January, 1897, the point of commencement being the terminus of the King-street to Ocean-street cable tramway at Ocean-street, thence along the New South Head Road to Rose Bay, a distance of 1 mile 23 chains single track. The generators, of which there are two, together with the necessary driving gear, will be placed in the cable tramway power-house at Rushcutters' Bay, being driven by belts off the main cable engines, the current being carried by armoured cables to the terminus of the cable tramway.

Provision has also been made for working the pumps in connection with the Double Bay sewerage pumping station, the current being carried by an overhead wire attached to the bracket poles from the feeder-pillar at the Ocean-street terminus.

The overhead construction will be similar to that intended to be used for the George-street and Harris-street electric tramway, the poles, however, being of wood similar to those used for the Mosman's Bay and Willoughby electric tramways.

The following list shows the number and particulars of contracts in connection with the construction of this tramway:—

- | | | | |
|--------------|-----|-----------------------------------|--|
| Contract No. | 1. | Plastic bond. | Material ordered. |
| " | 2. | Generators. | Delivered at power-house. |
| " | 3. | Driving gear. | Now being manufactured at Hudson's Bros. |
| " | 4. | Accumulators. | Tender accepted. |
| " | 5. | Overhead wiring. | Drawing prepared. |
| " | 6. | Poles and brackets. | Tender accepted. |
| " | 7. | Permanent-way. | Survey in hand. |
| " | 8. | Switchboard and connections. | Tenders under consideration. |
| " | 9. | Accumulator-room and benches. | Tenders invited. |
| " | 10. | Feeder cables and junction-boxes. | |

Office Staff.

The staff employed during the year under review on tramway construction, inclusive of the office work, comprised one assistant engineer, one surveyor, one engineering assistant, and three draftsmen. Arrangements are being made for increasing the staff, which is at present very insufficient, to cope with the work.

H. DEANE,
Engineer-in-Chief for Railway Construction.

(II.)

RETURN of Expenditure on Public Works carried on by Railway Construction Branch from 1st July, 1896, to 30th June, 1897.

Work, and where situated.	When commenced.	If finished, actual amount of expenditure			If unfinished, amount of expenditure to 30 June, 1897			Amount expended from 1 July, 1896, to 30 June, 1897.		
		£	s.	d.	£	s.	d.	£	s.	d.
Berrigan to Jerilderie	1895	.....	.....	.....	39,049	9	6	18,411	14	1
Berrigan to Finley	1897	.....	.....	.....	614	5	9	614	5	9
Cootamundra to Gundagai	1881	.....	.....	.....	257,912	19	0	17,475	8	0
Cootamundra to Temora	1890	166,558	10	9	.....	.....	.....	1	12	5
Culcairn to Corowa	1890	140,270	15	0	.....	.....	.....	31	5	6
City Extension	1883	.....	.....	.....	4,872	8	10	996	2	0
Goulburn to Crookwell	1883	.....	.....	.....	6,828	1	10	Nil	.....	.....
Gundagai to Tumut	1883	.....	.....	.....	36,848	11	2	4	14	10
Goulburn to Cooma	1881	1,374,610	14	8	.....	.....	.....	Nil	.....	.....
Goulburn to Wagga	1879	99,573	1	4	.....	.....	.....	Nil	.....	.....
Galong to Burrowa	1884	.....	.....	.....	400	12	8	400	12	8
Homebush to Waratah	1881	2,145,454	18	10	.....	.....	.....	207	15	7
Inverell to Glen Innes	1883	.....	.....	.....	12,070	3	3	115	6	3
Kiama to Nowra	1883	361,371	10	9	.....	.....	.....	407	7	7
Land Claims, Old Lines	1896	.....	.....	.....	31	5	0	31	5	0
Lismore to The Tweed	1883	901,964	2	11	.....	.....	.....	1,225	10	10
Land Resumptions	1896	.....	.....	.....	3,768	9	7	3,768	9	7
Marrickville to Burwood Road	1890	182,676	17	2	.....	.....	.....	4,084	9	7
Molong to Parkes and Forbes	1883	382,037	8	10	.....	.....	.....	819	13	11
Murrumburrah to Blayney	1881	1,043,960	10	5	.....	.....	.....	Nil	.....	.....
Nevertre to Warren	1897	.....	.....	.....	.....	.....	.....	2,347	10	7
Narrabri to Moree	1883	.....	.....	.....	121,130	14	3	29,073	1	1
Nyngan to Cobarr	1883	296,273	1	2	.....	.....	.....	Nil	.....	.....
Orange to Dubbo	1880	26,429	1	1	.....	.....	.....	Nil	.....	.....
Parkes to Condobolin	1895	.....	.....	.....	9,777	2	6	72,639	7	5
Rookwood Cemetery Extension	1895	.....	.....	.....	6,693	9	0	4,626	1	8
Sydney to Wollongong and Kiama	1881	.....	.....	.....	1,048,899	8	8	117	11	10
South Grafton to Glen Innes	1883	.....	.....	.....	10,809	15	11	1,252	3	0
St. Leonards to Milson's Point	1890	.....	.....	.....	339,308	7	7	2,976	7	7
Tamworth to Tenterfield	1886	232,888	1	5	.....	.....	.....	1	4	4
Tamworth to Mamilla	1897	.....	.....	.....	1,393	17	1	1,393	17	1
Tarago to Braidwood	1883	.....	.....	.....	3,365	8	10	Nil	.....	.....
Trial Surveys .....	.....	.....	.....	.....	.....	.....	.....	* 12,403	14	5
Wallerawang to Mudgee	1879	926,663	9	3	.....	.....	.....	Nil	.....	.....
Wagga to Tumberumba	1883	.....	.....	.....	5,353	6	2	Nil	.....	.....
Gratuities to Retrenched Officers .....	.....	.....	.....	.....	.....	.....	.....	62	7	10
Establishment Salaries .....	.....	.....	.....	.....	.....	.....	.....	1,454	1	1
Work done for other Departments .....	.....	.....	.....	.....	.....	.....	.....	8,423	13	5
Total	£	8,280,732	3	7	1,988,124	16	7	185,366	14	11

* See Statement attached.

SUMMARY.

	£	s.	d.
Loans	175,426	12	7
Revenue	1,516	8	11
Services of other Departments	8,423	13	5
	£185,366	14	11

RETURN of Expenditure on Public Works carried on by Tramway Construction Branch from 1st July, 1896, to 30th June, 1897.

Work, and where situated.	Amount expended from 1 July, 1896, to 30 June, 1897.			Work, and where situated.	Amount expended from 1 July, 1896, to 30 June, 1897.		
	£	s.	d.		£	s.	d.
Alterations and additions—Car-house, North Sydney	93	9	1	Military-road, Mossman's Bay	6,484	1	0
Bondi to the Beach	1	0	0	Newcastle, Tighe's Hill	1	9	0
Balmain-Forest Lodge	34	10	10	Rose Bay	2,216	0	8
Conversion Scheme	110	0	4	Willoughby Extension	919	7	8
George-street Electric	2,222	15	10	Services of other Departments	10	11	9
King-street to Ocean-street	27	5	2	Total	£ 12,140	1	4
Military-road, North Sydney	19	10	0				

SUMMARY.

	£	s.	d.
Loans	12,129	9	7
Services other Departments	10	11	9
	£12,140	1	4

RETURN

RETURN of Public Works carried on by Railway Construction Branch from 1st July, 1896, to 30th June, 1897.

TRIAL SURVEYS.

Work.	Amount expended from 1 July, 1896, to 30 June, 1897	Work.	Amount expended from 1 July, 1896, to 30 June, 1897.
	£ s. d.		£ s. d.
Armidale to the Coast	106 17 6	Inverell to Moree	805 17 11
Borings for proposed Bridge to North Sydney from Dawes Point.	325 19 3	Koorawatha to Wyalong	926 12 3
Belmore to Liverpool	642 6 0	Liverpool to Mulgoa	750 14 7
Berrigan to Finley	56 2 4	Locksley Deviation	68 15 8
Bowral to Robertson	20 9 2	Mudgee to Gulgong	4 3 4
Barmedman to Hillston	3 0 0	Mudgee to Coonamble	19 11 2
Braemar to Mittagong	7 12 4	Moss Vale to Robertson	1 11 3
Bogan Gate to Bullock Wharf	3 5 0	Mudgee to Walgett	1 15 6
Byrock to Brewarrina	52 9 2	Miscellaneous	203 15 9
Coalamon to Ariah	617 11 5	Narrandera to Barellan (Explorations)	5 10 3
Cowra to Grenfell	37 0 6	Neverata to Warren	83 6 3
Condobolin to Broken Hill	2,231 12 1	Narrabri to Pilliga	68 15 8
Cudgellico to Hillston	11 4 6	Pearce's Creek to Ballina	1 6 0
Condobolin to Cudgellico	38 14 0	Picton to Mittagong	662 12 7
Condobolin to Euabalong	73 8 2	Rock to Brookong, at Green's Gonyah	80 12 9
Dargan's Creek Deviation	63 5 2	Rose Hill to Dural	76 17 10
Dubbo to Coonamble	10 5 4	Singleton to Jerry's Plains	622 11 4
Darling Island	611 2 8	Tamworth to Manilla	155 9 9
Dubbo to Parkes	1 6 0	Tenterfield to Casino	164 14 9
Grong Grong to Ariah	317 3 2	Temora to Hillston	11 1 0
Gulgong to Walgett	1 8 4	Warren to Coonamble	34 5 6
Guyra to South Grafton	101 18 0	Woolabra to Collarendabri	1,512 8 4
Gregra to Cudal	3 0 0	Wollongong to Port Kembla	52 8 11
Hill Top Deviation	1 16 0		
			£ 12,403 14 5

TOTAL Expenditure on Railway and Tramway Construction.

Year.	Railways	Tramways.	Year.	Railways	Tramways
	£ s. d.			£ s. d.	£ s. d.
1857-8	51,467 6 0	.....	1880	1,430,042 15 0	29,008 19 5
1859	73,659 7 11	.....	1881	1,652,978 16 6	108,026 14 8
1860	210,687 0 2	.....	1882	1,695,070 13 3	190,979 0 7
1861	250,017 12 7	.....	1883	2,111,057 9 2	200,835 18 7
1862	248,245 7 10	.....	1884	2,871,684 6 10	105,308 18 10
1863	311,787 8 5	.....	1885	2,489,776 12 7	64,657 17 6
1864	348,707 11 8	.....	1886	2,048,706 13 5	88,509 18 7
1865	356,234 7 11	.....	1887	1,275,118 15 11	49,509 4 11
1866	494,165 7 8	.....	1888	660,885 16 0	.....
1867	536,327 1 5	.....	1889	257,022 14 1	5,546 12 6
1868	538,480 16 5	.....	1890	151,788 11 10	25,453 14 5
1869	444,361 2 11	.....	1891	601,507 17 8	82,808 19 4
1870	436,756 12 11	.....	1892	970,030 10 0	83,260 11 5
1871	282,215 17 7	.....	1893	849,184 13 4	133,094 12 0
1872	134,014 8 3	.....	1st Jan, 1894, to 30th June, 1895... .. .	474,763 6 10	116,357 11 1
1873	81,063 6 8	.....	1st July, 1895, to 30th June, 1896	208,154 8 5	6,562 2 2
1874	348,180 18 4	.....	1st July, 1896, to 30th June, 1897	185,366 14 11	12,140 1 4
1875	471,895 4 10	.....	Totals	£ 28,527,850 16 8	1,317,288 8 0
1876	647,272 5 3	.....		
1877	589,439 19 1	.....		
1878	793,351 4 7	.....		
1879	946,380 2 6	15,227 10 8			

(III.)

Report of the Engineer-in-Chief for Public Works.

Sir,

Department of Public Works, Sydney, 22 October, 1897.

I forward herewith reports of the Principal Assistant Engineers and Superintendent of Dredges on the various works under control of this Branch of the Public Works Department for year ending 30th June, 1897.

The following are the heads of the reports which are attached :—

1. Harbours and Rivers Navigation.
2. Metropolitan Water Supply Construction.
3. Country Towns Water Supply.
4. Bridge Construction and Renewals.
5. Water Conservation and Irrigation.
6. Dredge Service.
7. Surveys, Soundings, and Borings.

Harbours and Rivers Navigation.

Mr. H. R. Carleton, Principal Assistant Engineer for Harbours and Rivers, in his report gives full particulars of the progress of the various works during the last twelve months.

Satisfactory progress has been made with most of the Harbour works; in some cases, as at the Clarence River and Newcastle, the works are more of a preparatory nature, so that there is not much to show for the year's operations. At the former entrance the south training wall was completed under contract, and it has proved most successful in fixing and maintaining a deep water entrance to the river. Such a thing as a steamer being bar bound at the Clarence River never occurs now,—indeed, the steamer can enter day and night at all states of the tide. Preparations were being made for starting the Goodwood Island training bank.

At Newcastle no actual progress was made with the breakwater, but the new quarry was being opened up, the various railways and tramways constructed for carrying stone to the breakwater, cranes and gantries erected for lifting the stone to and from punts, and special punts were being constructed for carrying the stone across the harbour. All these preparations being now in a forward state, the actual work of construction will be commenced immediately.

Authority has been given to commence the construction of a quay wall round Darling Island in Sydney Harbour, with monolithic blocks of concrete, instead of a timber wharf as has hitherto been our universal practice. The site is specially suitable for such a structure, as the bottom is all sound rock at a depth of about 28 feet from low water. The necessary plant is being prepared, and the actual work of constructing the 30-ton blocks has been commenced. A large punt to carry a 30-ton steam crane is being built at Cockatoo Island, so that it will not be long before block-setting can be commenced.

The total expenditure connected with Harbours and Rivers Navigation Works along the coast during the year was as follows :—

	£	s.	d.
1. Tweed River Improvements	6,151	0	3
2. Richmond River Improvements	26,137	5	8
3. Clarence River Improvements	13,839	17	8
4. Bellinger River Improvements	5,546	0	2
5. Nambucca River Improvements	3,214	14	0
6. Macleay River and Trial Bay	13,564	4	0
7. Manning River Improvements	10,812	18	1
8. Hunter River and Newcastle Harbour	40,486	6	8
9. Sydney Harbour	46,622	16	5
10. Reclamation Works, Cook's River and Shea's Creek	37,943	6	5
11. Darling River Improvements	642	12	9
12. Camden Haven Improvements	97	6	8
13. Micellaneous Works at various Ports and Rivers, and for other Departments	87,668	12	5
	292,727	1	2
Expenditure on account of Dredge Service	79,255	15	0
	£371,982	16	2

The Government workshops at Fitzroy Dock were busily employed throughout the year at new work and repairs and alterations to dredge plant, steamers, harbour works plant, and sundry work for other Departments.

The most important work of alteration undertaken was the conversion of the tug "Ajax" into a suitable pilot steamer for Newcastle Harbour. This boat has been fitted with a hurricane deck throughout, the old main deck fitted up with cabins for the crew and pilots, electric light laid on all over the vessel, steam steering gear supplied, and the fittings generally made suitable for a first-class pilot boat.

The total expenditure at the Dock, most of which is for wages, amounted to £57,479 1s. 10d.

Metropolitan

Metropolitan Water Supply.

The Centennial Park Reservoir—a covered reservoir, designed to hold 20,000,000 gallons, in connection with the Metropolitan Water Supply—is in course of construction. The walls are nearly finished, and a commencement has been made with the groined coke-concrete roof, which is a special feature in the design of this reservoir. When all complete, the top surface will be grassed over to a nearly true level, affording an area of about $2\frac{1}{2}$ acres, which, being part of the City Park, can be used for tennis grounds or other such purposes.

Country Towns Water Supply.

Concrete storage reservoir dams were in course of construction at Armidale, Tamworth, and Parkes, all by day labour, this system being found cheaper and in every way more desirable than by contract for important works of this class. Surveys and plans were in progress for a number of other water supplies, all of which are detailed in Mr. Price's report.

The total expenditure on Water Supply Works during the year amounted to £54,353 13s. 9d.

Bridge Construction and Renewals.

Mr. E. M. de Burgh, Assistant Engineer for Bridge Construction, gives a full report on progress of bridge construction.

One hundred and twenty-four new bridges, with a total length of 13,483 feet, were completed and opened to traffic during the year, while contracts were still in progress for sixty-one others, with an aggregate length of 10,970 feet.

The principal bridges in course of construction were those over the Hunter River at Morpeth, Kangaroo Valley Suspension Bridge, Murray River at Albury, and timber approaches to Gundagai Bridge.

The total expenditure in bridge construction during the year amounted to £158,704 15s. 9d.

Water Conservation and Irrigation.

Mr. H. G. M'Kinney, Principal Assistant Engineer for Water Conservation and Irrigation, reports on works under his charge. Mr. M'Kinney's time has been fully occupied with Colonel Home, R.E., who had been appointed by the Government to examine and report on the various schemes that have been proposed from time to time, and to deal with the question generally. Pending completion of his report, no important work was undertaken, but the contracts in hand were completed.

The total expenditure connected with water conservation works for the year amounted to £32,647 9s. 3d.

Dredging Work.

Mr. A. B. Portus, Superintending Engineer of the Dredge Service, gives a complete report of the Dredging operations.

The sand-pump dredges, of which we now have fifteen at work, continue to give every satisfaction, as an economical and effective class of dredge for dealing with the sand which obstructs most of our harbour and river entrances.

An attempt was made during the year to make a cutting into the Macleay River from the sea where the new entrance is being formed, and the self-propelling sand-pump "Jupiter" was sent to undertake the work. Owing to a long continuance of very bad weather, during which time the dredge had to stand out to sea and ride out two heavy gales, the experiment was only partially successful. Some very useful work was, however, accomplished; but it demonstrated clearly that a dredge, to be suitable for work of this nature, must have wholly independent propelling and pumping engines, and must be a light draft handy vessel with twin screws. Such a vessel has been designed, and a contract entered into for its construction. Some of our ladder-dredges lay idle through the year, the sum available for dredging not being sufficient to keep all the plant at work; the most efficient portion was retained in commission.

Surveys, Soundings, and Borings.

Shortly after the beginning of the year under review the whole of the survey work of the Department, with the exception of the detail work of the Sewerage Construction Branch, was combined and placed under the control of Mr. G. H. Halligan as Chief Surveyor. The change has proved satisfactory, and full details of the surveys, &c., carried out during the year will be found in Mr. Halligan's report.

General.

The whole staff of officers employed under my direction worked most zealously and efficiently throughout the year; without their hearty co-operation the amount of work passed through this Branch could not have been accomplished.

I have, &c.,

C. W. DARLEY, M. Inst. C.E.,

Engineer-in-Chief for Public Works.

(IV.)

Report of the Principal Assistant Engineer for Harbours and Rivers.

I FORWARD herewith for the information of the Engineer-in-Chief for Public Works my report on the principal works carried out by this branch of the Works Department during the year 1st July, 1896, to 30th June, 1897, classified as follows:—

Works for the Improvement, Maintenance, and convenience of Navigation.
Miscellaneous Works.

North Coast District.

Tweed River.

Training-walls at Entrance.—The total length of these walls is now 28,700 feet with an output of 239,808 tons of stone, at a cost of £26,353, or 26·37d. per ton. The length constructed during the year was 2,760 feet, with 47,338 tons of stone costing £4,352, or 22·06d. per ton.

No. 5 Wall was extended 240 feet to 10,890 feet from Cave Point seawards, its total length, including portion above Cave Point, being 19,010 feet. The total stone used has been 180,154 tons, costing £19,007, or 25·32d. per ton. This has, therefore, taken 9·47 tons of stone and cost £1 per lineal foot.

No. 2 Wall.—This wall was extended 2,520 feet, a total length of 6,320 feet. The total stone used has been 36,097 tons, costing £4,545 or 30·23d. per ton. This wall has taken 5·71 tons of stone and cost 14s. 4½d. per lineal foot.

No. 3 Wall.—1,120 tons of stone was placed on this wall to make up for subsidence, but no additional length was built. The length of this wall is 3,370 feet, having taken 23,557 tons at a cost of £2,701, or 27·53d. per ton, or an average of 7 tons of stone at a cost of 16s. per lineal foot.

The s.s. "Chindera" was wrecked on the bar on 9th September. On 5th October the wreck was blown up with dynamite, only a small portion being left, and up to the present this has not proved an obstruction to navigation.

A small wharf was constructed at Boyd's Bay, six piles for mooring were driven at the Spit, near Government wharf, and sundry small repairs were done to Murwillumbah and Tumbulgum wharfs at a cost of £55.

Byron Bay.

A contract was let for repairs to jetty and fair progress has been made. £1,200 having been paid to date.

One of the mooring buoys having carried away it was replaced, and all anchors, chains, &c., were overhauled and put in good order.

Richmond River.

Northern Breakwater.—This breakwater has been extended 460 feet, being now 2,590 feet from high-water mark. The stone used was 48,983 tons, costing £8,997, or 44·08d. per ton.

Southern Breakwater.—This wall was extended 574 feet with 51,776 tons of stone, costing £8,899, or 41·25d. per ton. The total length is now 5,926 feet from high-water mark.

Riley's Hill Quarry.—100,759 tons of stone was quarried and loaded into punts, at a cost of £9,325, or 22·21d. per ton, for use on the above breakwaters.

North Creek Canal.—This canal was formally opened for traffic on July 20th, 1896. The grab dredge "Zeta" has been employed widening the waterway between the Tintenbar-road Bridge and North Creek, and has completed 2,740 feet from the bridge to a width of 66 feet.

Two New Punts for Harbour Works.—These punts, which are being constructed for conveying stone from the Riley's Hill Quarry to the breakwaters, are of wood, and are to carry 200 tons each. One is almost completed and the other should be in a month's time.

South-arm Improvements.—A ti-tri wall, composed of old rails driven 5 feet apart and interlaced with ti-tri, has been built on the left bank of the river, opposite Oakey Creek. The length completed is 360 feet. A small groin of ti-tri saplings driven close together has been put in on the right bank of the river at Oakey Creek, to direct the water from the creek down stream, and another of ti-tri and rails has been put in on the same bank about 100 yards higher up to direct the water on the first-mentioned wall.

At Irvington 235 feet of ti-tri and rails has been put in above the wharf, and a continuation of 565 feet on the same line is now being constructed below the wharf.

Snagging Richmond River and Tributaries.—Work has been done at the following places to the amount set opposite them:—

	£	s.	d.
South Arm... ..	1,737	13	6
North Arm	313	3	7
Leycester Creek	135	11	8
Wilson's Creek	330	6	5
Emigrant Creek	342	12	11
Teven Creek	311	7	6
Sandy Creek	43	2	3
Bungawalbyn Wharf	67	5	5
	£3,281	3	3

A jetty has been in course of construction at East Wardell and is now nearly completed.

Clarence

Clarence River District.

South Training-wall.—The contract for this wall was finally completed in November, 1896. There was, however, no advance made, as the stone was all used for strengthening the tip head, and other parts, where found necessary. The total length of wall is 12,177 feet, for which 330,768 tons of stone was used, costing, including staging, £69,852, or £5 14s. 9d. per lineal foot of wall. The result of this work has been very satisfactory, there being over 30 feet of water along a good portion of the wall, the bar carrying very seldom less than 12 feet at low water.

North Training-wall.—The work of removing the old wall to low water, and depositing the stone in the new wall, was again carried on by day labour, and a further quantity of 14,305 tons removed, extending the wall 60 feet, making the total length 2,607 feet, with 72,078 tons, costing 23'73d. per ton. The available stone was all used up in November, 1896.

Goodwood Island Training-wall.—The work of getting the plant, roads, &c., into proper order for carrying out this work, which it was decided should be done by day labour, was commenced in February. A new cutting into the quarry was made to improve the grade, locomotive shed removed, line at weighbridge lifted; wharf at Freeburn Island for loading stone into punts, and a coal wharf and bunker, are being built, and it is expected that the output of stone will begin very shortly.

Removal of Court House Rocks, Maclean.—The work of blasting and removing this rock was continued, and the total quantity removed to 30th June was 11,740 tons, leaving 13 feet at low water.

South Arm Rocks.—This reef is about three-quarters of a mile from the main river, near Maclean, and a hundred feet channel is being cut through it to a depth of 8 feet at low water. The stone removed was 4,775 tons.

Repairs to Wharfs.—Ulmarra Wharf was repaired, and the approach to Upper Southgate Wharf was protected by ballast, at a cost of £98.

Macleay River District.

Bellinger River Improvements.

No. 1 wall was extended 204 feet, making its total length to date 3,014 feet; the stone used was 24,216 tons. No. 2 wall was extended 214 feet, to a length of 1,384 feet, with 638 tons of stone. No. 5 wall was commenced, and 1,600 feet of it constructed, with an output of 2,957 tons.

The total length of these walls is now 5,998 feet, and stone used 109,002 tons, or about 18 tons per lineal foot, costing at contract rate £3 7s. 6d.

The result of these works has been very satisfactory, considering their unfinished state, the channel being now straight out from end of No. 1 wall, with 7 feet at low water on the bar.

Nambucca River Improvements.

North Training-wall.—This wall has been extended 634 feet, with 22,047 tons of stone; the total length is now 968 feet, for 25,025 tons of stone, or about 26 tons, costing £3 10s. per lineal foot of wall. This work is not yet advanced sufficiently to cause any improvement in the depth of water in channel or on the bar.

A new wharf at Bowra was erected at a cost of £507.

Macleay River, New Entrance.

The new channel was dredged to a depth of 10 feet at low water, or an average of about 14 feet depth of excavation, over an area of 10·7 acres; length of channel, 2,000 feet, by 250 feet wide.

South Wall.—447 feet of this wall was made with 15,587 tons of stone.

North Wall.—457 feet was constructed, and 1,980 feet of facing was completed, on north bank. This, with the stone deposited on north side for future use, took 41,625 tons of stone.

The expenditure to date was £9,452, or 3s. 0·75d. per ton on the 57,212 tons deposited.

Twenty-five tip trucks were built, locomotive got ready for work, and a shed erected for it.

The bar has not improved much yet, but all the steamers use this entrance, portion of their cargo being however transhipped into droghers under the shelter of the Trial Bay Breakwater. The average depth on the bar at low water has been 3 feet 9 inches.

A wharf is in course of construction at the end of South Training-wall, and is nearly completed; its dimensions are 50 feet by 15 feet.

A new wharf was erected at Summer Island on the Macleay River at a cost of £216.

Trial Bay Harbour Works.

17,751 tons of stone were deposited in the breakwater, which was extended from 537 feet to 600 feet, or 63 feet, which included making a washback of 55 feet, which took place during the gale of 5th November, 1896; the depth of water at end at low water is 28 feet. The cost for the year was £3,908, or 4s. 4·85d. per ton. The 600 feet of breakwater has taken 191,303 tons, costing £49,610, being 5s. 2·23d. per ton, or £82 13s. 8d. per foot of breakwater. This price includes running over 29,000 tons of stone under 4 tons in weight to spoil, and also removing nearly 109,000 cubic yards of stripping.

The average number of prisoners has been 116. In addition to the actual work on breakwater, two new quarries have been opened up ready for work when required, and all plant, gaol, quarters, &c., kept in repair.

Repairs to District Wharfs.

Greenhills, Belmore, Gladstone, Maxville, and Long Reach Wharfs were repaired at a cost of £190.

Newcastle District.

Hastings River.

A new wharf 46 feet by 20 feet with landing-stage and shoot from cargo-shed was completed at a cost of £432.

A wharf was erected near the entrance to Morton Creek costing £322.

A wharf at Rawdon Island was commenced.

Camden Haven.

A wharf was erected at Kendall costing £259.

Some rock was removed from the channel near the heads at a cost of £90.

Manning River.

North Training-wall.—This wall was extended 587 feet, with 30,833 tons of stone, costing £5,652; total length of wall is now 1,162 feet. The coating in front of wall was completed in October; stone deposited 6,887 tons; expenditure £1,550. The wall has therefore cost, altogether, £11,685 to date, or £10 1s. per lineal foot, and taken 62,169 tons, or 53½ tons per lineal foot.

River Training-wall, North Side.—This wall was extended 414 feet, with 23,000 tons of stone, costing £2,799, and is now 834 feet long, for 32,689 tons, or 39·2 tons, costing £4 10s. 3d. per lineal foot of wall.

Ghinni Ghinni Wharf was repaired at a cost of £206.

Small repairs were done to Taree Wharf.

Cape Hawke and Wallamba River.

Repairs were done to Tuncurry and Forster Wharfs, and a small wharf was constructed at Wallamba.

Myall River.

A wharf was constructed at Tea Gardens at a cost of £158.

Newcastle Harbour.

The Rock-breaker "Poseidon" removed a portion of the 12-foot rock near Stony Point, excavating 4,400 tons, at a cost of £1,592, or 7s. 3d. per ton.

The Rock-drill "Cliona" was engaged removing rock at the entrance to the new basin, an area of 1,285 feet by 25 feet was blasted to a depth of 4 feet, but none of it was lifted as no dredge was available.

Newcastle Wharfs.

General repairs to the wharfs, which are 11,800 feet long, were done at a cost of £642.

Extensive alterations and repairs to a portion of the Queen's Wharf were carried out, 760 feet being reconstructed and widened 10 feet, making two commodious berths for vessels to load wool and frozen meat, with a depth of 24 feet at low water: cost £5,094.

Two ballast jetties and seven mooring dolphins were constructed at Stockton on the reclamation line above Callen's Slip.

Breakwaters and Guide-wall.

The railway line from quarry to Wallsend Junction was completed, the quarry was opened up, a 40-ton weigh-bridge erected, shear-legs and other lifting gear fixed, quarry reserve fenced, gantry and sidings in connection with the southern breakwater and guide-wall constructed, railway line from the harbour across Stockton to the northern breakwater partly laid; 17 old waggons were fitted with new wheels, axles, &c., to bring them up to the Railway Commissioners' standard; 20 new tip-trucks were built; a wharf for gantry at Stockton was being constructed; 2 locomotives, 2 30-ton cranes, and other plant were purchased; expenditure, £30,943.

Hunter River.

A new wharf was built at Tomago for the convenience of settlers, at a cost of £443.

The Waratah Wharf was repaired, costing £130.

Paterson River.

A small wharf was erected at Woodville, costing £97.

Lake Macquarie.

A small jetty was erected near the Railway Station at Dora Creek for the convenience of fishermen and others, at a cost of £62.

Coal for Northern Rivers.—Arrangements were made for the purchase and despatch of 162 cargoes of coal, weighing 9,538 tons, for the use of dredges, tugs, harbour works, &c., on the northern rivers.

Repairs Shop, Bullock Island.—A large amount of work was done in connection with repairs to dredges, tugs, punts, and other plant at the workshop at Bullock Island.

Sydney

Sydney and South Coast District.

Broken Bay and Hawkesbury River.

A boat channel was cut between Riley's and St. Hubert's Islands, Woy Woy. Small repairs were done to wharfs at junction of Mangrove Creek, Wiseman's Ferry, Wiseman's Ferry Passenger Landing, junction of Colo River, Sackville Reach, and Careel Bay, Pittwater. Snagging was done at Mangrove Creek and the Macdonald River. Two wooden punts to carry 200 tons each were constructed at Woy Woy for conveying stone across the Harbour at Newcastle to the Northern Breakwater.

Port Jackson.

Wharfs and Sheds.—No. 2 Berth, Circular Quay, west side.—The masonry retaining wall, and ballast filling at the back of this wharf were completed, 1,026 cubic yards of masonry and 16,400 tons of ballast being used. A cargo shed of timber, with a tiled roof, was erected, at a cost of £1,619. Its dimensions are 200 feet by 40 feet. An office was also erected, costing £223.

Altering No. 3 Berth and Construction of No. 1 Jetty.—This contract, which is for replacing one of the old A.S.N. Co.'s jetties, was commenced in May, and is expected to be completed ready for the wool season.

No. 3 Berth.—A cargo shed was erected, length 100 feet, width 30 feet, costing £508, and a wharfinger's office for £50. 1,140 tons of material were excavated from the front of this berth, giving 26 feet at low water.

Prince's Stairs.—The necessary alterations to this jetty to fit it for receiving a pontoon were carried out, and pontoon placed in position.

Woolloomooloo Bay.

Alterations and Additions to Cowper Wharf.—This work was finished in August, 1896, and the cargo shed, 175 feet long by 35 feet wide, was also finished during the year.

East Side.—The work of levelling off the resumed land and reclaiming at back of wharf was continued. 8,190 tons of rock was excavated, and disposed of at Rusheutters' Bay, Circular Quay, and other places, as well as 3,850 tons put into the local reclamation, and 2,289 cubic yards of masonry in retaining wall at back of wharf.

The work of completing Nos. 1 and 2 berths, portion of which had previously been erected, was finished in May. The decking of No. 1 berth has been extended on a pile foundation as a floor for the cargo shed, and the shed of timber with a tiled roof, is now being erected. A similar shed is also being constructed on Berth No. 2. A road is also being formed and metalled along the back of these berths.

The Victoria-street Steps were finished during the year, and an iron railing put up.

Darling Island Wharfage.—A contract was let for a new ferry landing to replace one which has to be removed owing to the erection of the new concrete wharf round the Island, which is just being commenced.

Deepening at Pymont Wharfs.—The work of deepening the eastern berth of these wharfs, north from Pymont Bridge, was continued, and 1,980 tons of hard material was removed.

Deepening at Messrs. Geddes and Co.'s Berth, south of Pymont Bridge.—This was commenced in November, and during four months 2,990 tons of rock were blasted and lifted; a considerable quantity still remains to be lifted, but no dredge has been available.

Erskine-street Ferry Wharfs.—An awning was erected over the pontoon at this wharf.

Painting and Repairing all Passenger and Cargo Sheds at Circular Quay, Woolloomooloo Bay, and Erskine-street.—This work was carried out at a cost of £721.

Latrines on Circular Quay and Woolloomooloo Wharfs.—Four blocks of latrines were erected on these wharfs at a cost of £230.

Pontoon for 6-ton Crane.—A wooden pontoon, 54 feet long, 35 feet wide, and 4½ feet deep, is being built for carrying a 6-ton crane for general use in Sydney Harbour.

Fort Macquarie.—A small wharf was built, which is to be used by the Mercantile Explosives Department.

Wharf Repairs.—The following wharfs have been repaired:—Orient and Messageries Berths; Pymont; pontoon, Erskine-street Ferry; Cove-street, Balmain; Blackwattle Bay, Cockatoo Boat Landing, Rodd Island, Cabarita, Mortlake, Admiralty Wharf, Garden Island, Manly Old Wharf, Watson's Bay, and Long Wharf, Botany.

Botany Bay.

Two dolphins were constructed at the Long Wharf, Botany, for the convenience of vessels using that wharf.

Shea's Creek.

The excavation of the lower section above Rickety-street, which started in March, 1896, was finished; 110,777 cubic yards were taken out dry in trucks, and used for levelling the Government property. The pitching of the sides of the canal was continued, 9,300 lin. feet by 20 feet of stone work having been done. The Munni-street sewer was continued to the canal, according to the plans of the Sewerage Construction Branch. A concrete bed was put in at the head of the canal to conduct the waters of Shea's Creek into it. 180 trees received from the Botanic Gardens were planted.

Cook's River.

The banks have been repaired and faced with fascines for a length of 32,648 feet wherever it was found necessary.

Muddy Creek.

This reclamation was carried on by grab dredge, 68,915 cubic yards of material having been spread to formation level. A new bridge was constructed across Bestic-street to replace one damaged by flood water. The banks were repaired with fascines where necessary.

Wollongong

Wollongong Harbour.

Portion of the breakwater which had been damaged by heavy gales was repaired. General repairs to wharfs, coal staiths, cranes, &c., were done.

Kiama.

Wharfs, &c., kept in order.

Ulladulla Breakwater.—Retaining wall to protect the eastern side of breakwater has been constructed, and repairs done to breakwater.

Port Kembla.—Shafts were sunk to prove the existence of the necessary stone for constructing the proposed harbour works.

Dredge Dock, Shoalhaven.—Repairs to this dock and a small extension were carried out during the year.

Greenwell Point Wharf.—A contract was let for this work, but such slow progress was made that it was taken out of the contractor's hands and finished by the Department.

Moruya Wharf.—This wharf was extended, and a derrick crane erected on it.

Eden Jetty.—Stockyards, 5-ton crane, and latrines, were erected on this wharf.

Narooma, Bermagui, Tathra, and Bateman's Bay wharfs were repaired.

Fitzroy Dock Establishment.

Work carried out from 1st July, 1896, to 30th June, 1897 :—

Dredge Service—		£	s.	d.	£	s.	d.
Docking and General Repairs to Ladder Dredges	...	3,055	16	1			
	Suction and Grab Dredges	5,811	9	3			
Docking and Repairs to Tugs	...	1,100	4	6			
	Barges and Punts	2,040	3	5			
Sand Pump Machinery Castings, &c.	...	44	18	10			
Inspecting Stores, &c.	...	36	15	0			
New Engines and Boiler	...	1,040	0	0			
					13,129	7	1
Dredge "Delta"—Alterations	...	1,019	2	8			
" "Eta" "	...	2,584	1	2			
" "Gamma" "	...	737	5	8			
" "Tau" "	...	2,833	1	10			
" "Theta" "	...	3,968	19	4			
					11,142	10	8
Tug "Dayspring"—							
Docking and General Overhaul	...	902	6	9			
New Engine	...	470	18	9			
" Boiler	...	380	0	0			
					1,753	5	6
Tug "Ceres"—Docking and General Overhaul...	...	667	0	1			
" "Dawn" "	...	407	17	8			
" "Europa" "	...	220	18	8			
" "Mikado" "	...	208	6	1			
" " Old Boiler	...	192	18	4			
" " Boiler Tubes	...	12	0	0			
" "Thetis"—Docking and General Overhaul	...	340	9	4			
" " New Steering Gear	...	105	0	0			
" "Orestes"—Docking and Overhaul	...	529	0	3			
Manning River Dock	...	24	5	8			
					2,707	16	1
"Pholas"—Docking and Repairs...	...				67	0	11
5-ton Crane	...				218	17	10
15 " "	...				126	7	6
30-ton Crane Punt-Construction	...				783	7	2
Special Service Boat, &c.	...				8	0	3
"Leila"—Stores and Repairs to Hull	...	205	9	8			
" Wages	...	300	0	8			
" Water, Coal, &c.	...	118	2	4			
					623	12	8
Repairs to Wharfs, Sydney	...				709	8	8
" " in Country	...				61	16	2
Byron Bay Jetty Moorings	...				22	5	4
Testing Iron, Steel, &c.	...				151	12	7
Floating Stage, Prince's Stairs	...				54	9	3
Shea's Creek, &c.	...				236	17	2
Reclamation Works, Pipes, &c.	...				1,133	17	3
Darling River—Snagging Plant, &c.	...				59	17	3
Richmond River Improvements—Snagging, &c.	...				147	15	3
Sundry Work for Head Office	...				71	3	4
" Garden Island	...				130	1	7
Trial Bay Steam Winch, Trucks, &c.	...				110	15	6
Macleay River—New Entrance, Trucks, &c.	...				1,081	3	6
Harbour and other Surveys, Boring Gear, &c.	...				224	4	2
South Solitary Lighthouse, Crane and Repairs to Revolving Gear	...				344	6	11
Steam-barge "Powerful"—Machinery	...				118	0	1
Newcastle Harbour Improvements—Gantries, Tip Trucks, Winch, &c.	...				1,836	7	5

Fitzroy

Lighthouses, Beacons, Leading Lights, &c.

The annual inspection of the lighthouses of the Colony was made by an officer of the Department accompanying the members of the Marine Board on their usual tour, and a report made on the condition of the various buildings.

South Solitary Island.—A crane was made at the Fitzroy Dock and erected on the Island for landing stores, &c. The revolving gear of lantern was overhauled and repaired.

Tacking Point.—Repairs were done to the light-keepers' quarters at a cost of £60.

Newcastle.—Repairs to quarters were carried out, costing £118. The leading light towers were painted and repaired; cost, £106. A pile beacon to replace the lightship near the pilot boat harbour was erected at a cost of £450. A new tide-gauge house was erected at the pilot station, costing £49.

Macquarie Lighthouse, South Head.—General repairs and painting were done to quarters and lighthouse at a cost of £203.

Hornby Light.—Water was laid on from the city mains, vane and ventilator on lantern, electric bells, and keeper's quarters were repaired, costing £40.

New Lighthouse, Point Perpendicular, Jervis Bay.—The light on George's Head having been found not to be in the most suitable position, it was determined by the Marine Board to have a new lighthouse erected, and Point Perpendicular was selected as the best site. A contract was let at the close of the year for the erection of the lighthouse, lantern, three keepers' houses, stables, and a jetty. The walls of buildings are to be of concrete. Contract price is about £11,000. The lantern and revolving apparatus—a first order dioptric—was manufactured in England by Messrs. Chance Bros., at a cost of about £4,000, and is now in Sydney ready for erection.

(c) North Coast District.

Richmond River.

Tuckombil Flood Escape.—This work having been abandoned by the contractor was completed by the Department at a total cost of £5,213.

Newcastle District.

Reclamation at Stockton.—The retaining walls were extended 420 feet with 6,225 tons of ballast; total length of wall is now 2,570 feet. Seven acres of reclaimed land were covered with 20,531 tons of ballast from ships.

Reclamation at Bullock Island.—Retaining walls on Throsby's Creek were constructed—one from Hargrave-street south 644 feet, and one from the railway bridge north 706 feet, partially finished. 104,312 tons of ballast was discharged from 210 vessels at the ballast jetties, averaging 519 tons per ship. It was used for reclaiming Crown lands at the north end of Carington. Reclamation was also carried on by sand-pump dredge, north of Cowper-street, where a valuable area is being reclaimed.

Sydney and South Coast District.

Rushcutter's Bay Sea-wall and Reclamation.—The wall, which is 2,510 feet long, was completed with the exception of the parapet, a boat-slip was constructed, the space behind wall reclaimed, and all drains extended to the water.

Long Cove Reclamation.—The ground has been levelled where reclaimed by the "Groper," and grass planted. The driving of piles along the sides of canal has been completed, 1,230 feet of piles having been driven, making a total of 21,068 feet.

Rozelle Bay.—Ground has been levelled and grassed as filling was completed.

White's Creek.—Banks have been formed to protect private property from overflow of water, tram embankment strengthened, drain-pipes laid along Gordon-street, and drains cut to carry off water from dredge's pipes.

Coogee Bay Sea-wall.—The roadway and footpath at back of this wall were completed.

Naval Station, Garden Island.

The contract for the erection of the boat-repairing shop was completed in September.

The electric lighting of the island, shops, and different houses, which was let by contract and included the supply and erection of three high-speed Bellis engines, coupled direct to Siemen's dynamos, 24 arc lamps of 2,000 candle power, and 628 16 candle power incandescent lamps. The installation was successfully completed on May 18th, at a cost of £4,193. A tile floor was placed in dynamo room at a cost of £101.

Spectacle Island.—A contract was let for the construction of a swimming-bath, the erection of a dressing-shed and recreation-room, the alteration of the sanitary arrangements, including a windmill for pumping saltwater. Total cost was £472.

H. R. CARLETON,

Principal Assistant Engineer for Harbours and Rivers.

Dredge Service.

(V.)

Report of the Superintendent of Dredges.

Sir,

Department of Public Works, Sydney, 30 September, 1897.

As it has been decided that the annual reports of dredging operations shall be submitted at the middle instead of the close of each year, I have had a six months' statement compiled, covering the period from 1st January to 30th June of the present year, and also, for the purpose of comparison, a table showing the cost of work from 1st January, 1896, to 30th June, 1897. The reason for showing in one statement eighteen months' work is, that it would be somewhat misleading if the cost of the first six months of a year were compared with that of the whole of the preceding year, as extensive repairs are generally effected during the first months of each year. As future returns will be from the middle of one year to the middle of the following one, the usual comparisons of consecutive years' dredging can, after 1897, be made as heretofore.

Since my report of April last but few changes have taken place in the working localities of the dredges. The double-ladder dredge "Hunter" was again put in commission in May last and sent to Newcastle to take the place of the sand pump "Jupiter," it having been determined to send the latter vessel to the Macleay Bar to try if it was practicable to work inwards from the sea. An attempt to do this would have been made before had there been any port, within reasonable distance, at which coaling could be effected and shelter obtained during easterly gales. Sufficient progress it was thought had been made with the Trial Bay Breakwater to effect these objects, and the "Jupiter" left for Trial Bay on 23rd June. A start was made with pumping at sea outside the bar at the new entrance, and while reasonably fine weather lasted most satisfactory progress was made; but on 25th July a furious easterly gale arose which swept away part of the breakwater, and the "Jupiter" had to go to sea and to encounter the full force of the storm, returning afterwards to the bay. The tender "Mikado" unable either to cope with the gale or cross the bar sought shelter behind the breakwater, and foundered soon after the outer part of the structure carried away. The boiler and engines of the little vessel have been recovered and a new hull for them has been recommended. Continuous rough weather and the early setting in of north-east winds caused the temporary withdrawal of the "Jupiter" and resumption by that dredge of pumping work at Sydney.

Much difficulty has been met with in arranging for a suitable sand-pump for dealing with very shallow bars, the chief obstacle being the designing of a vessel powerful enough to contend with heavy seas and of light enough draft to carry a cargo of sand over a shallow bar. Self-loading and self-propelling bar sand-pumps have for some time been working in the United States, but there 9 feet is considered a shallow bar. Here only 5 feet is available, but by taking advantage of the latest improvements for lessening weight in boilers, engines, and pumps, the Department has succeeded in obtaining a tender in Scotland for a twin-screw dredge of 700 horse-power, designed to load herself while steaming slowly over bars and to draw when laden not more than 5 feet. At such bars as those at the entrances to the Richmond, Bellinger, Nambucca, Macleay, Hastings, Manning, Moruya, &c., this vessel will carry on the work of deepening by steaming slowly in, turning inside, and crossing out to dump her hopper-load at sea. The two sand-pumps on board, with suction pipes trailing on the bottom, are driven by special engines, so that propelling and pumping go on simultaneously. The new dredge will steam out by way of the Suez Canal, and should be here by August next year.

Reclaiming work at Rozelle Bay, referred to in my last report, has been temporarily suspended to permit of storm-water channels being constructed, and the suction-dredge "Groper" has been employed reclaiming about 9 acres of land at Folly Point, Middle Harbour, in connection with sewage disposal for North Sydney. The "Groper" is now reclaiming land at Rushcutters Bay, and before returning to Rozelle Bay will undertake similar work at the entrance to Tarban Creek.

The "Castor" is being fitted with a very large centrifugal pump, suited for 800 horse-power, to be used for pumping on to reclamation areas at Newcastle the silt lifted by the ladder-dredges which is now deposited at sea. The sand-pump "Theta," recently sent to the Bellinger, is working near the river heads satisfactorily, and a similar dredge, the "Eta," just completed at Fitzroy Dock, will be towed in a few days to Port Macquarie. It is contemplated recommending that two ladder-dredges of the "Minos" type be fitted with sand-pumps, so that they may be used with buckets and shore-delivery pump working at the same time or separately as either a ladder-dredge discharging into punts or as sand-pump only delivering sand on to reclamations.

The whole of the plant is being kept in good working condition.

I have, &c.,

A. B. PORTUS.

The Engineer-in-Chief, Public Works.

STATEMENT of Ladder Dredge Expenditure and Work, 1st January to 30th June, 1897.

Ladder Dredge.	Where dredging.	Material lifted.	Tons dredged.	Hours dredging.	Working hours.	Expenditure.	Cost per ton.	Cost per hour dredging.	Cost per working hour.	Percentage of working hours.						Remarks.	
										Dredging.	Coaling.	Removals.	Bad weather.	Waiting punts.	Repairs.		Other causes.
"Samson"	Newcastle	Ballast and sand	164,400	880	1,357	£ s. d. 1,590 6 2	d. 2'32	£ s. d. 1 16 2	£ s. d. 1 3 5	64	2	2	13	13	6	...	Repaired after being laid up several months. Laid up since February.
"Sydney"	Sydney	Clay, sewage, &c.	107,990	749	1,316	2,207 0 0	4'90	2 19 0	1 13 6	57	1	9	...	2	29	2	
"Newcastle"	Newcastle	Mud	239,600	1,001	1,376	2,090 17 5	2'09	2 1 9	1 10 5	73	1	7	14	1	4	...	
"Hunter"	Sydney	Sewer matter	6,090	92	392	664 4 3	26'18	7 4 5	1 13 11	23	...	32	2	...	43	...	
"Vulcan"	Hunter River	Sand and mud	77,360	727	1,297	2,508 14 10	6'23	2 15 3	1 11 0	56	...	6	1	5	32	...	
"Fitzroy"	Macleay River	Sand	14,150	245	420	604 18 6	10'26	2 9 5	1 8 10	59	3	19	...	...	16	3
"Ulysses"	Manning River	Clay and mud	123,760	1,076	1,349	1,153 0 6	2'24	1 1 5	0 17 1	82	2	6	...	2	7	1	
"Minos"	Clarence River	Shingle and sand	82,600	716	1,295	1,151 5 1	3'31	1 12 1	0 17 9	56	3	11	2	4	23	1	
"Pluto"	Shoalhaven River	Sand and mud	76,780	483	1,336	1,215 14 0	3'80	2 10 4	0 18 3	36	5	6	2	35	16	...	
"Archimedes"	Sydney	Sewage and sand	93,550	801	1,024	939 11 4	2'41	1 3 6	0 18 4	78	1	6	...	...	15	...
Averages			986,280	6,770	11,162	13,625 12 1	3'32	2 0 3	1 4 5	58	2	11	3	6	19	1	

STATEMENT of Sand Pump Expenditure and Work for six months ending 30th June, 1897.

Sand-pump Dredge.	Where pumping.	Material lifted.	Estimated tons lifted.	Hours pumping.	Working hours.	Expenditure.	Cost per ton pumping.	Cost per hour pumping.	Cost per working hour.	Percentage of working hours.						Remarks.	
										Pumping.	Coaling.	Removals.	Bad weather.	Conveying silt to sea.	Repairs.		Other causes.
"Neptune"	Cook's River	Sand	162,900	905	1,340	£ s. d. 1,742 14 10	d. 2'57	£ s. d. 1 18 6	£ s. d. 1 6 0	68	4	16	1	...	9	2	Includes depositing at sea. Extensive overhaul and removals.
"Juno"	Newcastle	Sand and mud	130,880	430	1,359	1,454 1 7	2'67	3 7 8	1 1 5	33	3	...	13	37	15	...	
"Jupiter"	do	Sand	139,200	435	1,259	2,617 12 9	4'51	6 0 4	2 1 7	35	4	12	4	...	45	...	
"Actor"	Tweed River	do	194,175	863	1,328	1,694 17 11	2'09	1 19 3	1 5 6	68	3	19	1	...	11	1	
"Alesus"	Nambucca River	do	180,000	900	1,334	1,224 4 8	1'63	1 7 2	0 18 5	68	2	16	...	...	14	...
"Dorus"	Macleay River	do	209,115	1,162	2,290	2,519 2 2	2'89	2 3 4	1 2 0	51	3	13	...	...	33	...
"Dictys"	Richmond River	do	160,560	892	1,341	1,310 10 7	1'96	1 9 5	0 19 7	67	...	12	...	...	11	10
"Groper"	Sydney	Sand and mud	199,955	804	1,338	1,894 1 11	2'27	2 7 1	1 8 4	60	...	9	...	...	20	11
Averages			1,376,785	6,391	11,589	14,457 6 5	2'52	2 5 3	1 4 11	56	2	12	2	5	20	3	

STATEMENT of Combined Grab and Sand-pump Dredge Expenditure and Work for six months ending 30th June, 1897.

Grab and Sand-pump Dredge.	Where pumping.	Material lifted.	Estimated tons lifted.	Hours pumping.	Working hours.	Expenditure.	Cost per ton.	Cost per hour pumping.	Cost per working hour.	Percentage of working hours.							Remarks.
										Pumping.	Coaling.	Removals.	Bad weather.	Conveying silt to sea.	Repairs.	Other causes.	
"Delta" "Sigma" "Rho" "Tau" "Theta"	Camden Haven	Sand	140,360	1,170	1,371	£ s. d. 629 0 8	d. 1'08	£ s. d. 0 10 9	£ s. d. 0 9 2	86	1	6	7	...	Commissioned in April, 1897.
	Myall River	do	67,450	1,030	1,359	683 15 0	2'43	0 13 3	0 10 1	76	2	14	...	...	2	6
	Cape Hawke	do	174,000	988	1,339	729 9 5	1'01	0 14 9	0 10 10	74	2	12	1	...	9	2	
	Port Hacking and Moruya	do	109,240	720	1,516	1,082 5 11	2'38	1 10 1	0 14 4	48	2	27	3	...	17	3	
	Bellinger River	do	51,469	406	684	674 8 3	3'14	1 13 3	0 19 9	59	3	37	...	...	...	1
Averages.....							1'68	0 17 7	0 12 1	69	2	19	...	...	7	3

STATEMENT of Grab Dredge Expenditure and Work for six months ending 30th June, 1897.

Grab Dredge.	Where dredging.	Material lifted.	Tons dredged.	Hours dredging.	Working hours.	Expenditure.	Cost per ton.	Cost per hour dredging.	Cost per working hour.	Percentage of working hours.							Remarks.
										Dredging.	Coaling.	Removals.	Bad weather.	Waiting punts.	Repairs.	Other causes.	
"Alpha"	Tweed River	Sand and mud	7,115	204	1,207	£ s. d. 363 14 6	d. 12'27	£ s. d. 1 15 8	£ s. d. 0 6 0	17	7	3	1	...	72	...	Long delay through breakdown. Dredged blasted material, &c. Laid up for alteration.
"Beta"	Sydney	Sewage, clay, and rock	11,965	921	1,099	387 10 8	7'77	0 8 5	0 7 1	84	1	7	...	1	6	1	
"Gamma"	Hastings River	Shingle	3,300	174	525	209 11 7	15'24	1 4 1	0 8 0	33	...	38	...	3	26	...	
"Zeta"	Richmond River	Hard sand	32,220	1,179	1,357	310 17 4	2'32	0 5 3	0 4 7	87	3	...	...	...	10	...
"Iota"	Nambucca River	Gravel	25,815	825	1,314	286 9 2	2'66	0 6 11	0 4 4	63	1	4	...	...	16	16
"Kappa"	Hunter River and Lake Macquarie.	Sand, stone, silt	13,806	637	1,158	308 6 9	5'36	0 9 9	0 5 4	55	4	25	1	4	7	4	
"Lambda"	Clarence River	Gravel, clay	8,925	1,122	1,370	228 6 2	6'13	0 4 1	0 3 4	75	1	8	...	...	7	9
"Mu"	Richmond River	Sand, clay	28,222	840	1,297	338 10 0	2'88	0 8 1	0 5 3	65	3	2	...	...	24	4
"Nu"	Newcastle	Rock, mud, sand	12,484	663	1,298	485 13 4	9'34	0 14 8	0 7 6	59	...	7	5	11	17	1	Dredging blasted material, &c.
"Omicron"	Cook's River	Sand, clay	32,726	866	1,324	334 7 5	2'45	0 7 9	0 5 1	66	1	9	...	...	23	1
"Pi"	Sydney	Sand	13,540	892	1,243	742 9 4	13'16	0 16 8	0 11 11	72	...	5	...	3	19	1	Extensive repairs. do and removal.
"Chi"	Bellinger River	Sand, gravel	15,090	483	948	719 12 6	11'44	1 9 9	0 15 2	51	1	40	...	1	7	...	
"Omega"	Clarence River	Rock	2,435	371	1,287	357 15 4	35'26	0 19 3	0 5 7	29	1	5	2	63	Dredging rock.
Averages.....							5'86	0 11 1	0 6 0	58	2	12	...	2	18	8	

STATEMENT of Tug Expenditure and Work for six months ending 30th June, 1897.

Tug.	Where employed	Tons towed	Miles run towing	Miles run special services	Total working hours	Hours attending	Cost of towing	Cost of special services	Cost per ton	Cost per mile towing	Cost per mile special service	Cost per working hour	Cost per hour attending	Percentage of time				
														Steaming	Coaling	Repairs	Bad weather	Other causes
"Thetis"	Sydney	10,690	575	5,191	1,533	1,334	£ s. d. 114 12 1	£ s. d. 1,300 19 2	pence 2 57	pence 47 83	pence 60 15	s. d. 18 6	s. d. 21 3	57	1	13	16	13
"Ceres" ..	Newcastle	164,300	4,426	.....	1,326	1,275	569 13 9	.....	0 83	30 89	..	8 7	8 11	69	4	4	11	12
"Orestes" ..	do ..	240,100	4,386	60	1,354	1,351	598 4 2	5 7 3	0 60	32 73	21 45	8 11	8 11	83	3	..	11	3
"Dione" ..	Manning River ..	123,520	4,014	94	1,297	1,242	407 2 8	7 6 10	0 79	24 34	18 74	6 5	6 8	75	1	4	..	20
"Dawn" ..	Sydney	81,250	3,208	1,963	1,377	1,067	500 15 11	312 10 4	1 48	37 47	38 21	11 9	15 3	65	1	23	..	11
"Achilles" ..	do ..	99,430	2,231	140	1,046	1,021	343 18 10	10 15 5	0 83	36 99	18 46	6 9	6 11	63	3	2	..	32
"Little Nell" ..	do ..	22,230	710	124	316	243	126 1 2	25 11 7	1 36	42 61	49 50	9 7	12 6	57	3	23	2	15
"Cyclops" ..	Shoalhaven ..	6,300	595	.....	173	144	155 1 8	.....	5 91	73 70	..	17 11	21 6	67	3	17	..	13
"Ganymede" ..	Newcastle	12,300	478	3,053	1,268	1,236	39 6 10	346 11 0	0 77	19 75	27 24	6 1	6 3	88	3	3	..	9
"Dayspring" ..	Sydney	15,925	892	3,567	1,307	1,193	84 9 2	414 6 11	1 27	22 72	27 88	7 4	8 4	66	2	13	..	19
"Mikado" ..	Shoalhaven ..	70,240	4,246	600	1 477	1,334	431 1 5	81 18 0	1 47	24 36	32 76	6 11	7 8	71	3	9	4	13
"Scylla" ..	Lake Macquarie ..	13,605	1,763	.....	1,218	1,045	176 13 1	.....	3 12	24 05	..	2 10	3 5	65	3	14	..	18
"Callisto" ..	Bellinger River ..	5,100	633	..	679	339	236 17 3	.....	11 14	89 80	..	7 0	14 0	29	2	51	..	18
"Amel" ..	Newcastle ..	..	..	3,534	1,152	1,072	.....	162 9 5	..	..	11 03	2 9	3 0	57	..	7	..	36
"Vesta" ..	Clarence River ..	82,600	1 793	..	1,298	1,104	152 3 9	..	0 44	20 37	..	2 4	2 9	66	5	15	..	14
"Oberon" ..	Hastings River ..	3,300	516	901	1,183	834	87 3 8	75 2 4	6 34	40 55	20 00	2 9	3 11	29	4	29	..	38
"Europa" ..	Sydney ..	..	..	2,289	1,205	1,168	.....	133 11 10	..	..	14 00	2 2	2 3	71	2	3	..	24
"Aurora" ..	do ..	10,570	1,606	1,485	1,005	916	164 1 3	124 18 10	3 73	24 52	20 19	5 9	6 4	62	3	9	..	26
"Galatea" ..	Hunter River ..	78,150	5,497	125	1,352	1,045	710 11 11	23 3 6	2 18	31 02	44 49	10 10	14 0	69	3	23	..	5
"Octopus" ..	Sydney	8,640	1,099	2,145	1,371	1,273	76 14 9	145 15 9	2 13	16 76	16 31	3 3	3 6	90	..	7	..	3
Averages ..		1,048,250	38,578	25,271	22,997	20,236	4,974 13 4	3,170 8 2	1 14	30 95	30 11	7 1	8 1	65	2	14	2	17

STATEMENT of comparative quantity and cost of work done by Ladder Dredges (with towing), 1895 and 1896 to 30th June, 1897.

Ladder Dredge	1st January to 31st December, 1895. Dredging, towing, and repairing			1st January, 1896, to 30th June, 1897 Dredging, towing, and repairing			Remarks
	Tons.	Expenditure.	Pence per ton	Tons	Expenditure	Pence per ton	
"Samson," at Newcastle ..	545,625	£ s. d. 8,852 9 10	3 89	711,985	£ s. d. 9,115 15 4	3 07	1896 Hawkesbury River Port Hacking
"Sydney," at Sydney ..	363,290	4,421 4 10	2 92	471,060	7,568 18 7	3 86	
"Charon," at Hawkesbury River and Port Hacking ..	170,340	2,612 9 9	3 68	145,370	2,785 15 11	4 59	
"Newcastle," at Newcastle ..	1,312,430	11,586 18 2	2 12	1,202,850	12,369 10 7	2 47	Tons. £ s. d. Pence per ton
"Hunter," at Sydney ..	403,840	6,764 3 5	4 02	211,040	4,760 0 7	5 41	
"Vulcan," at Hunter River ..	229,480	5,238 18 4	5 48	289,490	6,629 15 9	5 50	
"Alcides," at Richmond River ..	215,500	3,239 11 10	3 61	104,900	2,337 12 8	5 34	
"Fitzroy," at Macleay River ..	186,590	3,383 18 11	4 35	197,696	4,040 0 8	4 90	
"Ulysses," at Manning River ..	186,040	3,267 10 1	4 21	344,390	4,924 8 2	3 43	
"Minos," at Clarence River ..	239,030	2,623 17 4	2 63	235,960	3,037 18 6	3 70	
"Pluto," at Shoalhaven ..	92,400	1,887 4 4	4 90	205,060	4,461 16 10	5 22	
"Archimedes," at Sydney ..	35,560	1,346 8 1	9 09	169,720	2,700 11 11	3 82	

STATEMENT of comparative quantity and cost of work done by Sand-pumps (with towing), 1895, and from 1st January, 1896, to 30th June, 1897.

Sand Pump Dredge.	1st January to 31st December, 1895. Dredging, Depositing, and Repairing.			1st January, 1896, to 30th June, 1897. Dredging, Depositing, and Repairing.																							
	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.																					
		£ s. d.	d.		£ s. d.	d.																					
"Neptune," at Sydney, Bateman's and Twofold Bays, and Cook's River	309,670	3,396 3 11	2'63	338,100	4,285 19 11	3'04	1896-7. <table border="1"> <thead> <tr> <th></th> <th>Tons.</th> <th>£ s. d.</th> <th>Pence per ton.</th> </tr> </thead> <tbody> <tr> <td>Sydney</td> <td>23,800</td> <td>329 9 9</td> <td>3'32</td> </tr> <tr> <td>Bateman's Bay</td> <td>134,800</td> <td>1,212 14 4</td> <td>2'15</td> </tr> <tr> <td>Twofold Bay</td> <td>16,600</td> <td>955 4 6</td> <td>13'81</td> </tr> <tr> <td>Cook's River</td> <td>162,900</td> <td>1,788 11 4</td> <td>2'64</td> </tr> </tbody> </table>		Tons.	£ s. d.	Pence per ton.	Sydney	23,800	329 9 9	3'32	Bateman's Bay	134,800	1,212 14 4	2'15	Twofold Bay	16,600	955 4 6	13'81	Cook's River	162,900	1,788 11 4	2'64
	Tons.	£ s. d.	Pence per ton.																								
Sydney	23,800	329 9 9	3'32																								
Bateman's Bay	134,800	1,212 14 4	2'15																								
Twofold Bay	16,600	955 4 6	13'81																								
Cook's River	162,900	1,788 11 4	2'64																								
"Juno," at Newcastle	295,410	2,585 13 11	2'10	473,180	4,180 7 1	2'12																					
"Jupiter," at Newcastle	197,890	2,792 4 5	3'39	685,500	5,535 12 1	1'94																					
"Actor," at Tweed River.....	331,812	1,969 4 3	1'42	580,425	3,972 7 1	1'64																					
"Alesus," at Nambucca River.....	461,137	4,091 1 4	2'13	474,400	4,046 3 4	2'05																					
"Dorus," at Macleay River	312,800	2,332 11 0	1'79	653,115	6,249 12 0	2'30																					
"Dictys," at Richmond River.....	301,575	2,549 4 5	2'03	481,920	3,398 9 6	1'69																					
"Groper," at Sydney	343,370	3,839 12 0	2'74	782,970	5,088 3 7	1'56																					

43

STATEMENT of comparative quantity and cost of work done by Grab and Sand-pumps (with towing), 1895, and from 1st January, 1896, to 30th June, 1897.

Grab and Sand Pump Dredge.	1895.			1st January, 1896, to 30th June, 1897.															
	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.													
"Delta" at Camden Haven.....	Nil	Nil	Nil	210,820	£ s. d. 1,506 8 9	d. 1'71	1896-7. <table border="1"> <thead> <tr> <th></th> <th>Tons.</th> <th>£ s. d.</th> <th>Pence per ton.</th> </tr> </thead> <tbody> <tr> <td>Port Hacking</td> <td>83,280</td> <td>1,713 1 0</td> <td>4'94</td> </tr> <tr> <td>Moruya</td> <td>44,940</td> <td>558 14 11</td> <td>2'98</td> </tr> </tbody> </table> Star'ed as combined grab and sand-pump, April 4th, 1897.		Tons.	£ s. d.	Pence per ton.	Port Hacking	83,280	1,713 1 0	4'94	Moruya	44,940	558 14 11	2'98
	Tons.	£ s. d.	Pence per ton.																
Port Hacking	83,280	1,713 1 0	4'94																
Moruya	44,940	558 14 11	2'98																
"Sigma," at Myall River.....	"	"	"	217,050	2,230 0 1	2'47													
"Rho," at Cape Hawke	"	"	"	340,790	2,154 0 1	1'52													
"Tau," at Port Hacking and Moruya	"	"	"	128,220	2,271 15 11	4'25													
"Theta," at Bellinger River	"	"	"	51,469	677 12 0	3'16													

STATEMENT of comparative quantity and cost of work done by Grab Dredges (with towing), 1895, and from 1st January, 1896, to 30th June, 1897.

Grab Dredge.	1895.			1st January, 1896, to 30th June, 1897.			
	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.	
		£ s. d.	d.		£ s. d.	d.	
"Alpha," at Tweed River	61,535	688 15 0	2'69	48,538	1,179 15 11	5'83	
"Beta," at Sydney	30,200	1,186 13 4	9'43	41,590	2,490 19 11	14'37	
"Gamma," at Hastings River	43,950	1,092 8 1	5'97	53,150	1,393 15 2	6'29	
"Zeta," at Richmond River	74,534	1,091 18 10	3'52	96,170	1,376 7 3	3'43	
"Eta," at Camden Haven	46,650	1,031 5 4	5'31	46,220	955 16 10	4'96	
"Theta," at Clarence River.....	9,585	710 7 0	17'79	2,025	660 7 4	78'26	
"Iota," at Nambucca River.....	52,902	810 10 1	3'68	71,806	1,236 19 6	4'13	
"Kappa," at Hunter River and Lake Macquarie	71,080	1,527 5 6	5'16	89,256	2,216 17 1	5'95	
"Lambda," at Clarence River				15,920	505 1 0	7'61	
"Mu," at Richmond River	23,030	1,226 9 6	12'78	79,172	1,318 19 11	4'00	
"Nu," at Newcastle	18,935	807 9 4	10'23	21,624	1,155 11 5	12'83	
"Omicron," at Cook's River	61,194	507 18 4	1'99	98,874	841 1 3	2'04	
"Pi," at Sydney	58,170	816 19 11	3'37	61,215	2,158 10 5	8'46	
"Chi," at Bellinger River	102,880	2,075 6 7	4'84	99,458	2,854 2 3	6'89	
"Omega," at Clarence River	56,175	865 0 4	3'70	22,006	1,077 4 7	11'75	

Laid up for alterations on June 7, 1896.
1896-7. tons. £ s. d. Pence per ton.
Lake Macquarie 11,495 419 3 10 8'75
Hunter River 77,761 1,797 13 3 5'55

AVERAGE Cost of Dredging and Conveying, 1895, and from 1st January, 1896, to 30th June, 1897.

Class of Dredge.	1st January to 31st December, 1895.							1st January, 1896, to 30th June, 1897.						
	Tons dredged.	Hours dredging.	Dredging only.			Dredging and Towing.		Tons dredged.	Hours dredging.	Dredging only.			Dredging and Towing.	
			Expenditure.	Average cost per ton.	Average cost per hour.	Expenditure.	Average cost per ton.			Expenditure.	Average cost per ton.	Average cost per hour.	Expenditure.	Average cost per ton.
			£ s. d.	d.	£ s. d.	£ s. d.	d.			£ s. d.	d.	£ s. d.	£ s. d.	d.
Ladder Dredges	3,980,125	21,698	38,685 2 4	2'33	1 15 8	55,224 14 11	3'33	4,289,521	26,712	47,775 8 4	2'67	1 15 9	65,332 5 6	3'66
Sand-pump Dredges	2,553,664	11,705	23,169 13 6	2'17	1 19 7	23,555 14 3	2'21	4,469,610	18,656	36,314 2 8	1'95	1 18 11	36,756 14 7	1'97
Grab and Sand-pump Dredges .....			.....	.....	.....	.....	.....	948,349	7,729	8,124 17 2	2'06	1 1 0	8,839 16 10	2'24
Grab Dredges.....	359,592	30,209	14,880 14 8	4'15	0 9 10	17,497 5 2	4'87	847,024	32,425	16,874 18 3	4'78	0 10 5	21,421 9 0	6' 7
	7,393,381	63,612	76,735 10 6	2'49	1 4 9	96,277 14 4	3'12	10,554,504	85,522	109,089 6 5	2'48	1 5 6	132,350 5 11	3'01

Country Towns Water Supply.

(VI.)

Report of the Assistant Engineer, Public Works Department.

Sir,

Department of Public Works, Sydney, 12 October, 1897.

I have the honor to furnish the following particulars of the works completed or commenced, and schemes investigated and reported on, during the year ending 30th June, 1897.

Owing to the re-arrangement of duties, I have, during the latter six months, been relieved by Mr. Wade, of the supervision of water-works in progress which, in future, will be described by him.

Water Supplies in progress or completed.

Armidale.

These works were finally completed and have since been handed over in full working. The storage reservoir on Dumaresq Creek, about 8 miles from the town, is formed by a concrete and rubble dam of the usual gravity type, 37 feet high, the capacity being about 110,000,000 gallons, and catchment area $8\frac{1}{2}$ square miles. The supply main is of riveted steel, 9 $\frac{3}{4}$ " diameter, $\frac{1}{8}$ " thick, and conveys the water by gravitation to a concrete service reservoir on the highest hill in Armidale. The streets are reticulated with about 16 miles of cast-iron pipes. Owing to difficulties with the contractor the dam had to be built by day labour.

The water is soft and of an excellent quality, and in every way the works have justified the substitution of this for the Duval Creek scheme originally passed by the Public Works Committee.

Junee.

These works, though actually completed during the previous year, could not, owing to the prolonged drought, be made use of to any extent, and it was not till January, 1897, that sufficient rain fell on the water-shed to cause the dam to partially fill and allow the town and railway to be supplied. It is hoped that heavy rain will soon fall and fill the reservoir, as there is now a severe drain on the comparatively small quantity stored. With a view of adding to the efficiency of the scheme, plans were prepared for bringing in an additional watershed area of 3 square miles. The works as now handed over to the Municipal Council comprise a very large storage reservoir on the main branch of Ulandrie Creek, near Bethungra, formed by a concrete and rubble dam 42 feet high, of the usual gravity type, the capacity being 137,000,000 gallons, and catchment area $5\frac{1}{4}$ square miles; 18 $\frac{1}{2}$ miles of 7 $\frac{3}{4}$ " steel and iron riveted main leading to a service reservoir of concrete 2 $\frac{1}{2}$ miles from Junee; and about 7 miles of wrought and cast iron supply and reticulation pipes. The scheme is a gravitation one, and was selected in preference to the proposal to pump from the Murrumbidgee.

Owing to its unfavourable situation, Junee is a most difficult town to supply with water, and the cost could not be borne by the ratepayers except for the assistance of the Railway Commissioners who use the water not only at Junee but also at Bethungra, and guarantee a minimum contribution of £1,500 per annum.

Tamworth.

Further investigations were made during the year of sites for dams on Moore Creek, in order to increase the storage capacity to 50,000,000 gallons, with the result that the first proposed site was reverted to, and an arch dam designed. The works, which are now being carried out by day labour at the special request of the Council, will in other respects be in accordance with the details submitted to the Public Works Committee. These comprise a storage reservoir on Moore Creek in the Moonbi Ranges, about 11 miles from the town; a steel supply main, of 7 $\frac{1}{4}$ in. diameter; a concrete service reservoir of 500,000 gallons capacity, near the hospital in Tamworth, and about 19 miles of reticulation. The supply is by gravitation, and owing to the great fall available it will furnish power for electric lighting, and in this and other respects should prove a great improvement on the originally proposed pumping scheme.

Parkes.

Owing to the continued drought, and the consequent failure of the existing drift-bed pumping scheme, it became necessary to provide a gravitation supply. The additional works just completed consist of a concrete and rubble arched dam, of 250 feet radius, and 25 feet high, built across the Billabong Creek, about 11 miles from the pumping station, and connected with the town mains by a steel riveted pipe, 7 $\frac{1}{4}$ inch in diameter. The storage capacity is 63,000,000 gallons, and provision has been made for raising the dam when required. The catchment area is 50 square miles, and the quality of the water is everything that could be desired.

Moss Vale.

Alterations were made to the pumping engines, and an additional boiler provided.

The following schemes were investigated, surveys made, and plans and estimates prepared.

Cootamundra.

This scheme, work on which is about to be commenced, has been rendered necessary by the late drought, which caused the water stored in the drift bed to fail. It will consist of a large storage reservoir on Hardy's Creek, about 2 $\frac{1}{2}$ miles from the present pumping station. The dam will be arched, 200 feet radius, and 30 feet high, and will conserve 136,000,000 gallons. The water will gravitate into the existing service reservoir, through 7 $\frac{1}{4}$ inch steel pipe. By means of branch mains and small "pipe-head" dams, the flow of Coghlan's and Rocky Creeks will be conveyed to the storage reservoir, thereby increasing the catchment area to 4 square miles, which, with the immense storage provided, should be sufficient to keep the town permanently supplied. The estimated cost is £9,130.

Tenterfield

Tenterfield.

This will be a gravitation supply from Curry's Gap Creek, which rises in Mount Mackenzie, close to the town. The dam will be a concrete and rubble arch of small radius, and the storage capacity 47,000,000 gallons. The catchment area is 6 square miles, and the creek a permanent one. The scheme will also provide power to light the town by electricity. Estimated cost, £7,900.

Mudgee.

This work, which is about to be commenced, will also be a gravitation supply, and will be obtained from a storage reservoir formed by a large arched dam on Redbank Creek, close to the town. The total catchment area which it is at present proposed to make use of is $2\frac{1}{4}$ square miles in extent; but as it is very steep it should prove sufficient, in conjunction with the proposed storage of 42,000,000 gallons. Estimated cost, £14,190.

Picton.

This town will be supplied by gravitation from the Bargo River, the storage dam being below the junction of Horne's Creek, about 8 miles away. It has been necessary to go this distance to gain sufficient head to cross the intervening high hills. The dam will be a concrete and rubble arch of small radius, and will store sufficient water to not only supply the town and railway, but also to provide power for electric lighting. Estimated cost, £13,860.

Wollongong.

This scheme, "The Cordeaux," was again modified, in order to bring it within the means of the ratepayers, and, having been approved, will shortly be commenced. The works, which are at present intended to supply Wollongong alone, will comprise an arched dam across the Cordeaux River, forming a storage reservoir of over 60,000,000 gallons capacity; a tunnel, nearly half a mile long, through the range, to "Andrews' Lookout"; a 5-inch steel main to Wollongong, with a relief tank on Garden Hill, and the usual reticulation. Estimated cost, £19,470.

Wellington.

This question was further investigated, and a new gravitation supply surveyed and designed from Bushranger's Creek, where an arched concrete and rubble dam will be constructed, to hold a year's supply. The water will gravitate to the town through $2\frac{1}{4}$ miles of 7-inch pipe, and be distributed through the usual reticulation pipes. Estimated cost, £8,700.

Temora.

Investigations were made, and a scheme recommended which comprises the improvement of the existing Government dam, 3 miles from Temora, and the conveyance of the water, through an earthenware pipe to a service reservoir, whence it will be distributed through reticulation pipes.

The following schemes were investigated and preliminary reports furnished:—

Inverell.

Further investigations were made, and a new site for a dam selected higher up Middle Creek, from which the water will gravitate to the town. The scheme is now about to be surveyed.

Bathurst.

Owing to the exhaustion of the Macquarie drift-beds during the late drought, it was necessary to look for a new source of supply. On investigation a promising source was discovered on Foster's Valley Creek, near Rockley, at sufficient elevation to gravitate over the intervening hills. The Gulf country was also investigated, and a possible source found. Surveys are about to be made of both schemes.

Tumut.

A further examination was made at the request of the Council, and the scheme from Waterfall Creek again recommended. Surveys are about to be made so that accurate estimates can be furnished.

Kiama.

After a careful examination of the country a report was furnished recommending the Fountaindale Creek as the best source of supply. No surveys were however made.

Works not connected with Water Supply.

Hunter River Flood Prevention.

A scheme for the mitigation of floods on the Lower Hunter was devised, and a report presented with plans and estimates. This scheme will consist of a large dam across the Hunter, 10 miles below the junction of the Goulburn, whereby 40,000,000,000 cubic feet of water can be held back till the lower river has time to fall. A geological examination was afterwards made with favourable results, and additional surveys are shortly to be commenced.

EDWD. B. PRICE,
Assistant Engineer, Public Works Department.

Bridge Construction and Renewals.

(VII.)

Report of the Assistant Engineer for Bridges.

I HAVE the honor to report that during the year ended June 30, 1897, 124 new bridges were completed and opened for traffic, the details as to length, &c. of each being given in Appendix "A." With the exception of the lifting span at Swan Hill and the three steel spans at Wallis Creek, the whole of these new bridges are constructed of timber, though in many cases iron or concrete piers and abutments have been used.

The total length of these bridges is 13,483 feet, consisting of 357 plain timber beam spans, 20 timber truss spans, 4 steel spans, 1 steel lift span, and 4 masonry and brick arch spans, the total cost being £85,243 4s. In my last report I referred to the Swan Hill and Inverell Bridges as being in progress, and they are perhaps the most important of those opened for traffic during the year.

Swan Hill Bridge over River Murray has a total length of 381 feet, consisting of four spans of 35 feet each, 2 spans of 91 ft. 6 in., and one steel lifting span (to admit of passage of steamers in flood-time), of 58 ft. 4 in. The cost of this work was £7,625 18s. 11d. (half of which is defrayed by the colony of Victoria), and the bridge is, from a traffic point of view, a very important one, Swan Hill being the most westerly point on the Murray touched by the Victorian railway system.

Prior to the erection of the bridge the traffic was carried by a hand-power punt, owned by a private individual; and, when we consider that upwards of 105,000 sheep and cattle a year crossed at this place, it will be seen how necessary the bridge was. It may be of interest to remark that Swan Hill Bridge is the tenth spanning the Murray, counting from the source. It was opened for traffic in November, 1896.

Inverell Bridge, over the McIntyre River, has three timber truss spans of 110 ft. 3 in. each, on iron cylinders, with four timber beam approach spans, the total length being 440 ft. 9 in., with a 24 feet roadway. It is of the type built in the previous year at Wagga Wagga, and replaces the old and very narrow bridge which carried the traffic at this place. The cost of the bridge was £9,938 18s. 11d., and it was opened for traffic in July, 1896.

In addition to the bridges referred to as completed, contracts were in progress during the year for the erection of sixty-one new bridges, which are not yet completed, particulars of which are given in Appendix "B."

The total length of these bridges is 10,970 feet, and they are made up of 265 plain timber beam spans, twenty-three timber truss spans, and one suspension span, the total completed cost being estimated at £73,461 11s. 9d.

Of these uncompleted bridges the most important are:—

Bridge over Kangaroo River at Kangaroo Valley, consists of one suspended span of 252 feet 9 inches, having a roadway of 18 feet.

The bridge has very fine towers of sandstone, and the span is carried by fourteen steel wire ropes on each side of the bridge, formed into two cables of seven ropes each. The ropes are $4\frac{1}{2}$ inches in circumference, made of plough steel, galvanised, and are each capable of sustaining a tensile strain of 78 tons without fracture.

The work is well in hand, the towers being complete and the ropes in position.

The site is admirably suited for a suspension bridge, for here, where the Moss Vale-Nowra coach road crosses the Kangaroo River, the formation is solid sandstone, offering an excellent anchorage for the cables of the bridge, as well as an unlimited supply of fine stone for the masonry towers. The depth of the gorge in which the river flows also renders the suspension type most economical. The road here is at present carried by a timber truss bridge of considerable age, and now decayed. The new bridge is estimated to cost £8,000.

Bridge over Hunter River at Morpeth consists of three timber truss spans of 110 feet 3 inches each, on iron cylinder piers, thirteen timber beam spans of 35 feet each, and one of 30 feet, making a total length of 815 feet 9 inches, with a roadway of 18 feet. The trusses in this bridge are of a similar type to those at Inverell, but lighter, on account of the comparatively narrow roadway.

The bridge, when completed, will take the place of the hand-power ferry at present carrying the traffic, and is estimated to cost £9,000.

Miscellaneous.

A work of some importance carried out during the year was the protection of the right bank of the Macquarie River at Bathurst above the Denison Bridge, where the river made such inroads as to threaten the line of the Main Western Road. A bank of ti-tri fascines has been completed here, 1,700 feet in length, at a cost of £1,591, and with most satisfactory results.

A new and powerful steam ferry punt for the George's River (Tom Ugly's) is in hand, and will be launched shortly. The principal dimensions are 64 feet long and 32 feet 6 inches in width, and many improvements have been effected in the general arrangements, which will add to the safe and speedy working of the ferry. This punt is estimated to cost £2,366 10s.

Hand-gearred punts were also constructed for the Hawkesbury River, Windsor, Tweed River, and approaches, and caretaker's cottage for the Raymond Terrace punt, at a total cost of £1,829.

It will be seen, then, that taking the number of works completed, and adding the number of those in progress, the total contracts dealt with was 188, representing an expenditure of £163,328 5s. 1d.

Comparing

Comparing the year's work with that of 1895-6, we find the following:—

	1895-6.	1896-7.
Bridges, completed, cost... ..	£64,287 19s. 10d.	£85,243 4s. 0d.
Number	125	124
Length	10,218 feet	13,483 feet
Truss spans	7	20
Beam spans	296	357
Iron or steel spans	4	5
Masonry and brick arches ... ..	...	4
Bridges, in progress, cost	£71,201 3s. 0d.	£73,461 11s. 9d.
Number	81	61
Length	9,191 feet	10,970 feet
Truss spans	14	23
Beam spans	234	265
Iron or steel spans	5	1

From these figures it will be seen that the payments for completed works, and estimated cost of those in progress this year exceed that in 1895-6 by £23,215 12s. 11d., while the length of bridge-work exceeds that of the former year by 5,044 feet. Generally it is difficult to make any comparison of cost from one year to another, owing to the great variety of structures dealt with, but in the two years under consideration practically all the bridges are of timber, and a rough comparison of cost may be made, which shows the average cost per foot run in 1895-6 to be £6 19s. 7d. as against £6 6s. 6d. per foot run in 1896-7, a difference probably due to the large number of beam spans (78) in the Gundagai Viaduct.

E. M. DE BURGH,

Assistant Engineer for Bridges.

NOTE—The figures given in the above Report, as also in the Returns attached, represent the cost of bridge structures without engineering and incidental expenses.

(VIII.)

BRIDGES completed during the year ending June 30, 1897.

Name of Bridge.	Spans				Overall Length in feet	Cost.
	Stone	Iron	Truss	Beam		
Tantawanglo	I	2	151	£ 1,145 11 2
Wyong Creek...	I	5	240	1,294 19 9
Molonglo River, Foxlow	I	4	235	1,602 17 2
Numrock Creek	I	2	123	823 19 10
Ellenborough River	2	2	253	1,660 3 2
Charity Creek	I	2	143	791 15 9
Mabtagannah	I	2	163	1,083 19 7
Myrtle Creek	I	4	228	1,125 19 7
Cudgegong Creek	I	..	93	970 2 11
Inverell	3	4	440	10,058 18 11
Swan Hill	I	2	4	378	7,588 9 7
Walgett	I	9	395	3,053 19 10
Double Creek	I	4	215	1,499 8 5
Fish River at O'Connell	2	..	185	1,340 15 10
Cooradigbee River	I	3	216	1,604 2 1
Wallis Creek	3	..	..	95	3,223 19 9
Hutching's Gully	I	..	..	..	30	329 2 2
Little Dark Creek	I	..	..	..	10	129 3 2
Tyndale's Gully	I	..	..	..	25	385 17 0
Vogt's Gully	I	..	..	..	15	212 4 11
Kingswood Culvert	I	..	..	5	106 13 5

BEAM BRIDGES.

Alumny Creek .....	..	..	..	3	108	430 6 5
Adelong Creek, Moore's Crossing .....	..	..	..	4	135	741 19 2
Aston Creek .....	..	..	..	1	38	163 9 9
Boomerang Creek .....	..	..	..	1	38	90 3 5
Black Bols Creek .....	..	..	..	1	30	460 15 0
Baronna Creek .....	..	..	..	1	33	254 17 8
Black Gully .....	..	..	..	1	38	345 10 9
Broken Back Creek .....	..	..	..	3	63	168 1 9
Biril Biril Creek .....	..	..	..	2	53	249 2 0
Beardy River, Red Range .....	..	..	..	4	125	586 17 3
Bega River, at Auckland-street .....	..	..	..	8	243	96 9 0
Brewer's Creek .....	..	..	..	2	55	162 0 0
Broadwater Creek .....	..	..	..	3	108	840 15 8
Badgery Creek .....	..	..	..	1	38	148 8 4
Black Creek .....	..	..	..	4	143	545 12 1
Bogan River, at Monkey .....	..	..	..	5	168	1,078 1 11
Baker's Creek .....	..	..	..	1	38	171 11 2
Cairone Creek .....	..	..	..	4	113	695 3 3

Name of Bridge.	Spans.				Overall length in feet	Cost.		
	Stone.	Iron.	Truss.	Beam.		£	s.	d.
Cattai Creek, Manouta	3	108	546	7	6
Cedar Party Creek	8	283	1,451	12	3
Croakers' Water-holes	2	63	226	9	9
Cattai Creek, Dural	3	98	399	10	9
Cuttaburra Creek, No. 1, 2, and 3	10	309	2,106	6	6
Cedar Creek	1	38	161	13	11
Catherine Hill Bay	3	80	266	0	8
Colomb Creek	4	131	539	8	10
Carr's Gully	1	35	195	12	0
Cungegong Creek	1	40	192	10	4
Obittaway Creek	2	63	180	3	6
Cosgrove's Creek	1	33	125	14	3
Cabramatta Creek	2	73	228	17	2
Dingo Creek	2	75	537	11	0
Duren's Creek	1	38	242	14	3
Deepwater River	3	106	240	9	5
Deep and Black Creek	6	182	589	13	4
Doctor's Creek	4	123	534	14	1
Eleven-mile Creek	2	63	308	8	6
Fox under the Hill	2	53	151	0	5
Fall's Creek	9	275	784	11	7
Ford's Bridge, Warrego River	2	53	466	6	1
Giant's Creek	4	133	434	12	10
Gundry Creek	3	108	516	1	10
Guilfoyle's Creek	1	28	141	5	3
Hoile's portions, Bridges 1 and 2	2	76	344	13	4
Hyndman's Creek	3	110	418	15	9
Jerrabatgulla	3	108	379	15	6
Ironworks Creek	1	30	318	11	5
Korea Creek	2	78	227	8	5
Kellywill, Brian's Bridge	3	65	261	4	5
Kelaher's Creek, at Wee Waa	1	38	194	8	2
Lachlan River, at Inglewood	5	155	914	3	11
Lachlan River, at Nanawa	6	215	1,423	12	1
Lett River, Foot Bridge	2	73	101	13	3
Little Hartley Creek	1	25	324	15	7
Little Malsbar	2	65	130	16	0
Lang's Creek	1	38	229	9	9
M'Leod's Creek	1	38	142	4	8
Manners-street, Tenterfield	5	168	1,054	17	4
Marom Creek	3	93	311	19	6
Molle's Main	1	33	223	13	9
Mehi River	4	123	819	9	0
Mooki River	4	131	569	3	11
Muckerawa Creek	2	57	320	5	2
Marra Creek	7	209	1,014	19	6
Murrumbidgee Road at Gobarralong	11	333	1,878	15	3
Narrawalla Creek	3	123	342	18	0
Noyeau Creek	1	25	193	6	0
Nepean River—Blaxland's Crossing	8	203	1,657	17	0
Old Man Creek	4	133	471	4	0
Oolong Creek	4	125	621	2	10
Pambula River, at Pambula	3	108	326	12	0
Page's River at Blandford	4	125	428	13	4
Pearce's Creek at Alstonville	3	83	392	2	6
Pitt Town, No. 1	2	73	241	4	5
Quirindi Creek Foot-bridge	3	78	63	11	6
Rhone's Creek	2	73	206	7	6
Rope's Creek	3	108	413	3	4
Roberts' Creek	1	38	145	16	8
Six-mile Creek, Bombala	1	33	160	6	6
Spickett's Creek	1	33	103	14	8
Sandy Creek, Tumut	1	33	178	5	5
Sandy Creek (near Dora Creek)	4	143	421	18	0
Saucy Creek	6	185	786	0	8
Saltwater Creek	3	100	552	1	6
Sugarloaf Creek	2	55	203	4	3
Snakes Creek	3	95	395	2	6
Seven Hills Swamp, No. 1	3	80	302	4	6
Do do No. 2	2	55	202	5	8
Taylor's Creek	5	153	410	18	11
Thalaba Creek	4	133	626	3	9
Two-mile Creek, at Bigga	1	38	210	19	2
Tucki Creek	1	38	196	5	7
Waring Creek	3	108	58	15	0
Wongiwomble	1	33	154	18	5
Wakool River	7	178	450	10	2
Warrambooli, Walgett, No. 1 }	7	215	1,163	5	10
Do do No. 2 }	7	215	1,163	5	10
Do do No. 3 }	7	215	1,163	5	10
Wilber Creek	2	63	306	3	4
Woolway Creek	5	145	1,272	17	11
Weilmoringle	4	105	792	1	10
Yarrakool	3	87	240	2	9
Yardley's Creek	1	23	116	18	2
Complete Total	4	5	20	357	13,483	85,243	4	0

Water Conservation and Irrigation.

(IX.)

Report of the Principal Assistant Engineer.

The Water Rights Act.

About the beginning of the official year under review the Water Conservation Branch was transferred from the Department of Mines to the Department of Works. By far the most important matter connected with this branch which was then being dealt with was the Water Rights Bill. This Bill was then being considered in Parliament and it was subsequently passed, the date on which it came into operation being 1st November, 1896. In regard to the importance and utility of the Water Rights Act, it may be mentioned that a return specially prepared by the Stock Department showed that the total outlay by private enterprise on dams in creeks and rivers throughout the colony has been considerably over six and a half millions sterling. Previous to the passing of the Act these dams existed on sufferance only, but the charge of all rivers and creeks is now vested in the Minister, who has power under the Act to license dams and other works after due inquiry, or to order their removal if their existence is objectionable. Persons who object to works in creeks or rivers cannot now take the law into their own hands and destroy the works as has frequently been done hitherto, but must appeal to the Minister or state their objections at the inquiries regarding applications for licenses.

The number of applications for licenses under the Water Rights Act which have been received, examined, and registered is 471, but in addition to these, 47 applications for licenses for existing works were received too late to be dealt with. The Act specified that applications for such licenses should be submitted to the Minister before 1st February, 1897. This limit proved too short for applicants in distant localities, and it had the effect of causing a temporary block in the office, as the applications had all to be examined and noted on the maps before being forwarded for inquiry.

A considerable number of the applications received relate to pumping engines. In the Hay Land Board District, the total number of applications received within the prescribed time was 136, of which 11 were for pumping plants. The corresponding numbers for the Bourke District are 94 and 5; for the Dubbo District, 65 and 1; for the Forbes District, 45 and 3; and for the Wagga Wagga District, 56 and 5. In addition to applications relating to existing works, several have been received for proposed works of considerable importance.

Inquiry by Colonel Home, R.E.

During the greater part of the year under review my time has been almost entirely taken up with the administration of the Water Rights Act and attending on Colonel F. J. Home, R.E., who, as mentioned in the official report of the Public Works Department of last year was specially engaged by the Government to inquire into and report on water conservation and irrigation throughout New South Wales. The value of the comprehensive surveys which were made in connection with possible schemes for water conservation has been strongly in evidence in the course of Colonel Home's inquiry. All the rivers in the western river system, and all the important lakes have been included in the great network of levels, and a series of gaugings have been made to show the discharge of the principal rivers. Colonel Home has visited all the places of special interest in regard to his inquiry, and it is probable that these inspections, and his examination of the results of the surveys, will enable him to complete his report within the twelve months for which he was specially engaged. Only a few surveys and investigations had to be specially made for Colonel Home, among the more important being the detail survey and plan of the Tantangara Reservoir site on the Upper Murrumbidgee, the completion of the detail survey and plan of the Lake Coolacumpama Reservoir site on the Lower Murrumbidgee, the detail survey for a new offtake for the proposed Murrumbidgee Southern Canal, and approximate surveys of proposed sites for storage reservoirs on the Murray, Murrumbidgee, Lachlan, and Macquarie Rivers.

Miscellaneous Works.

As the consideration of all important projects had to stand over till after Colonel Home's inspection, no large works were entered on during the year. My time being almost entirely divided between attending on Colonel Home and dealing with questions under the Water Rights Act, Mr. Wade was entrusted with the chief supervision of works under construction, the principal of which were the Bourke Lock and Weir, the Middle Billabong Weir, and the Wentworth Irrigation Works. The first of these works, of which a photograph is appended, has been completed, and acts very satisfactorily. The completion of the works at the Middle Billabong Weir, as at the Gin Gin Weir on the Macquarie, has been delayed owing to the desirability of bringing them under the provisions of the Water Rights Act. The Wentworth Irrigation Works are the first of their kind carried out by the Government in this colony. On their completion the irrigable area will be let in suitable blocks, and there is good reason to anticipate that the work will be remunerative.

The minor works completed in the year under review were the tanks for the water supply to the mining settlements at Fifield and Gilgunnia, the weir and crossing at Angledool, the improvements of the channel of the Middle Billabong, and the cutting for conducting the water diverted by the Warren Weir into the Gunningbar and Cookamurra Creeks.

Among matters investigated and reported on were proposals for irrigation works at Narromine, the practicability of irrigation from Lake Cudgellico, the drainage of the Araluen Valley, a proposed weir at Hillston, the modified scheme for irrigation at Hay, the improvement of effluent creeks below Warren, and the drainage of the Tuckian Swamp, Richmond River.

Staff

Staff Employed.

The regular field staff in connection with the branch includes, in addition to Mr. Wade, Mr. Blomfield, Assistant Engineer, and Mr. Granter, surveyor. Two of the office staff have been employed on field duty for some time—Mr. Seaver in connection with information required by Colonel Home, and Mr. Amphlett in assisting Mr. Wade and in taking river discharges.

During the greater part of the official year, Mr. Marshall, the chief draftsman, had eight draftsmen under him, including Mr. Seaver and Mr. Amphlett; but at the end of April an additional draftsman was appointed. The preparation of plans and marking on levels in connection with Colonel Home's inspections, and the noting of sites of works for which applications for licenses were received, involved a large amount of work for the office staff. In addition to the plans of works already referred to, the staff have had during the year the preparation of plans relating to a number of works and proposals for water supply and drainage, including subdivision for the Wentworth irrigation area, lands which will be affected by the Middle Billabong weir, drainage of the Gwydir District, lands required for resumption in connection with various water supply works, diagrams showing heights and discharges of rivers, &c.

Expenditure.

The amount expended from the Water Conservation Vote during the year under review was £32,647 9s. 3d., the two most important items being the Bourke lock and weir and the Middle Billabong weir.

H. G. MCKINNEY,
Principal Assistant Engineer, Water Conservation Branch.

Surveys, Soundings, and Borings.

(X.)

THE work of the surveying staff of the Public Works Department during the financial year 1896-97 has been to a large extent interfered with by the alterations necessitated by the reorganisation of the Service, but towards the end of the term matters began to settle down to their normal condition, and work is now progressing satisfactorily. This desirable state of affairs is largely due to the energy and ability shown by the whole of the staff, who have succeeded in keeping pace with the work of the Department under exceptional difficulties.

The opportunity was taken, while the reorganisation proceeded, to introduce some radical changes in the methods of carrying out the surveying work and recording the results, and, so far as it is possible to judge, the new system works satisfactorily. In August, 1896, the whole of the survey work of the Department, with the exception of the detail work of the Sewerage Construction Branch, was placed under the control of the present Chief Surveyor, and it has thus become possible to introduce a more complete and harmonious system of working. The nature of the duties pertaining to this branch has prevented my devoting much time to the more scientific questions demanding attention, but one or two important matters have been commenced and carried to a successful issue. The most important of these was the conference of representatives of the Government departments to determine upon a standard datum for levels in New South Wales, which was called by the Minister for Public Works in December, 1896. A report of this conference has already been printed, and it is perhaps sufficient to say that, as a result, all levels in future taken by Government officers will be referred to one common datum. The advantages of this reform will be more apparent as years roll on.

A sum of £400 has been placed on the Estimates for 1897-8 to provide and fix a number of tide-gauges at various places on the coast. This fulfils a long-standing want, not only from a hydrographical standpoint, but the data provided will be of material assistance to the engineer in the designing of new harbours and improving the entrance to our rivers.

In November, 1896, the sum of £50 was appropriated for the purpose of fixing standard benchmarks in Sydney Harbour to facilitate the work of surveyors in defining mean high-water, which, by the common law, is the boundary of all land having a frontage to tidal water. This work is being carried out as opportunity offers, but progress has necessarily been slow on account of the limited time at our disposal.

During the year the following surveys have been carried out:—

Harbour Surveys.

Darling Island soundings and borings.	Clarence River entrance (plan drawn).
Newcastle, from entrance to Fullerton Cove (plan drawn).	Moruya River, from Malabar Creek to Moruya.
Spectacle Island (plan drawn).	Camden Haven Inlet, from entrance to Laurieton.

Wharf Surveys.

Tuggerah Lake.	Bourke.	Brooklyn.
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Water Supplies.

Wollongong.	Tenterfield.
Parkes.	Junee (supplementary supply).
Tamworth.	Picton.
Cootamundra.	Temora.
Mudgee.	

Bridges.

North Shore (Dawes' Point to McMahon's Point).	Patterson River at Hinton.
Tom Thum Lagoon.	" " Vacy.
Wheneey Creek.	Narromine.
Blaxland's Crossing (Nepean River).	Borambil Creek.
Wyong Creek.	South Creek.
Stone Quarry Creek, Picton.	Moruya River at Moruya.
Parramatta River at Newington.	Patterson River at Murwillumbah.
Patterson River at Dunmore.	Queanbeyan River at Queanbeyan.

Water Conservation.

Tuckian Swamp, Gin Gin Weir.

General Surveys.

Roselle Bay resumptions.	Fitzroy Dock.
Pymont	Admiralty House grounds.
Bourke flood prevention.	Port Macquarie.
Parramatta Road (levels for wood-blocking).	Cook's River improvements.
Shea's Creek resumptions.	Berry's Bay.
Ryde to Concord Punt.	Port Macquarie—quarry site.
Tom Ugly's Point Punt.	

Reclamation Limit Line Inspection.

One hundred and two cases have been inspected and reports sent in.

GERALD H. HALLIGAN,

The Engineer-in-Chief for Public Works.

Chief Surveyor,
Public Works Department.

30 November, 1897.

RETURN

(XI.)

RETURN of Expenditure on Public Works carried on by Harbours and Rivers Branch from 1st July, 1896, to 30th June, 1897.

Work, and where situated.	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Finished, actual amount of Expenditure		If Unfinished, amount of Expenditure to 30 June, 1897		Amount expended from 1 July, 1896, to 30 June, 1897.	
				£	s. d.	£	s. d.	£	s. d.
WATER SUPPLY—									
Providing Country Towns	Constructing...	Loans	1879	.....	.....	975,065	16 3	21,930	9 10
Duplicate rising Main, Walka to Buttai	"	"	1896	.....	.....	20,386	2 0	20,333	17 3
Reservoir, Potts' Hill	"	"	1888	106,996	7 8	.....	.....	.....	.....
Laying Second Pipe Line between Potts' Hill and Crown-street	"	"	"	160,182	13 3	.....	.....	.....	.....
Sydney	"	"	1880	2,277,502	19 7	.....	.....	.....	.....
Centennial Park Reservoir	"	"	1895	.....	.....	22,941	1 4	12,089	6 8
DREDGE SERVICE—									
Excavation of Silt by Dredges	Annual Service	Con. Rev.	"	96,159	5 5	.....	.....	.....	.....
"	"	"	1896	.....	.....	79,255	15 0	79,255	15 0
Tugs and Punts for Dredge Service	"	"	1895	2,009	15 3	.....	.....	.....	.....
"	"	"	1896	.....	.....	391	1 0	391	1 0
Dredge Plant for Richmond and other Northern Rivers	Constructing	Loans	1883	24,998	7 10	.....	.....	.....	.....
Dredge and Punts for Myall River	"	"	1888	8,002	11 9	.....	.....	.....	.....
Apphances for Reclaiming Land by Sand Dredges	"	"	1889	.....	.....	55,213	0 0	13	11 5
Dredge and Plant for service first at Nambucca	"	"	1890	7,991	18 7	.....	.....	.....	.....
Landing Silt and forming Ground	Annual Service	Con. Rev.	1895	6,314	1 7	.....	.....	.....	.....
"	Improving	Loans.....	1896	.....	.....	6,968	2 6	6,968	2 6
Reclamation and Dredging, including cost of resumption of Land	"	"	1893	.....	.....	95,998	0 2	a.....	.....
Self propelling Steam Sand-pump Dredges for deepening shallow Bars	Constructing ..	"	1897	.....	.....	3	9 0	3	9 0
Towards fitting Steam-steering Gear and Electric Light on Dredges and "Thetis" .....	"	" .....	"	.....	.....	116	11 0	116	11 0
Conversion of Grab Dredge into a Sand-pump Dredge	"	"	1895	.....	.....	25,229	12 6	15,407	3 3
Repairs plant used in connection with Reclamation Works, &c.....	Annual Service	Con. Rev.	1896	.....	.....	80	13 0	80	13 0
SYDNEY DISTRICT—									
Extension of Darling Harbour Wharf, including cost of Compensation for Land, &c	Constructing ..	Loans	1881	.....	.....	484,007	15 9	6,672	19 8
White Bay Reclamation	Improving ..	Loans & Con. Rev	1886	.....	.....	12,250	16 8	1	2 3
Circular Quay Improvements	Constructing...	Loans.....	1888	.....	.....	92,721	11 6	4,910	5 10
Woolloomooloo Bay Improvements .....	"	" .....	"	.....	.....	26,702	11 5	13,743	0 3
Cook's River and Shea's Creek Reclamation and Dredging	Improving	Loans & Con. Rev	1887	.....	.....	175,237	8 2	37,942	5 5
Admiralty Wharf, Woolloomooloo.....	Constructing ..	Loans.....	1889	1,490	15 1	.....	.....	.....	.....
Long Cove Reclamation	Improving ..	Loans & Con. Rev	1890	.....	.....	46,140	3 4	2,497	6 4
Naval Stations, Garden Island, &c.	"	Loans	1884	.....	.....	306,194	14 8	5,732	3 1
Sea Wall, Coogee Bay	Constructing...	Con. Rev.	1890	4,893	1 11	.....	.....	.....	.....
Rebuilding Stone Dyke-wall, Rushcutters' Bay Reclamation, Careening Cove and Neutral Bay..	Improving ..	Loans	1889	3,799	19 9	.....	.....	.....	.....
Improvements, Cowper Wharf, Woolloomooloo Bay	"	"	1889	6,949	12 3	.....	.....	.....	.....
Cargo Shed, Woolloomooloo Bay	Constructing...	Con. Rev. ..	1891	2,903	4 3	.....	.....	.....	.....
Construction of Jetties, foot of Erskine-street	"	Loans.....	"	8,217	6 9	.....	.....	.....	.....
New Jetty and Shed, Circular Quay, and extending old A S N Co.'s berth	"	"	1892	.....	.....	27,591	1 8	6,151	13 0
Wharf, White Bay	"	"	1894	1,585	3 4	.....	.....	.....	.....
Goods Shed, eastern side Circular Quay	"	"	1895	.....	.....	1,411	2 5	.....	.....
Rushcutter's Bay, northern extension of reclamation	Improving	" .....	"	.....	.....	3,990	1 4	2,123	19 6
Rushcutter's Bay, Completion, Sea-wall	"	"	1896	.....	.....	2,093	12 10	2,093	12 10
Straightening Wharf, Woolloomooloo Bay, &c ..	Constructing ..	"	1895	.....	.....	4,991	18 4	1,749	17 4
New Wharf, Manly Beach	"	"	"	3,006	15 1	.....	.....	.....	.....
Painting, &c, Passenger and Cargo Sheds, Sydney Harbour	Improving	Con. Rev. ..	1896	.....	.....	723	10 0	606	1 10
Wharf, foot of Augustus-street, Leichhardt ..	Constructing	"	1895	413	2 10	.....	.....	.....	.....
Extension, Covering over Pontoon Wharf, Erskine-street	"	"	1896	150	0 0	.....	.....	150	0 0
Improvements to Cook's River, near Tempe, providing for discharge of Flood Waters	Improving ..	Loans	1897	.....	.....	1	1 0	1	1 0
HUNTER RIVER AND NEWCASTLE DISTRICT—									
Wharf and Shipping Appliances, Newcastle, including steam Cranes, Newcastle Wharf.	Constructing } & improving }	Loans & Con. Rev.	1858	.....	.....	361,261	18 3	30,872	17 4
Protection of Banks, Hunter River, at West Maitland	Constructing	Con. Rev.	1866	41,331	16 1	.....	.....	.....	.....
Expenses, Rocket Apparatus, Newcastle	Annual Service	"	1895	300	0 0	.....	.....	.....	.....
"	"	"	1896	.....	.....	214	19 0	214	19 0
Removal of Rocks, Newcastle Harbour	Improving ..	Loans	1858	18,576	10 4	.....	.....	.....	.....
Repairs, Newcastle Wharfs	Repairs .	Con. Rev.	1887	12,966	13 5	.....	.....	.....	.....
" Northern Breakwater, Newcastle.....	"	Loans & Con. Rev	1883	9,695	15 9	.....	.....	.....	.....
Reclamation, North Harbour, Newcastle	Improving	Loans.....	1894	.....	.....	4,742	17 11	1,364	12 7
Expenses, Special Services, Tugs unconnected with Dredging, and for Rocket Apparatus, Newcastle	Annual Service	Con. Rev.	1895	800	0 0	.....	.....	.....	.....
New Lighter for Newcastle Harbour	Constructing	Loans	1896	.....	.....	584	6 8	564	10 9
Maintenance, Newcastle Harbour Works	Maintenance ..	Con. Rev.	"	519	18 2	.....	.....	.....	.....
"	"	" .....	"	.....	.....	2,536	7 8	2,536	7 8
Extension and Reconstruction, Queen's Wharf... Pile Beacon, to replace Lightship, Newcastle ..	Constructing ..	Loans	"	4,700	0 0	.....	.....	4,700	0 0
"	"	Con. Rev.	1897	447	18 4	.....	.....	447	18 4
LAKE MACQUARIE DISTRICT—									
Improvements at Entrance	Improving	Loans & Con. Rev	1877	92,634	6 7	.....	.....	.....	.....
CLARENCE RIVER DISTRICT—									
Improvements at Heads	Constructing	"	1862	.....	.....	301,431	16 4	12,370	0 8

(a) Under Vote for Cook's River and Shea's Creek Reclamation. £73,769 19s. 3d. expended from Vote for Reclamation and Dredging.

Public Works carried on by Harbours and Rivers Branch—*continued.*

Work, and where situate	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When Commenced	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.	£ s. d.
CLARENCE RIVER—continued.						
Woolgoolga Jetty	Constructing ..	Loans	1889	13,487 16 10	.....	.....
Coff's Harbour Jetty.....	" ..	" ..	"	12,596 12 8	.....	.....
Removal of Reefs, Maclean.....	Improving.....	" ..	1896	.....	869 17 0	869 17 0
Removal of Rocks, South Arm	" ..	Con. Rev. ..	"	.....	600 0 0	600 0 0
Dredge Dock	Constructing...	Loans.....	1897	.....	9 8 3	9 8 3
HASTINGS RIVER—						
Wharf, Wauchope... ..	Constructing...	Con. Rev. ..	1896	.....	130 7 3	*129 7 9
MANNING RIVER—						
Improvements of River.....	Improving...	Loans ..	1895	.....	17,332 10 4	10,812 18 1
TRIAL BAY DISTRICT—						
Harbour of Refuge	Constructing...	Loans & Con Rev	1874	.....	124,882 7 11	4,331 10 11
WOLLONGONG DISTRICT—						
Deepening Harbour	" ..	Loans ..	1870	.....	5,680 17 5	.....
Maintenance of Harbour Works.....	Maintenance..	Con. Rev. ...	1895	136 1 0	.....	.....
" ..	" ..	" ..	1896	.....	475 0 6	475 0 6
Arbitration case, T. W. Hungerford v. Mimster for Works .....	.....	Loans ..	1896	.....	8,051 15 5	8,051 15 5
RICHMOND RIVER—						
Improving River	Improving	Loans & Con Rev	1878	.....	193,350 8 6	20,146 12 3
Byron Bay Jetty	Constructing ..	Loans ..	1884	.....	16,202 14 6	789 5 11
Improving Richmond River and Tributaries ..	Annual service	Con. Rev. ..	1895	1,840 13 0	.....	.....
" ..	" ..	" ..	1896	.....	2,046 18 9	2,046 18 9
Flood Relief Works, Richmond River, via Evans River	Improving ..	Loans	1895	.....	7,655 19 3	2,629 19 10
Snagging Tributaries Richmond River	" ..	" ..	1894	.....	3,592 2 3	1,313 14 10
Wharf at Wyrallah	Constructing	Con. Rev. ..	1895	320 10 11	.....	.....
" .. Broadwater	" ..	" ..	"	341 11 11	.....	.....
Dock	" ..	Loans	1897	.....	3 5 8	3 5 8
NAMBUCCA RIVER—						
Clearing Obstructions	Improving ..	Con. Rev. ..	1879	3,388 9 9	.....	.....
Wharf at Bowra	Constructing	" ..	1895	588 15 8	.....	559 14 11
Improving Entrance.....	Improving ..	Loans .....	"	.....	3,502 2 2	3,214 14 0
TWEED RIVER—						
Improving Navigation, Brunswick River	" ..	" ..	1889	.....	1,168 4 7	.....
Improvements, Tweed River	" ..	" ..	1890	.....	30,363 1 2	6,086 6 2
Snagging Tributaries	" ..	Con. Rev. ..	1896	158 0 10	.....	.....
" ..	" ..	" ..	"	.....	64 14 1	64 14 1
MACLEAY RIVER—						
Improving Entrance	" ..	Loans & Con Rev	"	.....	10,995 0 1	9,232 13 1
" .. Bellinger River ..	" ..	" ..	1890	.....	22,222 19 10	5,546 0 2
MORTYA RIVER—						
Improving Entrance, Fascine Banks, &c. ..	" ..	" ..	1888	.....	14,783 8 8	.....
MURRAY, MURRUMBIDGEE, AND DARLING RIVERS						
Improving	" ..	" ..	1856	.....	204,134 2 0	642 12 9
COCKATOO ISLAND—						
Fitzroy Dock	Constructing & in use	" ..	1848	33,550 5 3	.....	.....
Dock Establishment, Contingencies	Annual Service	Con. Rev. ..	1895	4,691 12 5	.....	.....
" .. Salaries	" ..	" ..	"	800 0 0	.....	.....
" .. Contingencies ..	" ..	" ..	1896	.....	5,079 12 6	5,079 12 6
Machinery	" ..	" ..	1883	12,314 0 0	.....	.....
New Dock, Biloela	Constructing...	Loans ..	1881	282,270 10 8	.....	.....
Boiler Shop and Store, Fitzroy Dock.....	" ..	Con. Rev. ..	1895	782 1 8	.....	.....
" ..	" ..	Loans ..	1896	.....	1,530 9 4	1,530 9 4
Maintenance, Electric Light	Maintenance .	Con. Rev. ..	1895	381 6 10	.....	.....
" ..	" ..	" ..	1896	.....	225 0 7	225 0 7
MISCELLANEOUS.						
Harbour and River Surveys	Annual Service	" ..	1895	1,868 9 4	.....	.....
" ..	" ..	" ..	1896	.....	557 16 0	557 16 0
Incidental Expenses to Wharfs, Bridges, &c. ..	" ..	" ..	1895	11,719 16 1	.....	.....
" ..	" ..	" ..	1896	.....	12,298 13 2	12,298 13 2
Improving Navigation of Hawkesbury River ..	Improving ..	Loans	1889	.....	891 14 4	.....
Lighthouse, Point Perpendicular	Constructing	" ..	1890	.....	4,381 18 1	3,894 14 4
Wharf, Kendall, Camden Haven	" ..	Con. Rev. ..	1894	281 13 8	.....	252 6 5
Improvements to Entrance, Camden Haven...	Improving ..	Loans ..	1896	.....	97 6 8	97 6 8
" .. Cape Hawke... ..	" ..	" ..	1894	.....	32 1 5	21 7 5
Wharf and Crane at Bourke	Constructing	" ..	1897	.....	5 0 6	5 0 6
Jetty, Eastern Side, Fort Macquarie	" ..	Con. Rev. ..	1896	.....	270 18 6	†270 18 6
Tuggerah Lakes Jetty .....	" ..	" ..	"	.....	0 10 3	0 10 3
Establishment Salaries	Annual Service	" ..	"	.....	2,805 0 0	2,805 0 0
Salaries, Equipment, Allowances, Travelling Expenses, Rents, Cleaning, Incidental, &c. ..	" ..	" ..	"	.....	10,715 4 7	10,715 4 7
Repairs, Kiama Harbour Works.....	" ..	" ..	"	.....	185 7 1	185 7 1
Tug, "Ganymede," Master and Driver .....	" ..	" ..	"	.....	316 3 10	316 3 10
Compensation to the Widows of the late James Thain, Captain Alexander, Martin Gunner, and George Thorpe	Compensation.	" ..	"	.....	366 18 0	366 18 0
Expenses of Tugs on Special Service ..	Annual Service	" ..	"	.....	559 7 7	559 7 7
Wharfs, Erection, Repairs, and Renewals .....	" ..	" ..	"	.....	1,970 9 5	1,970 9 5
Work done for other Departments.....	" ..	" ..	"	.....	.....	13,595 3 10
Rushcutters' Bay Park Trustees.....	" ..	" ..	"	.....	.....	9 19 11
Gratuities to Retrenched Officers	" ..	Con. Rev. ..	1896	.....	.....	65 19 1
Total				£3,287,098 9 4	3,858,897 13 7	426,336 9 11
TOTAL EXPENDITURE FOR THE YEAR.				£ s. d.		
Harbours and Rivers Revenue				44,092 4 9		
Dredge Service Revenue.....				79,255 15 0		
Harbours and Rivers Loans				289,393 6 4		
Services of other Departments				13,595 3 10		
				£426,336 9 11		

* Paid from Incidental Expenses. † £133 1s. 3d. paid from Incidental Expenses.

HARBOURS and Rivers Expenditure.

Year.	Loan.	Revenue.	Other Departments.	Total.
				£ s. d.
Previous to 1859 .....	.....	.....	.....	95,765 10 8
1859 .....	.....	.....	.....	16,183 19 4
1860 .....	.....	.....	.....	31,134 1 11
1861 .....	.....	.....	.....	52,314 4 9
1862 .....	.....	.....	.....	84,280 19 5
1863 .....	.....	.....	.....	53,318 16 11
1864 .....	.....	.....	.....	80,830 9 5
1865 .....	.....	.....	.....	58,347 6 8
1866 .....	.....	.....	.....	53,678 15 0
1867 .....	.....	.....	.....	70,840 7 10
1868 .....	.....	.....	.....	83,204 11 10
1869 .....	.....	.....	.....	81,279 12 9
1870 .....	.....	.....	.....	65,675 14 5
1871 .....	.....	.....	.....	67,425 7 11
1872 .....	.....	.....	.....	67,121 3 9
1873 .....	.....	.....	.....	111,160 12 6
1874 .....	.....	.....	.....	137,749 17 1
1875 .....	.....	.....	.....	222,913 19 6
1876 .....	.....	.....	.....	175,189 8 4
1877 .....	.....	.....	.....	166,916 18 0
1878 .....	.....	.....	.....	218,001 4 11
1879 .....	.....	.....	.....	247,110 1 10
1880 .....	.....	.....	.....	279,913 18 7
1881 .....	.....	.....	.....	313,217 0 1
1882 .....	.....	.....	.....	596,332 7 4
1883 .....	.....	.....	.....	733,620 0 0
1884 .....	.....	.....	.....	698,458 6 2
1885 .....	.....	.....	.....	689,171 14 10
1886 .....	.....	.....	.....	817,631 16 11
1887 .....	.....	.....	.....	596,743 8 8
1888	295,962 14 7	139,695 10 11	.....	435,658 5 6
1889	554,521 13 10	148,676 16 1	.....	703,198 9 11
1890	397,951 11 5	175,837 18 7	.....	573,789 10 0
1891	449,527 18 1	211,206 19 3	.....	660,734 17 4
1892	304,807 17 11	237,147 13 6	.....	541,955 11 5
1893	235,614 11 9	169,168 19 11	.....	404,783 11 8
1st January, 1894, to 30th June, 1895	372,698 12 5	229,205 2 1	.....	601,903 14 6
1st July, 1895, to 30th June, 1896	231,789 0 0	152,120 8 5	.....	383,909 8 5
1st July, 1896, to 30th June, 1897	289,393 6 4	123 347 19 9	13,595 3 10	426,336 9 11
				£11,717,801 16 0

RETURN of Expenditure on Public Works carried on by Water Conservation Branch, from 1st August, 1896, to 30th June, 1897.

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expenses is defrayed	When Com menced	If Finished, actual amount of Expenditure			If Unfinished, amount of Expenditure to 30th June, 1897			Amount Expended		
				£	s	d	£	s	d	£	s	d.
Angledoon Weir, Narian River	Constructing	Loans	...						388	10	5	
Araluen Drainage Works	Survey	"	"						84	0	7	
Bourke Lock and Weir	Constructing	"	"						12,490	11	0	
Bathurst Experimental Irrigation Farm	Survey	"	"						6	14	2	
Colonel F. J. Home, Fees and Expenses	...	"	"						1,334	15	3	
Cooperbrook Report on Big Swamp	...	"	"						4	16	9	
Duck Creek, Improvement	Survey	"	"						8	16	0	
Erection of Pump, Oxley.....	Construction	"	"						7	19	9	
Darling River Survey	...	"	"						31	17	5	
Fifield Water Supply	Constructing	"	"						53	10	2	
Gin Gin Weir	"	"	"						1,823	4	1	
Gilgunna Water Supply	"	"	"						426	7	2	
Gunningbar to Cookamurra and Crooked Creeks, Water Supply	"	"	"						723	4	4	
Gwydir River Drainage	Survey	"	"						503	15	11	
Incidental Expenses	...	Con Rev & Loans	...						452	4	1	
Island Creek Weir	Repairs	Loans	...						15	6	9	
Irrigation, Macquarie, at Narromine	Survey	"	"						0	6	9	
Locking of the Darling	"	"	"						9	6	8	
Middle Billabong, Weir and Channels	Constructing	"	"						5,190	4	4	
Land Fees and Costs	"	"	"						7	19	3	
Lake Cudgellico Flood gates	Repairs	"	"						12	9	6	
Major's Creek Water Supply	Survey	"	"						0	4	6	
Mulgoa Irrigation Works	Report, &c	"	"						27	13	6	
Reservoir Sites on Lachlan and Macquarie	Report	"	"						2	8	6	
River Gauging	"	"	"						182	11	7	
Salaries	"	"	"						4,562	15	11	
Surveys in connection with Colonel Homes' Tours	Report	"	"						52	17	7	
South Bermagui Lagoon Embankment—Bermagui Water Supply	Constructing	"	"						53	4	3	
South Murrumbidgee Canal	Survey	"	"						14	9	7	
Tuckian Swamp Drainage	"	"	"						86	16	7	
Tantangara Basin, Upper Murrumbidgee	"	"	"						199	18	3	
Tathra Water Supply	Constructing	"	"						39	3	7	
Warren Weir	"	"	"						1,615	3	11	
Wentworth Irrigation Works	"	"	"						1,714	19	1	
Wyalong Water Supply	"	"	"						42	18	3	
Willandra Weir, Raising Crest	"	"	"						358	4	11	
Yanko Creek	Survey	"	"						0	12	6	
Services for other Departments	.....	"	"						117	6	5
Total				.....	.....	.....	.....	.....	£32,647	9	3

SUMMARY OF EXPENDITURE

	£	s.	d.
Loans	32,518	2	10
Revenue	12	0	0
Services for other Departments	117	6	5
	£32,647	9	3

Government Architect.

(XII.)

Report of the Government Architect.

Department of Public Works, Government Architect's Branch,
Sydney, 17 November, 1897.

I HAVE the honor to present the following report on the work carried out in this branch during the twelve months ending 30th June, 1897.

	£	s.	d.
The sum voted on Revenue for expenditure in connection with repairing, furnishing, and improving existing buildings, and fulfilling the many services rendered by this Branch amounted to £64,780.			
The expenditure for the same period, including liabilities brought forward from the previous year, amounted to	60,249	2	10
And expenditure, the means for which were provided for by other departments, amounted to	23,720	3	10
The expenditure from the Loan Account upon sites, new buildings, and additions to existing buildings amounted to	166,183	0	0
Making a total expenditure for the year of	<u>£250,152</u>	<u>6</u>	<u>8</u>

The unexpended balance at the end of the financial year on Loan Account, granted under the several Acts, is estimated amounted to about £400,000.

The expenditure already mentioned has been incurred in connection with 583 buildings, of which the following list comprises the most important completed within the year:—

	£	s.	d.
Chancery Square Court—Additions	1,671	15	5
Custom-house—Additions	2,209	18	10
Darlinghurst Police Station—Erection	1,119	0	8
Museum—New roof	1,277	6	10
Supreme Court—Additions	13,244	19	2
Callan Park Hospital for Insane—Attendants' Quarters	3,225	1	3
Five Dock Post Office—Erection... ..	1,009	14	2
Parramatta Court-house—Erection	13,985	9	5
Parramatta Post Office—Additions	1,179	10	0
Rydalmere Hospital for Insane—Additions	7,480	9	9
Surry Hills Lock-up—Erection	3,045	17	1
Broken Hill Police Barracks—Erection... ..	2,704	0	0
Dubbo Lands Office—Erection	3,573	12	11
Forbes Police Barracks—Erection	1,549	8	0
Glen Innes Post Office—Erection	2,661	9	6
Greta Court-house—Erection	1,221	14	3
Hay Lands Office—Erection	2,859	11	3
Junee Police Station—Erection	1,521	2	5
Katoomba Court-house—Erection	2,350	10	3
East Maitland Lands Office—Erection	4,750	18	10
West Maitland Court-house—Erection	12,157	12	2
Mudgee Gaol—Additions... ..	1,174	2	6
Murrumburrah Police Buildings—Additions	1,003	1	0
Macleay Lock-up—Erection	1,666	11	0
Mount Victoria Post Office—Erection	1,603	18	5
Minmi Post Office—Erection	1,086	18	7
Newcastle Hospital for Insane—Additions	2,069	0	0
Nowra Court-house—Erection	3,792	19	4
Milton Court-house—Erection	1,324	10	1
Parkes Court-house—Additions	2,127	0	2
Rylstone Lock-up—Erection	1,473	13	0
Singleton Lock-up Gaol—Erection	1,262	18	10
Sofala Lock-up—Erection	1,198	15	3
Tumut Lock-up—Erection	1,516	15	0
Walgett Public Buildings—Improvements	2,563	5	6

The Chancery Square additions consist of additional offices to meet the increasing legal business there conducted. As the whole of the Chancery Square building is of an obsolete character, and should sooner or later be demolished to form a portion of the site of the new Law Courts, the expenditure upon the additions has been confined to the barest necessities, and the buildings must be considered as of a temporary character only.

The addition to the Custom House was necessitated by the adoption of land and income taxes as a new source of revenue, this Department requiring the accommodation for a very considerable new staff of officers.

The Museum roof—that is, the portion over the central building—owing to the ravages of white ants, which found their way from the streets up through the interstices of the stone wall to the roof and rendered it unsafe, has been entirely reconstructed, mostly in iron with copper covering, while every effort has been made to eradicate this expensive and dangerous pest.

The expenditure at the Supreme Court has provided two additional fully equipped court-rooms, fitted in the most modern style with all the accommodation necessary for the proper discharge of the duties of the higher Courts of justice. They are lighted from the top and ventilated by mechanical means, and present

present a handsome and substantial appearance. The accommodation for the public, as distinct from that of the legal profession, is purposely limited to seating for about fifty persons in each court. Attached is a range of chambers and offices in which His Honor the Chief Justice and the Judges of the Supreme Court and their Associates are accommodated, in lieu of the old and inconvenient rooms which for many years did duty for the same purpose.

The expenditure at Callan Park Hospital for the Insane covers new buildings erected to accommodate the increased staff of attendants.

The Court-house at Parramatta is one of the most important works carried out during the year. Its erection had long been delayed owing to a variety of reasons, one of which was the difficulty in determining as to its site. This, however, being got over, the new buildings have been erected in brick with stone dressings, with an elaborate and handsome stone portico. The court-house proper contains full accommodation for all the legal business likely to be transacted at Parramatta, and extensive ranges of police buildings are attached in the rear. These comprise general lock-up, Inspector and Sergeant's quarters, barracks for constables, and a range of stabling for mounted troopers; the whole forming, probably, the most complete establishment of the kind in the Colony. The design, both externally and internally, is based on less stereotyped lines than is usually the case, and may be considered successful.

An almost similar expense has been incurred in the erection of a Court-house and extensive police establishment at West Maitland, and in this case also the building was delayed until the site was finally settled upon. It is roomy and convenient, carefully designed, and has an imposing clock tower at the corner of the two public streets against which it stands. The lock-up and police buildings are very complete in all respects; stabling has yet to be provided.

The Post Office, at Parramatta has been considerably improved, much needed accommodation being provided for the public, and better quarters for the Postmaster.

The expenditure at Rydalmere covers the erection of an extensive hospital, partly by the conversion of existing buildings, but principally by the erection of new ones. The buildings have been designed with all modern appliances in order to provide for the efficient working of this large establishment.

The new buildings erected for the Police Department are mainly represented by the following:— Surry Hills, Broken Hill, Fernmount, Forbes, Junee, Murrumburrah, Maclean, Rylstone, Singleton, Sofala, and Tumut; those for the Postal Department, by Five Dock, Summer Hill, Mount Victoria, Minmi, and Robertson Post Offices.

New offices have been erected for the Lands Department at Dubbo, Hay, and East Maitland.

The works carried out for the Justice Department are mainly represented by the erection of the New Court Houses at Greta, Katoomba, and Nowra, and the additions to the existing buildings at Parkes and Milton.

A considerable expenditure has been incurred on buildings in progress but not completed during the year. Prominent amongst these is the Kenmore Hospital for the Insane, on which no less than £47,103 have been expended during the year, in accordance with the general scheme adopted in the first instance, and for which an annual vote is taken until such time as the accommodation meets the requirements of the Inspector-General of Insane.

Amongst other buildings of an important character in course of erection during the year were the following:—

	Year's Expenditure.
	£
Redfern Court House	7,299
Health Board Offices	4,684
Art Gallery (additions to)... ..	8,213
Government Printing Office (additions and alterations)... ..	8,258
Royal Mint (additions to)... ..	3,563
The Treasury (additions to)	2,489

It is again my urgent duty to draw attention to the state of dilapidation into which a large number of country buildings have necessarily fallen, owing to the want of periodical attention. Since 1893 the Vote for repairs has been very seriously diminished, so much so as to be below the degree of efficiency. The Votes are not only lower in amount, but have been, to a considerable extent, owing to the annual increase in the business carried on in the several buildings, and to the latter becoming in many instances somewhat obsolete, absorbed in expenditure undertaken for improvements and additions, as distinct from repairs, making the Vote itself still more inadequate. The average annual sum available since 1893 for this purpose has been about £30,000, whereas it should be at least £50,000. If the latter sum were granted for four succeeding years, I believe it would be possible to place every building in a fair state of repair, and to arrange future periodical works according to a table, giving attention by rotation to all the buildings.

I am aware that the Branch has been undeservedly criticised by other Departments for the delay in fulfilling requisitions for repairs and improvements, but when it is pointed out that no sooner is a year's Vote available, than nearly the whole of it is at once appropriated for requisitions brought on from previous years, the reason of the delay as regards newer requisitions will be at once apparent.

During the year I was instructed to prepare preliminary sketches for an Exhibition proposed to be held in 1899, and I accordingly prepared some for submission, applicable to the outer Domain as a site and at an estimated cost of about £183,000. The matter was brought under consideration, but for various important reasons it has been indefinitely postponed.

I was further instructed to prepare designs for a new House of Parliament at an estimated cost of £500,000, and to provide accommodation that would be suitable and ample for all future eventualities. I accordingly organised a staff of able assistants, and, with close personal attention, prepared plans and designs, including a plaster model of the design. These were subsequently brought before the Parliamentary Standing Committee on Public Works for investigation, but the labours of the Committee in this matter were not completed by the end of the current year.

A considerable part was taken by this Branch in the decoration and illumination of the Public buildings of Sydney, commemorative of the Jubilee of Her Majesty.

A Schedule of the expenditure on the various buildings and services is hereto attached.

W. L. VERNON,
Government Architect.

(XIII)

RETURN of Expenditure on Public Works carried on by Government Architect from 1st July, 1896, to 30th June, 1897

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 30th June, 1897	Amount expended from 1st July, 1896 to 30th June, 1897	Furniture
				£ s d	£ s d	£ s d	£ s d
SYDNEY							
Audit Office	Repairs, &c		1896	71 17 6		66 6 7	5 10 11
Attorney General's Office	"		"	50 5 9		30 6 11	19 18 10
Agriculture, Department of	"	Con	"	1 17 10		1 17 10	
Admiral's Residence	"	Rev	"	132 18 0		114 12 4	18 5 8
Art Gallery	"		"	0 19 4		0 19 4	
"	Additions	Loans	1895		9,079 3 7	8,213 2 2	
Aigyle street Police Station	Repairs, &c	Con	1896	2 0 0		2 0 0	
Botanic Gardens—Director's Residence	Additions, &c	Loans	"	444 5 7		444 5 7	
" Refreshment Room, &c	Repairs, &c	Rev	"	124 3 4		86 2 7	38 0 9
Belmore Police Barracks	"	Con	"		128 4 8	128 4 8	
"	"	Rev & Loans	"				
Chancery Square Courts	Furniture	Loans	"	98 16 10			98 16 10
"	Repairs	Con	"	111 18 6		108 1 0	3 17 6
"	"	Rev	"	1 11 2			
Custom House	Additions	Loans	1895	1,671 15 5		1,044 12 11	1 11 2
"	Repairs	Con	1896	42 15 1		42 9 7	0 5 6
"	Additions	Rev & Loans	1895	2,209 18 10		1,461 2 10	
Coroner's Office	Repairs, &c		1896	27 3 7		27 3 7	
Clerk of the Peace Office	"		"	9 2 9		9 2 9	
Crown Law Office	"		"	100 9 3		0 18 7	99 10 8
Central Police Court	"		"	105 7 10		93 12 7	11 15 3
Centennial Park—Cycle Pavilion	Erection		1895	566 15 3		482 15 3	
" Fountains	Additions	Con	"	177 6 9			
" Cottage, Latrines, &c	Repairs, &c	Rev	1896	39 2 8		39 2 8	
" Roadway	Construction		"	173 14 6		173 14 6	
" Gate and Piers	Erection		"	121 1 8		121 1 8	
" Furniture	"		"	33 5 11			33 5 11
Colonial Secretary's Office	Repairs, &c		"	104 7 9		38 3 6	66 4 3
" Lifts	"		"	13 2 6		13 2 6	
Darlinghurst Gaol	"	Con	"				
"	"	Rev & Loans	"	695 8 2		680 9 1	14 19 1
" Multitubular Boiler	Erection, &c	Loans	"		215 0 0	215 0 0	
" Police Station	Erection	Con	1895	1,119 0 8		53 0 8	
" Court house, Furniture	Repairs, &c	Rev	1896	5 15 4			5 15 4
" Electric Light, &c	Alteration	Con	"				
" Receiving house	Repairs, &c	Rev & Loans	"	690 3 9		690 3 9	
District Court	"	Loans	"	0 5 10		0 5 10	
Domain—Cottage, &c	"		"	2 8 3		1 13 6	0 14 9
Exhibition Building (new)	"		"	48 18 9		30 3 9	18 15 0
Fleetsorial Office	Incidental		"	4 5 10		4 5 10	
Free Public Library	Repairs, &c		"	12 14 7		8 12 7	4 2 0
" Lending Branch	"		"	109 19 5		102 7 5	7 12 0
Fisheries, Department of	"		"	5 10 0		5 0 0	0 10 0
Governor Duff's Memorial—Kerbing, &c	Erection	Con	"	0 12 7		0 8 7	0 4 0
Government House	Repairs, &c	Rev	"	221 10 9		221 10 9	
" Stonework	"		"	658 9 8	1,316 0 0	324 8 5	334 1 3
" Heating apparatus hot houses	Erection		"			1,316 0 0	
" Saltwater Baths	Repairs, &c		"	113 17 3		113 17 3	
" Stables	"		"	247 1 6		247 1 6	
Government Printing Office	"		"	204 14 5		183 14 1	21 0 4
" Lifts	"		"	97 12 4		86 6 4	11 6 0
"	"		"	6 3 9		6 3 9	
General Post Office	Additions, &c	Loans	"		18,773 17 9	8,258 18 7	
Government Statists Office	Repairs, &c	Con	1895	867 19 7		712 18 8	60 0 11
Governor Philip's Statue—Foundations, &c	Construction, &c	Rev	1896	29 1 3		3 3 10	25 17 5
George street North Police Station	Repairs, &c	Con	1893		6,455 13 5	473 12 2	
Garden Palace Grounds Shelter Pavilion	Erection	Rev	1896	2 19 2		2 19 2	
Health Board Office (Old)	Repairs, &c	Con	"	57 11 2	265 0 0	265 0 0	56 18 0
" (New)	Erection	Loans	1895		4,809 19 4	4,684 19 6	
Inspector General of Police Office	Repairs, &c	Con	1896	1 13 5		1 13 5	
Insolvency Court	"	Rev	"	38 19 9		32 19 9	6 0 0
" Strong Room	Erection	Loans	"				
Justice Department	Repairs, &c	Con	"	330 0 9		330 0 9	
Lands Office	"	Rev	"	231 0 9		69 9 8	211 11 1
" Lifts	"		"	250 9 2		220 12 0	29 17 2
" Additions	"	Loans	"	382 10 3		382 10 3	
Land Valuation Office	Additions		"	116 15 10		116 15 10	
Lunacy Department	Furniture		"	3 8 3			3 8 3
Labour Bureau	Repairs, &c	Con	"	5 12 2		0 11 4	5 0 10
Land Tax Office	Furniture	Rev	"	3 3 0			3 3 0
Mines Department	Repairs, &c		"	78 8 3		6 4 9	72 3 6
"	"		"	210 2 1		73 19 9	136 2 4
Museum	Additions	Loans	"	46 10 0		46 10 0	
" New Roof	Repairs, &c	Con	1896	362 10 6		362 10 6	
" Workshops	Erection	Loans	1895	1,277 6 10		642 6 10	
Mint, Royal—Additions and Repairs	"	Con	1896		3 048 11 7	3 048 11 7	
"	Additions, &c	Rev	"		3,563 10 5	3,563 10 5	
" Machinery	Erection, &c	Loans	"		200 0 0	200 0 0	
Marine Board Office	Furniture		"	1 15 0			1 15 0
Master in Equity's Office	"		"	1 12 4			1 12 4
Military Offices	Repairs, &c		"	1 4 0		1 4 0	
Morgue, Circular Quay	"		"	10 16 7		10 16 7	
" South Sydney	"		"	12 16 8		10 11 8	2 5 0
Martin Place Fencing	Erection	Con	"	90 10 0		90 10 0	
Naval Depot	Repairs, &c	Rev	"	10 14 10		10 14 10	
Ormonde House	"		"	96 9 0		96 9 0	
Observatory	"		"	37 0 4		37 0 4	
Ordnance Department	Furniture		"	5 2 0			5 2 0
Public Works Department	Repairs, &c		"	992 13 1		696 10 0	296 3 1
"	Additions	Loans	"	5 11 3		5 11 3	
" Lifts	Repairs, &c		"	649 17 1		649 17 1	
Public Instruction Department	"	Con	"	45 1 6		45 1 6	
Parliamentary Buildings	"	Rev	"	524 10 5		391 6 6	133 3 11
"	Attending to gas, &c		"	108 15 5		108 15 5	
Parliament, New Houses of	Erection	Loans	"		297 12 3	297 12 3	
Parliamentary Draftsman's Office	Repairs, &c	Con	"	7 2 3		7 2 3	
Public Works Committee Office	"	Rev	"	69 11 4		69 1 4	0 10 0
Pharmacy Board Office	"		"	0 14 3		0 14 3	

RETURN OF EXPENDITURE ON PUBLIC WORKS, &c.—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 30th June, 1897.	Amount expended from 1st July, 1895, to 30th June, 1897.	Furniture.
				£ s. d.	£ s. d.	£ s. d.	£ s. d.
SYDNEY—continued.							
Public Service Board Office	Repairs, &c.		1896	157 3 2		59 10 5	97 12 9
Prisons Department	"		"	0 15 0		0 5 0	0 10 0
Patents Office	Furniture		"	28 17 9			28 17 9
Registrar of Friendly Societies	"		"	1 10 0			1 10 0
Registrar-General's Department	Repairs, &c.	Con.	"	76 3 6		75 13 6	0 10 0
Railway Department	"	Rev.	"	1 11 8		1 11 8	
Richmond Terrace	"		"	39 6 6		22 19 0	16 7 6
Supreme Court	"	Loan & Con. Rev.	"	663 14 6		193 0 5	470 14 1
Stamp Office	Additions, &c.	Loan	1894	13,244 19 2		1,948 19 9	
Sheriffs Office	Repairs, &c.		1896	2 0 9		2 0 9	
Stores Department	Furniture	Con.	"	10 0 4			10 0 4
"Sobraon," N.S. Ship	Repairs, &c.	Rev.	"	25 0 0		24 10 0	0 10 0
Sydney Hospital, South Wing, &c.	"		"	4 0 1		4 0 1	
" Pathological Department	Erection	Loan	1896	1,397 6 4		1,397 6 4	
Treasury	Repairs, &c.	Con. Rev.	"	106 10 11		57 5 10	49 5 1
Tramway Construction Branch	Additions	Loan	1895		2,642 5 3	2,489 7 6	
University	Repairs, &c.	Con. Rev.	1896	28 4 0		28 4 0	
"	Lighting lamps, &c.	Rev.	"	16 15 6		15 17 6	0 18 0
"	"		"	135 15 0		135 15 0	
Water Police Court	Repairs, &c.	Con. Rev. & Loan	"	11 3 11		11 3 11	
"	Additions	Loan	"	91 12 0		91 12 0	
SUBURBS.							
ANNANDALE.							
Post and Telegraph Office	Repairs, &c.		"	9 12 6		9 12 6	
ARNCLIFFE.							
Post and Telegraph Office	Purchase of land	Loan	"	352 8 0		352 8 0	
BILOELA.							
Gaol	Repairs & additions	Con. Rev. and Loan.	"	855 9 4		851 4 9	4 4 7
BURWOOD.							
Post and Telegraph Office	Repairs, &c.	Con. Rev.	"	17 9 0		17 9 0	
BALMAIN.							
Post and Telegraph Office	"	Con. Rev. and Loan.	"	76 11 4		76 11 4	
Court-house	"	Con.	"	21 11 10		1 15 3	19 16 7
Town Hall	"	Rev.	"	0 7 0		0 7 0	
BOTANY.							
Lock-up	Alterations	Loan	"		27 14 0	27 14 0	
BRUSH FARM REFORMATORY.							
Tanks	Erection, &c.		"	125 3 0		125 3 0	
BRUSH FARM REFORMATORY	Repairs, &c.		"	11 10 0		11 10 0	
COCKATOO ISLAND.							
Wall, "Sobraon" Recreation Ground	Repairs	Con.	"	22 9 0		22 9 0	
COAST HOSPITAL.	Repairs, &c.	Rev.	"	263 2 5		241 7 5	21 15 0
Leper Lazaret	"		"	162 18 8		146 18 8	16 0 0
CALLAN PARK.							
Hospital for Insane	Additions, &c.	Con. Rev. and Loan.	1895	3,225 1 3		1,609 8 3	
"	Furniture	Con. Rev.	1896	80 14 3			80 14 3
CAMPERDOWN.							
Post and Telegraph Office	Alterations	Con. Rev.	"	5 10 0		5 10 0	
DRUMMOYNE.							
Post and Telegraph Office	Cost of land		"	500 0 0		500 0 0	
ENMORE.							
Post and Telegraph Office	Repairs, &c.		"	3 0 0		3 0 0	
EDGECLIFFE (WOOLLAHRA).							
Post and Telegraph Office	"	Loan	"	151 19 8		151 19 8	
FIVEDOCK.							
Post and Telegraph Office	Erection		1895	1,009 14 2		429 14 2	
"	Furniture		1896	23 12 3			23 12 3
GLADESVILLE.							
Hospital for Insane	Additions	Con. Rev.	1895	233 7 10		23 7 10	
"	Repairs, &c.		1896	584 7 11		584 7 11	
GLEBE POINT.							
Post and Telegraph Office	"		"	8 11 6		8 11 6	
Court-house	Cost of land	Loan	"	41 0 0		41 0 0	
"	Repairs, &c.	Con.	"	7 10 0		7 10 0	
GOAT ISLAND BUILDINGS	Additions	Rev.	"	384 6 4		384 6 4	
KOGARAH.							
Post and Telegraph Office	"	Loan.	"	41 19 6		41 19 6	
LEIGHARDT.							
Post and Telegraph Office	Repairs	Con. Rev.	"	72 10 0		72 10 0	
MARRICKVILLE.							
Post and Telegraph Office	Repairs, &c.		"	116 1 6		116 1 6	
Lock-up	"	Con. Rev. and Loans	"	22 1 3		11 12 9	10 8 6
NEWINGTON.							
Asylum	Repairs	Con. Rev.	"	81 14 10		81 14 10	
" (new Ward)	Additions	Loan	"		1,041 7 9	1,041 7 9	
NORTH SYDNEY.							
Post and Telegraph Office	Repairs, &c.	Loan and Con. Rev.	"		55 9 0	55 9 0	
Court-house	"		"	39 17 6		39 17 6	
NEWTOWN.							
Court-house	Repairs	Con. Rev.	"	5 10 2		4 6 4	1 3 10
Police Station	"		"	0 7 7		0 7 7	
PETERSHAM.							
Post and Telegraph Office	Erection	Loan	"		1,900 0 0	1,900 0 0	
PARRAMATTA.							
Gaol	Repairs, &c.	Loan and Con. Rev.	"	789 2 11		778 5 5	10 17 6
Court-house	Erection and land	Loan	1895	13,985 9 5		4,887 16 3	
"	Repairs	Con. Rev.	1896	7 4 1		7 4 1	
"	Furniture	Loan and Con. Rev.	"	101 6 7			101 6 7
Post and Telegraph Office	Additions	Loan	1895	1,179 10 0		569 10 0	
Hospital for Insane	Repairs	Con. Rev.	1896	260 10 2		260 10 2	
"	Additions	Loan	"		602 6 2	602 6 2	
Benevolent Asylum (George-street)	Repairs, &c.	Con.	"	57 15 10		50 5 10	7 10 0
" (Macquarie-street)	"	Rev.	"	3 12 2		3 12 2	
North Post and Telegraph Office	"		"	17 16 10		9 18 6	7 18 4
Old Court-house	Land	Loan	"	203 16 10		45 1 7	
"	Repairs	Con. Rev.	"	125 0 0		125 0 0	
ROOKWOOD.							
Benevolent Asylum	Repairs, &c.		"	176 3 11		168 2 11	8 1 0
"	Additions	Loan	"	50 0 0		50 0 0	
"	Irrigation	Con. Rev.	"		418 9 1	418 9 1	
RANDWICK.							
Post and Telegraph Office	Erection	Loan	"		175 0 0	175 0 0	

RETURN OF EXPENDITURE ON PUBLIC WORKS, &c.—continued.

Work, and where situated	Whether Con- structing or under Repair	Fund from which the Expense is defrayed	When Com- menced	If Finished, actual amount of Expendi- ture	If Unfinished, amount of Expenditure to 30th June, 1897	Amount expended from 1st July, 1896, to 30th June, 1897	Furniture
				£ s d	£ s d	£ s d	£ s d
SUBURBS—continued							
RYDF Court house, &c	Additions	Loan and Con Rev	1896	4 15 0		4 15 0	
ROCKDALE Post and Telegraph Office	"	Con Rev	"	40 6 6		40 6 6	
ROZELLE Post and Telegraph Office	Fencing	"	"	14 10 0		14 10 0	
REDFERN Court house	Erection	Loan	1895		7,305 15 6	7,299 9 6	
Post and Telegraph Office	Repairs	Con Rev	1896	10 0 0		10 0 0	
RYDALMER Hospital for Insane	Erection and addi- tions	Loan and Con Rev	1895	7,480 9 9		3,446 0 0	
"	Repairs	"	"		43 5 0	43 5 0	
"	Furniture	Con Rev	1896	135 19 8			135 19 8
SOUTH HEAD (SOUTH) Shafesbury Reformatory	Repairs	"	"	19 0 0		19 0 0	
Macquarie Lighthouse	Furniture	"	"	2 14 2			2 14 2
SURRY HILLS Lock up	Erection	Loan	1895	3,045 17 1		47 3 2	
"	Repairs, &c	Con Rev and Loan	1896	15 13 9		4 18 9	10 15 0
SUMMFR HILL Post and Telegraph Office	Land	"	"	720 0 0		720 0 0	
STANMORE Police Station	Drainage	Loan	"	37 19 1		37 19 1	
ST PATERS Post and Telegraph Office	Addition	"	"	2 6 0		2 6 0	
WATERLEY Post and Telegraph Office	Stove	Con Rev	"	8 10 0		8 10 0	
Police Station	Repairs	Loan and Con Rev	"	2 8 3		2 8 3	
WOOLLOOMOOLOO Police Station	"	Con Rev	"	0 10 9		0 10 9	
COUNTRY							
ALBURY Post and Telegraph Office	"	"	"	3 15 0		3 15 0	
Gaol	"	"	"	103 5 5		104 8 5	4 17 0
Police Station	"	"	"	32 10 3		32 10 3	
Clerk of Works Office	Incidental	Con Rev	"	2 18 5		2 18 5	
ARMIDALE Post and Telegraph Office	Repairs	"	"	1 0 0		1 0 0	
Gaol	"	"	"	21 6 9		19 11 0	1 15 9
Court house	Repairs and altera- tions	Loan and Con Rev	"	40 11 6		40 11 6	
Lock up	Repairs, &c	Con Rev	"	10 0 0		10 0 0	
Police Station and Quarters	Repairs and addi- tions	Loan and Con Rev	"		128 15 4	128 15 4	
"	Furniture	"	"	9 3 4			9 3 4
"	Incidental	Con Rev	"	16 2 7		16 2 7	
ADELONG Post and Telegraph Office	Repairs	"	"	10 0 0		10 0 0	
ARAUEN Post and Telegraph Office	Additions	"	"		57 2 6	57 2 6	
ANGLEDPOOL, NEW Post and Telegraph Office	Land	Loan	"	45 0 0		45 0 0	
ADAMSTOWN Post and Telegraph Office	Additions	"	"	69 10 0		69 10 0	
"	Furniture	"	"	1 15 0			1 15 0
ALECTOWN Police Station	Stove	Con Rev	"	6 0 11		6 0 11	
ABERDEEN Police Buildings	Repairs, &c	Loan and Con Rev	"	12 15 0		12 15 0	
Court house	Furniture	Con Rev	"	26 3 9			26 3 9
BATHURST Gaol	Repairs, &c	Loan and Con Rev	"	976 2 0		976 2 0	
"	Furniture	Con Rev	"	10 12 4			10 12 4
Post and Telegraph Office	Repairs	Loan	"		69 16 6	69 16 6	
Court house	"	Loan and Con Rev	"	74 2 6		74 2 6	
Clerk of Works Office	Incidental	Con Rev	"	2 3 6		2 3 6	
Lock up	Repairs	Loan	"	86 11 0		36 11 0	
Police Station	"	Loan and Con Rev	"	11 14 10		2 19 9	8 15 1
BOURKE Gaol	"	Con Rev	"	14 1 11		14 1 11	
Court house	Furniture	Rev	"	2 12 11			2 12 11
BROKEN HILL Gaol	Additions	Con Rev	1895	943 17 8		547 19 1	
"	Repairs, &c	Loan and Con Rev	1896	35 8 9		28 15 0	6 13 9
Post and Telegraph Office	Additions	Loan and Con Rev	"	69 7 6		69 7 6	
Court house	Repairs, &c	"	"	10 6 9		8 14 11	1 11 10
Police Barracks	Erection	Loans	1895	2,704 0 0		1,899 0 0	
Clerk of Works Office	Incidental	Con Rev	1896	1 2 10		0 14 1	0 8 9
BOMBALA Court house	Repairs, &c	Con Rev	"	3 6 3		3 6 3	
Post and Telegraph Office	Additions	Loan	"	171 19 2		171 19 2	
Gaol	Furniture	Con Rev	"	1 10 1			1 10 1
BRAIDWOOD Court house	"	Con Rev	"	1 6 6			1 6 6
Police Station	Additions	Loan and Con Rev	"	44 5 0		44 5 0	
Lock up Gaol	Repairs, &c	Con Rev	"	20 10 6		15 14 3	4 16 3
BOGGABRI Court house	"	Loan and Con Rev	1895	105 8 4		52 10 0	
"	Furniture	Con Rev	1896	7 9 7			7 9 7
BERRIMA Gaol	Repairs	"	"	102 16 1		102 16 1	
BALRANALD Court house	"	Loan	"	1 0 0		1 0 0	
BINGARA Post and Telegraph Office	Additions	Con Rev and Loan	1895	382 19 0		5 0 0	
"	Furniture	Con Rev	1896	0 19 6			0 19 6
Court house	Repairs, &c	Rev	"	15 2 9		0 10 0	14 12 9
BREWARRINA Post and Telegraph Office	Additions, &c	Loan and Con Rev	"	179 0 0		179 0 0	
BEGA Lock up Gaol	Repairs, &c	Con Rev	"	1 0 8		2 2 4	1 13 4

RETURN OF EXPENDITURE ON PUBLIC WORKS, &c.—*continued.*

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Finished, actual amount of Expenditure		If Unfinished, amount of Expenditure to 30th June, 1897		Amount expended from 1st July, 1896 to 30th June, 1897		Furniture	
				£	s d	£	s d	£	s d	£	s d
<i>COUNTRY—continued</i>											
BALLINA											
Court house	Repairs, &c	Con Rev	1896	11	7 6			11	7 6		
Police Station	Stove	Loan	"	4	17 6			4	17 6		
BOWRAL											
Court house	Additions, &c	Loan and Con Rev	"	79	15 3			64	10 0	15	5 3
BARRABA											
Police Station	Furniture, &c	Con Rev	"	5	15 6			0	15 0	5	0 6
"	Fencing	Loan	"	57	5 0			57	5 0		
Court house	Repairs, &c	Con Rev	"	10	4 7			2	5 0	7	19 7
BURROWA											
Police Station	"	Loan	"	3	10 0			3	10 0		
BULLI											
Post and Telegraph Office	Legal charges	Con Rev	"	1	6 3			1	6 3		
BYRON BAY											
Post and Telegraph Office	Erection	Loan	"			125	12 7	125	12 7		
BERRY											
Court house	Fencing	Con Rev	"	51	9 9			51	9 9		
Post and Telegraph Office	Repairs	"	"			13	12 6	13	12 6		
BATFMAN'S BAY											
Post and Telegraph Office	Additions	"	"	109	14 0			109	14 0		
BUNGENDORE											
Post and Telegraph Office	Erection	Loan	1896	562	18 0			262	18 0		
BUCKLEY'S CROSSING											
Court and Watch house	Additions	Loan	1896			516	17 6	516	17 6		
BURRAGA											
Police Station	Repairs	"	"	43	0 0			43	0 0		
BOGGABILLA											
Court and Watch house	Erection	"	1895	545	15 8			230	5 8		
"	Repairs	"	1896	4	10 0			4	10 0		
BOWNA											
Police Station	"	Con Rev	"	6	2 0			6	2 0		
BRANDMEER											
Court house	"	Con Rev	"	0	16 1			0	16 1		
BOOLIGAL											
Police Station	Addition	"	"	8	5 0			8	5 0		
Post and Telegraph Office	"	Loan	"	305	18 1			303	9 9	2	8 4
BFRIDALF											
Police Station	"	Con Rev	"	33	0 0			33	0 0		
BLACKVILLE											
Police Station	Stove	Loan	"	5	15 2			5	15 2		
BILLINGEN											
Court house	Additions	Loan and Con Rev	1895	518	8 0			93	8 0		
"	"	Loan	1896	7	0 0			7	0 0		
BARMEDMAN											
Court house	Erection	Con Rev	1895	487	8 6			291	8 6		
Police Buildings	Fencing and gate	Loan	1896	27	0 6			27	0 6		
BYROCK											
Post and Telegraph Office	Repairs	Con Rev	"	11	10 0			11	10 0		
BARRINGLUN											
Post and Telegraph Office	Land	Loan and Con Rev	"	50	2 3			50	2 3		
BUNDARRA											
Court house	Repairs	Con Rev	"	8	10 0			8	10 0		
Post and Telegraph Office	"	Loan	"			38	0 0	38	0 0		
BROOKLYN BAY											
Custom house	Fencing	Con Rev	"	83	1 6			83	1 6		
BRANXTON											
Police Station	Repairs	Loan	"	99	0 0			99	0 0		
Court house	"	"	"	59	0 0			59	0 0		
CAMPBELLTOWN											
Court house	Furniture	Con Rev	"	1	18 1					1	18 1
State Nursery	Additions	"	"			100	0 0	100	0 0		
COONAMBLE											
Lock up Gaol	Repairs	"	"	2	0 0			2	0 0		
Police Station	Laying on water	Loan	"	10	1 8			10	1 8		
COROWA											
Police quarters	Stove	Loan and Con Rev	"	8	8 4			8	8 4		
Custom House	Repairs, &c	Con Rev	"	50	13 8			50	13 8		
COOMA											
Court house	"	Loan and Con Rev	"			0	15 2	0	5 0	0	10 2
"	"	Loan	"			150	10 0	150	10 0		
Police Station	"	Con Rev	"	2	0 0			2	0 0		
Lands Office	"	Loan	"			366	0 0	366	0 0		
Post and Telegraph Office	"	"	"	0	12 2			0	12 2		
Gaol	"	"	"	4	18 6			4	18 6		
CLARENCE TOWN											
Lock up	"	Con Rev	"								
CAMDEN											
Court house	"	"	"	0	12 6					0	12
Police Station	Kerbing roadway	"	"	12	9 0			12	9 0		
COOTAMUNDRA											
Post and Telegraph Office	Repairs	Loan	"			65	0 0	65	0 0		
Lock up Gaol	Alterations, &c	"	"			138	2 9	138	2 9		
COONABARABRAN											
Court and Watch house	Repairs, &c	"	"	22	14 3			5	0 0	17	14 3
Post and Telegraph Office	"	Con Rev	"	52	14 4			52	14 4		
Lock up Gaol	Additions	"	1895	239	0 0			217	0 0		
"	Furniture	"	1896	0	9 6					0	9 6
CASINO											
Police Station	Tank	"	"	5	0 0			5	0 0		
Post and Telegraph Office	Repairs	Loan	"	21	9 6			21	9 6		
Lock up Gaol	"	"	"			20	0 0	20	0 0		
COBAR											
Court house	"	Rev	1895	75	0 0						
Police Station	"	Loan	"			63	12 6	63	12 6		
Lock up Gaol	"	Con Rev	"	10	0 0			10	0 0		
Post and Telegraph Office	"	Rev	"	60	0 0			60	0 0		
CAPCOAR											
Gaol	"	Loan	"			34	5 0	34	5 0		
Lands Office	"	Con Rev	"	4	13 0					4	13 0
CARRATHOOL											
Post and Telegraph Office	Fencing	Loan	1896	8	0 0			8	0 0		
CONDOROLIN											
Court house	Repairs	"	"	42	0 0			42	0 0		
Post and Telegraph Office	"	"	"	2	0 0			2	0 0		
CARROLI											
Police Station	"	Con Rev	"	1	7 9			1	7 9		
CAULAL											
Police Station	Pump	"	"	7	10 0			7	10 0		
COFFLAND											
Court house	Repairs	"	"	63	0 0			63	0 0		

RETURN OF EXPENDITURE ON PUBLIC WORKS, &c—continued.

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 30th June, 1897	Amount expended from 1st July, 1896, to 30th June, 1897	Furniture
				£ s d	£ s d	£ s d	£ s d
COUNTRY—continued							
CORAKI							
Police Station	Tank	Loan	1896	8 15 0		8 15 0	
COPMANHURST							
Police Station	Repairs, &c			6 11 8		6 11 8	
CROOKWELL							
Police Buildings	Furniture	Con Rev	"	2 16 11			2 16 11
Court house	Repairs	"	"	2 15 0		2 15 0	
COOLOON (TWEED HEADS)							
Police Buildings	Erection	Loan	1895	767 16 6		221 10 0	
CANDFLO							
Post and Telegraph Office	Additions, &c		1896	340 6 10		337 0 6	3 6 4
CARGO							
Police Station	Stable	Con Rev	"	107 0 0		107 0 0	
CAMDEN HAVEN							
Court house	Furniture	"	"	6 4 5			6 4 5
COOLAMON							
Post and Telegraph Office	Erection	Loan	"	502 0 0		502 0 0	
CESNOCK							
Court house	Repairs	Con Rev	"	34 10 0		34 10 0	
COBARGO							
Post and Telegraph Office	"	"	"	59 3 0		59 3 0	
CHATSWORTH ISLAND							
Police Station	Addition	Loan	"	5 15 0		5 15 0	
Police Barracks	Land	Loan and Con Rev	"	352 10 0		352 10 0	
DENLIQUIN							
Police Station	Furniture	Con Rev	"	4 14 0			4 14 0
Gaol	Repairs	Con Rev	1895	135 16 6		52 9 7	
"	Additions	Loan	1896	259 19 0		259 19 0	
"	Furniture	Con Rev	"	1 7 1			1 7 1
Court house	Repairs, &c	Con Rev	"	16 7 4		5 0 0	11 7 4
"	Alterations, &c	Loan	"	78 7 6		78 7 6	
DUBBO							
Gaol	Repairs	Con Rev	"	30 5 10		30 5 10	
"	Cooking Plant		"	177 11 6		177 11 6	
"	Additions	Loan, & Con Rev	1895		1,008 11 6	200 0 0	
Court house	Repairs	Con Rev	1896	3 13 0		3 13 0	
Police Station	Furniture	"	"	1 4 0			1 4 0
Lands Office	Erection	Con Rev	1895	3 573 19 11		192 10 10	185 8 6
"	Furniture	Con Rev	1896	185 8 6			
DUNGOB							
Post and Telegraph Office	Repairs	Con Rev	"	5 0 0		5 0 0	
Court house and Lock up	Alterations	"	"	23 0 0		23 0 0	
DRAKE							
Court house and Lock up	Erection	Loan, and Con Rev	1895	976 15 3		379 10 3	
DAYS DALE							
Police Station	"	Loan	1896	889 9 7		889 9 7	
DAVIESVILLE							
Police Buildings	"	Loan, and Con Rev	"	356 6 0		356 6 0	
ENNAVILLE							
Court house	Repairs	Loan, and Con Rev	"		55 14 0	55 14 0	
"	Post and Telegraph Office	Con Rev	"	28 12 0		28 12 0	
Police Station	"	Con Rev	"	8 1 4		8 1 4	
EUSTON							
Post and Telegraph Office	"	Loan	"	6 0 0		6 0 0	
EUGONIA							
Police Buildings	Tank	Con Rev	"	5 5 0		5 5 0	
EVANGONIA							
Post and Telegraph Office	Additions, &c	Loan	"	29 7 1		23 0 0	6 7 1
EUGOWRA							
Police Buildings	Repairs	Con Rev	"	1 13 9		1 13 9	
EUABALONG							
Police Station	"	Con Rev	"	3 11 4		3 11 4	
FORBES							
Court house	Repairs, &c	Con Rev	"	3 3 4		1 8 6	1 14 10
Police Station	"	Loan	"	142 9 6		142 9 6	
Post and Telegraph Office	Alterations	Con Rev	1895	494 7 6		344 7 6	
Gaol	Repairs, &c	Con Rev	1896	13 3 1		13 0 7	0 2 6
"	Fencing	Loan & Con Rev	"		140 13 10	140 13 10	
"	Additions	Con Rev	"		61 5 0	61 5 0	
Survey Office	Furniture	Con Rev	"	0 11 2			0 11 2
Police Barracks	Erection	Loan	"	1,549 8 0		1,549 8 0	
FOSTER							
Police Station	Repairs	Con Rev	"	87 10 0		87 10 0	
FERRMOUNT							
Police Buildings	Erection	Loan	"	1,454 14 7		683 18 11	
GOSFORD							
Court house and Police Buildings	Repairs	Loan	"	48 1 0		48 1 0	
GOLLEBURN							
Gaol	Repairs, &c	Loan & Con Rev	"	333 14 3		333 14 3	
Court house	"	Con Rev	"	4 19 6		4 19 6	
Post and Telegraph Office	"	Con Rev	"	1 1 0		0 13 6	0 7 6
Police Barracks	"	Loan	"	7 0 0		7 0 0	
Clerk of Works Office	Incidental	"	"	2 6 6		2 6 6	
Land and Survey Office	Repairs, &c	Con Rev	"		89 15 0	89 15 0	
"	Furniture	Con Rev	"	0 13 2			0 13 2
GRAFTON							
Gaol	Repairs, &c	Con Rev	"	9 13 2		9 13 2	
Post and Telegraph Office	"	Loan	"	80 8 6		80 8 6	
Police Barracks	"	Con Rev	"	10 12 5		10 12 5	
"	Pump	Loan	"	3 2 0		3 2 0	
"	Fencing	Loan	"	69 3 0		69 3 0	
Lock up	Addition	"	"	6 4 6		6 4 6	
Lands Office, &c	Alterations &c	Con Rev	"	89 1 9		76 15 4	12 6 5
Clerk of Works Office	Incidental	Con Rev	"	5 0 11		5 0 11	
GUNDAGAI							
Court house	Repairs	Loan	"	22 6 0		22 6 0	
Police Station, &c	Addition	Loan	"	6 13 0		6 13 0	
GUNNEDAH							
Post and Telegraph Office	Alterations	Loan & Con Rev	"	62 15 0		62 15 0	
Court house	Repairs, &c	Con Rev	"	62 18 6		62 18 6	
Lock up Gaol	"	Con Rev	"	6 11 10		6 11 10	
GLEN INNES							
Post and Telegraph Office	Erection	Loan	1895	2,661 9 6		1,292 15 3	
"	Furniture	Con Rev	1896	0 6 6			0 6 6
Lock up and Police Station	Tanks	Loan	"	7 15 0		7 15 0	
Gaol	Addition	Con Rev	"	10 15 3		10 15 3	
GREENFELL							
Court house	Furniture	Con Rev	"	2 12 2			2 12 2
Lock up	Pump	Loan	"	2 8 0		2 8 0	
Post and Telegraph Office	Addition	Con Rev	"	63 18 6		63 18 6	

RETURN OF EXPENDITURE ON PUBLIC WORKS, &c.—*continued.*

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 30th June, 1897	Amount expended from 1st July, 1896 to 30th June, 1897	Furniture
				£ s d	£ s d	£ s d	£ s d
<i>COUNTRY—continued</i>							
RETA Court house	Erection	{ Loan & Con Rev	1896	1,221 14 3		248 14 3	
" " Police Station	Furniture	{ Con Rev	"	15 4 1			15 4 1
GRESFORD Police Station	Additions	{	"	101 15 0		101 15 0	
GUNBAROO Police Station	Repairs	{ Con Rev	"	3 0 0		3 0 0	
GLADSTONE Court house	"	{	"		58 11 0	58 11 0	
GLOUCESTER Police Buildings and Lock up	"	{ Loan	"	8 10 0		8 10 0	
GRONG GRONG Police Station	Erection	{ Loan and Con Rev	"	472 1 8		472 1 8	
GONGGONG Police Station	Additions	{	"	23 8 0		23 8 0	
GILGUNNA Police Station	Tank	{	"	11 10 0		11 10 0	
HAY Post and Telegraph Office	Furniture	{ Con Rev	"	39 15 1			39 15 1
" Court-house	Repairs, &c	{	"	10 0 6		10 0 6	
" Police Barracks	Furniture	{	"	20 19 3			20 19 3
" Gaol	Repairs	{	"	0 15 9		0 15 9	
" Land and Survey Office	"	{	"	21 11 10		21 11 10	
HAMILTON Post and Telegraph Office	Erection	{ Loan	1895	2,359 11 3		1,368 17 0	
HILL END Post and Telegraph Office	Repairs	{ Loan and Con Rev	1896	62 15 0		62 15 0	
HILLSTON Police Station	"	{ Loan	"	190 16 0		190 16 0	
" Court house	Furniture	{ Loan and Con Rev	1895	339 3 0		51 3 0	
" Gaol	Repairs, &c	{ Con Rev	1896	1 18 10			1 18 10
" Repairs, &c	"	{ Con Rev	"	2 16 10		2 16 10	
HOWLONG Court house	Furniture	{	"	11 2 7			11 2 7
HARDEN Police Station	Repairs	{	"		50 15 3	50 15 3	
HINTON Police Buildings	"	{ Loan	"	1 0 0		51 0 0	
HILLGROVE Police Station and Quarters	"	{ Con Rev	"	5 7 10		5 7 10	
" Court house	"	{	"	4 0 0		4 0 0	
" Post and Telegraph Office	"	{ Con Rev	"	9 14 8		9 14 8	
HUMILA Police Station	Erection	{	"	329 18 10		329 18 10	
INFRELL Post and Telegraph Office	Repairs	{ Loan	"		75 0 0	7 0 0	
" Court house	"	{ Con Rev	"	20 0 0		20 0 0	
" Police Barracks	"	{	"	3 18 6		3 18 6	
IVANHOE Post and Telegraph Office	Land	{	"	16 0 0		16 0 0	
JERILDERRIE Lock up Gaol	Repairs	{ Loan & Con Rev	"	5 5 3		5 5 3	
" Court house	"	{	"	7 6 7		5 14 3	1 12 4
" Police Station	Furniture	{ Con Rev	"	0 2 6			0 2 6
JUNEE Court house	Repairs	{	"	2 10 0		2 10 0	
" Police Station	Erection	{ Loan	"	1,521 2 5		1,521 2 5	
JINDABYNE Court house	Furniture	{ Con Rev	"	2 19 10			2 19 10
JINDERA Police Buildings	Erection	{ Loan	1895	923 0 8		355 0 8	
JENOLAN CAVES Accommodation House	"	{ Loan and Con Rev	1896		1,518 7 9	1,518 7 9	
KIAMA Post and Telegraph	Furniture	{	"	2 8 0			2 8 0
KEWPFSEY Post and Telegraph Office	Repairs	{ Con Rev	"	0 5 0		0 5 0	
" Police Station	Tank	{	"	2 19 6		2 19 6	
KEMISEY, WEST Lock up	Stove	{ Loan and Con Rev	"	5 2 6		5 2 6	
" Court house	Erection	{	"		1,255 9 8	1,255 9 8	
KATOOMBA Court house	"	{ Loan & Con Rev	1895	2,350 10 3		130 19 5	
" " Repairs, &c	"	{	1896	21 10 3		15 19 6	5 10 9
KENMORE Hospital for Insane	Erection	{	1894		86 895 8 4	44,986 0 4	
" " Furniture	"	{ Loan	1895		2,045 2 8		2,045 2 8
" " "	"	{ Con Rev	1896	18 5 0			18 5 0
" " "	"	{	"	54 6 4			54 6 4
LIVERPOOL Benevolent Asylum	Repairs, &c	{ Con Rev	"	322 13 0		315 19 2	6 13 10
" Post and Telegraph Office	"	{	"	148 12 8		148 12 8	
LISMORE Court house	Additions	{	"		152 0 0	152 0 0	
" Police Station	Furniture	{ Con Rev	"	1 0 6			1 0 6
" Police Buildings	Erection	{ Loan and Con Rev	"		2,040 18 0	2,040 18 0	
LAMBTON Police Barracks	Incidental	{	"	0 7 6		0 7 6	
" Court and Watch House	Furniture	{ Con Rev	"	11 17 1			11 17 1
" Post and Telegraph Office	Repairs	{	"	39 10 1		39 10 1	
" Police Station	Fencing	{	"	29 0 0		29 0 0	
LAWRENCE Post and Telegraph Office	Erection	{	1895	4 12 9		224 12 9	
LITHGOW Post and Telegraph Office	Incidental	{	1896	1 0 0		1 0 0	
LORD HOWE ISLAND Magistrate's Office	Repairs, &c	{ Con Rev	"	52 2 7		3 7 3	48 15 4
LOCKYAR Police Station	"	{	"	10 10 0		10 10 0	
MAITLAND Gaol	Repairs, &c	{	"	435 12 3		435 12 3	
" " Clerk of Works	Additions	{ Loan	1894		2,542 14 0	360 2 1	
" " Incidental	"	{ Con Rev	1896	0 1 6		0 1 6	

RETURN OF EXPENDITURE ON PUBLIC WORKS, &c.—*continued.*

Work and where situated.	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 30th June, 1897	Amount expended from 1st July, 1896, to 30th June, 1897	Furniture
				£ s d	£ s d	£ s d	£ s d
COUNTRY—continued							
MAITLAND EAST Court house	Repairs, &c	Loan and Con Rev	1896	36 0 1		30 14 6	5 5 7
Post and Telegraph Office	"	Con Rev	"	5 0 0		5 0 0	
Police Station	"	Loan	"	223 9 11		223 9 11	
Lands and Survey Office	Erection	Loan and Con Rev	1890	4,750 18 10		2,942 18 10	
"	Furniture	Con Rev	1896	11 9 4			11 9 4
MAITLAND WEST Court house	Erection	Loan	1894	12,157 12 2		4,211 9 0	
Post and Telegraph Office	Furniture Additions	Loan & Con Rev	1896	279 13 1			279 13 1
"	"	Rev	1890	89 8 0		19 8 0	
MUDGE Gaol	Additions	Loan	1896	1,174 2 6		1,174 2 6	
"	Repairs, &c	Con	"	16 16 11		10 13 3	6 3 8
"	Alterations	Rev	"	110 0 0		5 0 0	
"	Pump	Loan	"	1 11 6		1 11 6	
MOREF Court house	Repairs	Con	"	20 12 10		20 12 10	
Police Station	"	Rev	"	12 3 7		12 3 7	
Post and Telegraph Office	Erection	Loan and Con Rev	1895		1,589 9 0	847 13 5	
"	Fencing	Loan	1896		160 0 0	160 0 0	
"	Furniture	"	"	2 7 8			2 7 8
Gaol	Repairs	"	"	8 0 5		8 0 5	
Lands Office	Repairs, &c	"	"	16 12 8		6 9 2	10 3 6
MUSWILBROOK Court house	Furniture	Con Rev	"	1 18 2			1 18 2
Police Station, &c	Additions	"	"	22 10 0		22 10 0	
Post and Telegraph Office	Repairs	"	"	5 0 0		5 0 0	
MILPAPINKA Court house	Erection	Loan	1895		1,048 0 0	924 0 0	
"	Furniture	"	1890	78 17 8			78 17 8
MOSS VALF Post and Telegraph Office	Kerbing roadway	Con Rev	"	30 5 6		30 5 6	
"	Furniture	"	"	0 9 4			0 9 4
"	Repairs	Loan	1895	46 12 6			
MURRUMBLRAH Police Buildings	Erection	Loan	1896	1,003 1 0		1,003 1 0	
Post and Telegraph Office	Addition	Loan and Con Rev	"	52 10 0		52 10 0	
"	Lock up	Loan	"	388 6 1		215 18 11	
MENINDIE Post and Telegraph Office	Repairs, &c	Loan and Con Rev	"	279 14 0		279 14 0	
MERRIWA Post and Telegraph Office	"	Con	1895	57 3 6		32 3 6	
Court and Watch house	"	Rev	1896	5 0 0		5 0 0	
Police Buildings	"	"	"	34 3 6		34 3 6	
MORFFTH Post and Telegraph Office	"	Loan	"	101 19 8		96 0 0	5 19 8
"	"	Loan and Con Rev	"	130 19 6		130 19 6	
"	Police Barracks	Loan	"		85 0 0	85 0 0	
MURPURUNDI Court house	"	Loan and Con Rev	"	33 3 0		27 13 0	5 10 0
"	Police Station	Addition	"	5 10 7		5 10 7	
MULWALA Court house	Furniture	Con Rev	"	6 2 6			6 2 6
MOAMA Post and Telegraph Office	Additions	"	"		107 0 0	107 0 0	
MACLEAN Lock up	Erection	Loan	1895	1,066 11 0		14 10 0	
MURWILLUMBAH Court house	Additions	Loan and Con Rev	"	685 15 8		571 15 8	
"	Furniture	Con Rev	1896	52 2 7			52 2 7
MULLUMBIMBY Police Station	Erection	Loan	"	160 0 0		160 0 0	
MORUYA Police Station	Furniture	Con Rev	"	8 19 6			8 19 6
MOUNT VICTORIA Post and Telegraph Office	Erection	Loan and Con Rev	1895	1,603 18 5		1,424 18 5	
"	Furniture	Loan	1896	24 1 9			24 1 9
MANHIA Police Station	Repairs	"	"	2 10 0		2 10 0	
MILTON Court house	Erection	Loan and Con Rev	1895	1,324 10 1		70 19 0	
"	Furniture	Con	1896	1 12 0			1 12 0
Post and Telegraph Office	Repairs	Rev	"	0 5 0		0 5 0	
MAUDE Police Station	Addition	"	"	7 0 0		7 0 0	
MIRMI Post and Telegraph Office	Erection	Loan	1895	1,086 13 7		907 4 5	
"	Repairs	Con Rev	1896	28 2 0		23 2 0	
"	Land	"	"	119 19 0		119 19 0	
"	Furniture	Con Rev	"	18 17 5			18 17 5
MILTHORPF Post and Telegraph Office	Drain	Loan	"	8 0 0		8 0 0	
MATHOURA Court house and Lock up	Repairs, &c	"	"	21 0 4		0 10 6	20 9 10
MOSSGIEL Police Station	Stove	Con	"	5 16 1		5 16 1	
"	Furniture	Rev	"	10 5 4			10 5 4
MULBRING Police Station	Repairs	"	1895		75 3 0	25 3 0	
MUNDODRAN Police Station and Lock up	Additions, &c	Loan and Con Rev	1896	43 6 2		43 6 2	
MEROOL Police Buildings	Repairs, &c	Con Rev	"	4 13 11		4 13 11	
MANDRAMA Police Station	Addition	Loan and Con Rev	"	62 0 0		62 0 0	
MARSDEN Court house and Lock up	Erection	Loan	"	678 19 9		678 19 9	

RETURN OF EXPENDITURE ON PUBLIC WORKS, &c—continued.

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 30th June, 1897	Amount expended from 1st July, 1896, to 30th June, 1897	Furniture
				£ s d	£ s d	£ s d	£ s d
COUNTRY—continued							
NEWCASTLE							
Asylum for Imbeciles	Additions & Repairs	Con Rev	1895	973 16 4		722 6 0	
Court house, &c	Repairs	Loans and Con Rev	1896	26 12 2		22 10 2	4 2 0
Post and Telegraph Office		Loans	"	0 2 6		0 2 6	
Clerk of Works Office	Incidental	Con	"	15 14 6		15 14 6	
Water police Barracks	Repairs	Rev	"	0 12 6		0 12 6	
Custom House	Repairs &c	Rev	"	21 7 5		18 4 9	3 2 8
Boatmen's Quarters	Erection	Loans	"		1 123 0 0	1 123 0 0	
Seamen's Shed	Repairs	Loans	"	0 7 6		0 7 6	
Lock up Gaol		Con	"	11 5 0		11 5 0	
Examiner of Coal fields	Furniture	Rev	"	1 15 0			1 15 0
Pilots Quarters	Repairs, &c	Con	"	253 5 0		253 5 0	
Lock up (Lake Road)		Rev	"	117 9 0		117 9 0	
Police Barracks (Wall street)		Loans and Con Rev	"	132 2 2		132 2 2	
Hospital	Additions	Loans	"	2 060 0 0		2 060 0 0	
NARRANDERA							
Lock up		Loans and Con Rev	"	268 0 0		268 0 0	
Court house		Con	"		182 0 0	182 0 0	
Police Buildings	Repairs	Rev	"	42 9 7		42 9 7	
NARRABRI							
Gaol		Loans	"	28 7 6		28 7 6	
Court house		Con	1895		262 15 6	84 0 6	
Post and Telegraph Office		Rev	1896	1 7 0		1 7 0	
NOWRA							
Court house	Erection	Loans	1895	3 792 19 4		49 17 11	
"	Furniture	Loans	1896	20 19 5			20 19 5
NYNGAN							
Lock up	Addition	Con	"	11 5 6		11 5 6	
Court house	Repairs &c	Con	"	45 8 8		44 17 2	0 11 6
Crown Lands Office	Furniture	Rev	"	0 2 6			0 2 6
NUNDLE							
Lock up, &c	Additions	Loans and Con Rev	"	79 9 10		79 9 10	
Court house		Con Rev	"	16 19 0		16 19 0	
NOWENDOC							
Police Station	Erection	Loans	"	482 4 1		482 4 1	
"	Furniture	Loans	"	5 18 4			5 18 4
ORANGE							
Court house		Con	"	3 5 6			3 5 6
Gaol	Repairs	Con	"	6 17 9		6 17 9	
Post and Telegraph Office		Rev	"	23 19 0		23 19 0	
School of Arts		Rev	"	2 10 0		2 10 0	
OBERON							
Police Station		Loans	"	6 13 0		6 13 0	
OALEY							
Police Station		Loans	"	4 3 10		4 3 10	
PRINRITH							
Police Station	Furniture	Con Rev	"	4 15 6			4 15 6
Court house	Repairs	Loans and Con Rev	"	63 18 11		63 18 11	
"	Furniture	Con	"	41 12 7			41 12 7
Post and Telegraph Office	Repairs, &c	Rev	"	68 19 6		68 4 6	0 15 0
PICTON							
Post and Telegraph Office	Repairs	Loans	"	0 10 0		0 10 0	
PORT MACQUARIE							
Police Station and Officers Quarters	Repairs	Con	"	7 18 0		7 18 0	
Gaol		Rev	"	0 13 11		0 13 11	
PARAFS							
Post and Telegraph Office	Repairs, &c	Con	"	7 15 0		7 15 0	
Court house		Loans and Con Rev	1895	2,197 0 2		1,287 0 2	
Water Supply	Incidental	Con Rev	1896	0 5 0		0 5 0	
PATERSON							
Court house and Police Station	Repairs	Loans	"	17 17 0		17 17 0	
PILLIGA							
Post and Telegraph Office	Additions	Con	"	140 0 0		140 0 0	
Court and Watch house	Repairs, &c	Con	"	116 5 0		116 5 0	
POONCARIF							
Police Station		Rev	"	5 10 0		5 10 0	
PAMBUIA							
Police Station		Loans	"	3 11 0		3 11 0	
PALMER'S ISLAND							
Police Station		Loans and Con Rev	"	6 18 6		6 18 6	
PFAFFS SPRING							
Police Office	Incidental	Con Rev	"	0 5 0		0 5 0	
QUIRINDI							
Police Station	Repairs, &c	Loans and Con Rev	"	75 19 8		75 19 8	
Court house and Lock up		Con Rev	"	50 5 0		50 5 0	
QUFANBIAN							
Gaol		Loans and Con Rev	"	62 3 7		62 16 0	9 7 7
Court house	Furniture	Con	"	4 18 0			4 18 0
Post and Telegraph Office	Repairs	Con	"	5 0 0		5 0 0	
QLAMBOONE							
Court house	Furniture	Rev	"	14 19 4			14 19 4
RAIMOND TERRACE							
Post and Telegraph Office	Additions	Loans & Con Rev	1895	527 0 1		432 0 1	
RYLSTONE							
Court house	Alterations	Con Rev	1896	11 4 6		8 0 0	3 4 6
Police Station	Fencing	Loans	"	18 18 0		18 18 0	
Lock up	Erection	Con	1895	1 473 13 0			
ROBERTSON							
Court and Watch house	Additions	Rev & Loans	"	19 15 0		19 15 0	
Post and Telegraph Office	Erection	Loans	"	1 007 12 6		122 12 6	
"	Furniture	Con	1896	7 0 10			7 0 10
RICHMOND							
Post and Telegraph Office	Repairs	Con	"	55 15 0		55 15 0	
Agricultural College	Irrigation	Rev	"	7 17 6		7 17 6	
"			"		254 17 6	284 17 6	
ROCKLFY							
Court and Watch house	Furniture	Con	"	6 13 6			6 13 6
RUGBY							
Police Station	Tank	Loans	"	4 10 0		4 10 0	
SUTTON FOREST							
Governor's Residence, ' Hill View '	Additions	Loans and Con Rev	"	860 0 2		860 0 2	
"	Repairs	Con	"	181 13 5		181 13 5	
"	Furniture	Rev	"	217 17 1			217 17 1

RETURN OF EXPENDITURE ON PUBLIC WORKS, &c.—*continued.*

Work and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 30th June, 1897.	Amount expended from 1st July, 1896, to 30th June, 1897.	Furniture.
				£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>COUNTRY—continued.</i>							
SINGLETON.							
Court-house	Repairs, &c.	Loans and Con. Rev.	1896	10 9 9	..	10 9 9	..
Lock-up Gaol	Erection	Loans	"	1,262 18 10	..	571 18 10	..
"	Repairs	Loans and Con. Rev.	"	5 10 3	..	5 10 3	..
SCONE.							
Court-house	Furniture	Con. Rev.	"	8 16 1	..	8 16 1	8 16 1
Police Station	Repairs	Con. Rev.	"	..	78 0 0	78 0 0	..
SOFALA.							
Lock up	Erection	Loans	1895	1,198 15 3	..	1,118 15 3	..
"	Additions	Loans	1896	..	150 0 0	150 0 0	..
SPRINGWOOD.							
Lock-up	Repairs	Con. Rev.	"	1 7 6	..	1 7 6	..
SUNNY CORNER.							
Court-house	Additions	Con. Rev.	1895	342 18 6	..	188 15 0	..
Post and Telegraph Office	Repairs	Con. Rev.	"	90 12 6	..	5 0 0	..
Police Station	"	Loans	1896	..	35 0 0	35 0 0	..
ST. ALBANS.							
Court-house	"	Con. Rev.	"	2 3 9	..	2 3 9	..
SILVERTON.							
Court-house	"	Con. Rev.	"	1 12 6	..	1 12 6	..
STEWART TOWN.							
Lock-up	"	Loans	"	66 0 0	..	66 0 0	..
STROUD.							
Police Station	"	Con. Rev.	"	6 9 5	..	6 9 5	..
Post and Telegraph Office	"	Con. Rev.	"	41 15 0	..	41 15 0	..
TAMWORTH							
Police Station	"	Con. Rev.	"	28 1 7	..	28 1 7	..
Court-house	Additions	Loans and Con. Rev.	"	17 16 0	..	17 16 0	..
Post and Telegraph Office	Repairs	Con. Rev.	"	1 15 0	..	1 15 0	..
Gaol	"	Con. Rev.	"	4 16 6	..	4 16 6	..
Water Supply	Additions	Loans	"	..	853 11 5	853 11 5	..
"	Incidental	Con. Rev.	"	1 5 4	..	1 5 4	..
TUNTERFIELD.							
Post and Telegraph Office	Repairs	Loans	"	160 8 0	..	160 8 0	..
Police Station	"	Loans	"	50 0 0	..	50 0 0	..
Court-house	"	Con. Rev.	"	40 3 6	..	40 3 6	..
TUMUT							
Lock-up	Erection	Loans	1895	1,516 15 0	..	343 15 0	..
TEMORA.							
Court-house	Furniture	Con. Rev.	1896	2 18 6	..	2 18 6	2 18 6
TIBOORURRA.							
Court-house	Erection	Loans	"	..	13 0 0	13 0 0	..
TINONEE.							
Post and Telegraph Office	Repairs	Loans	"	..	58 17 0	58 17 0	..
TERRAWANGEE.							
Police Station	Additions	Loans	"	17 6 9	..	17 6 9	..
TRANGIE.							
Court-house	Furniture	Con. Rev.	"	0 2 0	..	0 2 0	0 2 0
TINGHA.							
Court and Watch-house	Fencing	Con. Rev.	"	57 3 6	..	57 3 6	..
Police Buildings	Repairs	Con. Rev.	"	12 8 0	..	12 8 0	..
TARCUTTA.							
Police Station	Pump	Loans	"	1 8 6	..	1 8 6	..
Post and Telegraph Office	Repairs	Loans	"	84 12 0	..	84 12 0	..
TRIAL BAY.							
Prison	"	Con. Rev.	"	52 12 2	..	52 12 2	..
THE ROCK.							
Police Station	Tank	Loans	"	3 10 0	..	3 10 0	..
TAREE							
Lock-up and Court house	Additions	Loans	"	..	410 9 2	410 9 2	..
Post and Telegraph Office	Repairs	Loans	"	22 18 6	..	22 18 6	..
URALLA.							
Court-house	Additions	Con. Rev.	"	13 5 6	..	13 5 6	..
URANA.							
Police Station	Repairs	Con. Rev.	"	..	165 3 9	165 3 9	..
ULLADULLA.							
Post and Telegraph Office	Fencing	Loans	1895	61 15 10	..	..	..
WOLLONGONG.							
Gaol	Repairs, &c.	Loans & Con. Rev.	"	120 13 3	..	120 13 3	..
Court-house	"	Loans & Con. Rev.	"	12 18 6	..	12 18 6	..
WAGGA WAGGA.							
Gaol	Repairs	Con. Rev.	1896	5 11 0	..	5 11 0	..
"	Additions	Con. Rev.	1895	67 0 6	..	22 0 6	..
Post and Telegraph Office	"	Con. Rev.	1896	338 14 8	..	338 14 8	..
Court house	Repairs, &c.	Loans	1895	118 1 6	..	33 1 6	..
Police Station and Officers' Quarters	Additions	Loans and Con. Rev.	1896	375 12 6	..	375 12 6	..
"	Repairs, &c.	Con. Rev.	"	9 14 5	..	6 8 11	3 5 6
Public Buildings	Incidental	Con. Rev.	"	6 0 0	..	6 0 0	..
Experimental Farm	Furniture	Con. Rev.	"	5 3 5	..	..	5 3 5
Lands and Survey Office	Repairs, &c.	Con. Rev.	"	1 14 9	..	1 11 9	0 3 0
WINDSOR.							
Gaol	Repairs	Loans and Con. Rev.	"	38 1 3	..	38 1 3	..
WARIALDA.							
Court-house	"	Con. Rev.	"	78 10 0	..	78 10 0	..
Lock-up	Fencing	Loans and Con. Rev.	"	13 14 3	..	13 14 3	..
WILCANNIA.							
Court-house	Repairs, &c.	Con. Rev.	"	26 11 0	..	26 11 0	..
Clerk of Works' Office	"	Con. Rev.	"	0 2 9	..	0 2 9	..
Lock up Gaol	"	Loans and Con. Rev.	"	15 13 11	..	15 13 11	..
"	Additions	Loans	1894	..	1,640 5 3	611 0 0	..
WINGHAM.							
Post and Telegraph Office	Repairs, &c.	Con. Rev.	1896	9 8 1	..	8 10 4	0 17 9
Court-house	"	Loans and Con. Rev.	"	92 0 0	..	92 0 0	..
WATTLE FLAT							
Post and Telegraph Office	Land	Loans	"	30 0 0	..	30 0 0	..
WALGETT.							
Post and Telegraph Office	Repairs	Con. Rev.	"	5 10 2	..	5 10 2	..
Gaol	Repairs, &c.	Con. Rev.	"	32 18 3	..	22 6 7	10 11 8
Public Buildings	Additions, &c.	Con. Rev.	"	2,563 5 6	..	1,367 5 6	..
WELLINGTON.							
Post and Telegraph Office	Additions	Loans	1895	232 12 6	..	122 12 6	..
Court-house	"	Loans	1896	3 10 0	..	3 10 0	..

RETURN OF EXPENDITURE ON PUBLIC WORKS, &c—*continued.*

Work, and where situated	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Commenced	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 30th June, 1897	Amount expended from 1st July, 1896, to 30th June, 1897	Furniture.
				£ s d	£ s d	£ s d	£ s d
<i>COUNTRY—continued</i>							
WENTWORTH Gaol	Repairs	Con Rev	1896	1 10 0		1 10 0	
WEE WAA Post and Telegraph Office	"	"	"	46 3 0		46 3 0	
WEE WAA Court house, &c	"	"	"	8 10 0		8 10 0	
WEE WAA Lock up	Erection	"	"		1,308 5 11	1,308 5 11	
WANAARING Police Station	Repairs	Loans	"	25 5 0		25 5 0	
WARATAH Post and Telegraph Office	"	"	"		93 0 0	93 0 0	
WARATAH Court and Watch house	Furniture	Con Rev	"	4 0 0			4 0 0
WALCHA Court house	Repairs	"	"	0 15 0		0 15 0	
WYATONG Court house	Additions	Loans and Con Rev	"	35 18 6		31 4 0	4 14 6
WYATONG Lock up	Erection	Loans and Con Rev	"		1,272 13 4	1,272 13 4	
WYATONG Post and Telegraph Office	"	"	"	50 7 6		50 7 6	
WYALONG WEST Police Station	Alterations	"	"	22 17 6		22 17 6	
WILSON'S DOWNFALL Police Station	Repairs	Con Rev	"	6 14 2		6 14 2	
WILSON'S DOWNFALL Court house	"	"	"		60 0 0	60 0 0	
WALBUNDRIFF Police Station	Repairs	Loans	"	4 1 9		4 1 9	
WALBUNDRIFF Court house	Furniture	Con Rev	"	0 7 3			0 7 3
WICKHAM Police Station	Repairs	Loans	"	41 9 10		41 9 10	
WALSEND Court house	"	Loans and Con Rev	"	125 13 7		125 7 0	0 6 7
WYAGDON Police Buildings	"	Con Rev	1895	129 2 0		10 0 0	
WHITE CLIFFS Police Station	Furniture	Con Rev	1896	5 0 0			5 0 0
WHITE CLIFFS Court house	Erection	Loans	"		537 0 0	597 0 0	9 13 5
WOODSTOCK Police Station	Temporary cell	Con Rev	"	62 0 0		62 0 0	
WOLOMBRI Post and Telegraph Office	Additions	"	"	5 10 0		5 10 0	
WOLOMBRI Police Station	Repairs	"	"	47 12 6		47 12 6	
WALLA WALLA (Geogery) Police Station	Erection	Loans	"	342 4 3		342 4 3	
WOODENBONG Police Station	Furniture	Con Rev	"	0 6 6			0 6 6
YASS Post and Telegraph Office	Repairs	Loans	"	7 0 0		7 0 0	
YASS Court house	"	Con Rev	1895	124 0 0			
YOUNG Gaol	Additions	Loans	"		1,619 5 7	1,490 5 7	
YOUNG Court house	Repairs	Con Rev	1896	57 19 2		57 19 2	
YOUNG Post and Telegraph Office	Repairs, &c	Con Rev and Loans	"	69 12 0		68 12 0	1 0 0
YANTABULLA Post and Telegraph Office	"	"	"	2 11 6		2 11 6	
YANTABULLA Police Station	Repairs	Loans	"		85 0 0	85 0 0	
YFMAN Police Station	Stove	"	"	4 5 0		4 5 0	
<i>MISCELLANEOUS</i>							
Ballot boxes		"	"	0 17 0		0 17 0	
Government Architect's Branch—Salaries		"	"	7 671 8 6		7 671 8 6	
Establishment—Salaries		"	"	6 890 14 6		6 890 14 6	
Travelling Expenses		"	"	2,053 5 4		2,053 5 4	
Incidental and unforeseen		"	"	310 2 3		305 2 11	4 19 6
Lighting Government Buildings		Con Rev	"	1,031 17 3		1,031 17 3	
Photographing Public Buildings		"	"	344 13 9		344 13 9	
Public Buildings generally		"	"	2,106 1 6		2,024 8 2	81 13 4
Wages and Materials		"	"	3,462 8 0		3 352 0 3	110 7 9
Work done for other Departments		"	"	23,720 3 10		23,720 3 10	
				212,917 19 4	176,384 18 10	243 292 3 4	6,860 3 4

SUMMARY OF EXPENDITURE

	£ s d
Loans	166,183 0 0
Revenue	60,249 2 10
Services for other Departments	23,720 3 10
total	£250,152 6 8

EXPENDITURE, Government Architect's Branch.

Year.	Loans		Revenue		Services for other Departments		Total	
	£	s. d	£	s. d	£	s. d.	£	s. d
1863	95,052	10 2
1864	81,792	0 11
1865	51,063	19 8
1866	52,118	4 4
1867	73,202	6 4
1868	85,923	1 10
1869	96,313	9 0
1870	65,304	3 2
1871	67,651	6 5
1872	54,329	17 7
1873	96,875	11 9
1874	148,650	0 5
1875	199,982	6 7
1876	129,803	3 6
1877	164,889	17 11
1878	208,394	14 9
1879	457,317	1 5
1880	633,274	8 8
1881	421,896	13 7
1882	355,552	15 8
1883	367,377	18 5
1884	408,436	4 6
1885	428,881	5 8
1886	376,521	18 8
1887	281,033	12 11
1888	259,136	13 6
1889	225,574	16 9
1890	267,801	6 6
1891	334,253	7 6
1892	300,587	6 1
1893	222,147	16 5
1st January, 1894, to 30th June, 1895	206,987	16 4
1st July, 1895, to 30th June, 1896	207,181	1 1
1st July, 1896, to 30th June, 1897	250,152	6 8
Totals	£	421,784 7 6	218,816 12 9	23,720 3 10	7,675,441 4 8			

Roads and Bridges.

(XIV.)

Report of the Principal Assistant Engineer for Roads.

30 November, 1897.

I HAVE the honor to present, for the Minister's information, a report upon the work carried out by this branch, during the year ended 30th June, 1897, together with tabulated statements of the expenditure for the year, the lengths of roads and bridges of various classes directly or indirectly under the charge of the branch, and other statistical information.

From these returns it will be seen that the expenditure for the year, on roads and bridges, was £676,209 19s. 2d.* Of this sum £621,948 17s. 3d. was derived from Revenue, and £54,261 1s. 11d. from Loan Funds. Expenditure was, with a view to economy, restricted to the most urgent requirements, and the cost of maintenance reduced to the lowest possible limit, compatible with efficiency. The expenditure on roads, &c., from Revenue only, fell £1,794 7s. 4d. short of the sum made available by Parliament; this amount lapsed. Seeing that authority to proceed with the full expenditure was not given to the local officers until December, and that, consequently, they had only seven months in which to expend the full years vote, this result may be considered satisfactory. A sum of £226,249 0s. 11d. remained unexpended from Loan Votes, and was carried forward.

To give some idea of the work involved in administration at head office, it may be stated that 23,293 papers were registered and dealt with; 17,078 vouchers received and examined; and 3,139 contracts let, amounting to £322,022.

Rents of district offices, ferrymen's quarters, &c., amounted to £1,620, and cost of cleaning to £347. The ferries leased were 45 in number. Forty-three others were subsidised, and nine worked by the Department. The total revenue from all sources under this head was £5,112 6s. 1d., while the cost of working, &c., was £10,162 3s. 10d.

Since last year's report was made, an entirely new system has been adopted in connection with the collection of tolls upon the ferries worked directly by the Department. Upon these ferries a system is now in force whereby every passenger receives a ticket showing the value of the fare paid, the date of issue, and the progressive number. It forms a check, first upon the collectors, and (as all tickets entitle the holder to return free within two days), upon the passengers as to the time of their return. This system has, so far, proved satisfactory, and it is anticipated that a substantial increase in the collections will result, by preventing passengers returning free after the two days allowed has elapsed.

Summarising the figures given in the tabulated statement attached, it will be seen that there are 39,874 miles of roads under the direct or indirect charge of the Department. Of that length, 27,404 miles are on schedule, 1,099 miles of municipal roads are subsidised by the Department, and 11,371 miles are unclassified. Of the total length, 12,631 miles are bush tracks, practically untouched, leaving 27,243 miles of cleared, formed, or metalled roads.

There are 2,812 bridges in the Colony, having 7,878 spans, with a total length of 267,964 feet, or 50 miles 60 chains. The culverts number 32,671, and have a total length of 486,907 feet, or 92 miles 17 chains; and there are 15,534 causeways, measuring 377,298 feet, or 71 miles 36½ chains.

There are 97 punts, 1 steam launch, 4 horse-boats, 69 flood-boats, and 120 other boats in use; also 10 punt-slips for execution of repairs. Ferrymen's, bridge caretakers', and other houses and buildings, the property of the Department, number 51.

During the year, 1,038 miles of new roads were cleared, and 666 miles wholly or partially constructed. Four miles 63½ chains of culverts and 5 miles 77½ chains of causeways were also constructed, and 5,008 rods of fencing erected.

The repairs and renewals of bridges are referred to in the report of the Assistant Engineer for Bridges appended.

Eight new punts and 9 boats were built during the year, and 60 punts and 56 boats overhauled and repaired.

The average number of men employed was 6,704, of whom 1,504 were employed directly by the Department, and 5,200 were contractors and their workmen.

The distance travelled by the district officers and their assistants, overseers, &c., in the execution of their duties, was 507,316 miles, 405,948 miles being by road, and 101,368 miles by rail; the total cost under this head being £6,820 14s. 11d.

With regard to repairs to bridges, the ASSISTANT ENGINEER FOR BRIDGES reports as follows:—

"During the year, continued attention has been paid to repairs, a sum of £29,297 19s. 11d. being expended for that purpose on 410 structures.

"It must be understood that these repairs are independent of renewals, where, owing to decay, it becomes necessary to entirely replace an old bridge. These renewals have been dealt with in my report on bridge construction, but it is not out of place to mention here that 53 bridges were totally renewed during the year at a cost of £36,850 4s. 7d.

"Occasion was taken in my last year's report to draw attention to the advantages which might be gained by the adoption of permanent substructures of stone, steel, or iron, when practicable, and the Under Secretary and Commissioner for Roads touched upon the matter in his report, pointing out that the great strength and durability of our timbers rendered their use the more economical in a majority of cases.

* This amount includes the expenditure, at 30th June, incurred in respect of new bridges completed and in progress.

cases. This is undoubtedly the case, but I think we should not lose sight of the fact that timber for bridge purposes is every year becoming more costly, while cement and labour, the two chief factors in the price of masonry, are cheaper than heretofore, and steel and iron are obtainable in a greater variety of forms, and at rates in marked contrast to those ruling twenty years ago. Although the better classes of timbers are well distributed upon the coast north from Sydney, there are large areas inland where bridge timber is impossible to be obtained, and to which it must be carried at great cost.

"It is surprising how few masonry piers are to be found in bridges throughout the Colony, situated as some of them are in districts where timber is exceedingly difficult to obtain, while stone is often plentiful; presumably this is due to timber having been more plentiful formerly, when skilled labour was more costly.

"In the case of the renewal of the Fish River Bridge at O'Connell, and in the repairs to the Abercrombie bridge, we have had this year, however, the advantage of admirably constructed masonry piers and abutments, which will outlive the superstructures now placed upon them, and doubtless others again, after these are decayed.

"At Berrima, also, masonry piers built thirty-seven years ago are receiving a new superstructure, and also being raised 8 feet.

"It is, of course, difficult to lay down any definite rule, but I think it may be taken that on an established route likely to remain permanent, and when timber is not available locally, given a good foundation and stone adjacent to the site, an additional expenditure of at least 25 per cent. in the first cost of the bridge would be fully justified, with the object of gaining a permanent substructure.

"The increasing use of truss spans, and the increasing length of those spans, now being built up to 154 feet each, are naturally increasing the demand for ironbark timber of a special class, viz., sawn flitches free of heart, of considerable size and length, and necessarily of the highest quality. These flitches are becoming difficult to obtain outside certain comparatively small areas on the coast, and it may become more economical, at no distant date, to substitute steel for such as are used in tension. These large spans, also, have a bearing upon the question of permanent substructures, as the piers used in connection with them being fewer, require greater strength, while the reduction in their number also reduces the proportion of their cost, as compared with the total cost of the bridge.

"Allusion has been made to the unequal distribution of timber in the Colony, and in that connection I may refer to the system of storing a quantity of timber in Sydney for use for repairs. The advantages claimed for that system in the last report are still evident, and upwards of 408,000 super. feet of timber have passed through the yard at Cockatoo Island during the year. The cost of this timber, though, as already stated, prices have advanced, still compares favourably with that obtaining under the old system, when timber was procured from the annual contractor as required, a system causing great delay.

"It is natural that out of the sum of £29,297 expended on repairs, a large proportion should have been spent on the decks of bridges, where actual wear reduces the life of the planking more than does decay. It is to be regretted that while we obtain such excellent results in wood-paving by placing the grain of the timber vertical, it has not yet been found feasible to lay the timber decks of bridges otherwise than with the grain horizontal. Doubtless to do so necessitates a double deck, the lower to carry the load, and the upper as a wearing surface only; still ultimate economy may yet be gained in this direction when heavy traffic has to be dealt with.

"Few of the repairs undertaken during the year need to be particularised; perhaps the most important is the repair and raising of the low-level bridge over the Hawkesbury River at Windsor. This is a timber-beam bridge on iron cylinders, having a total length of 403 feet. It was placed at a height of 11 feet above ordinary water level, and was frequently submerged. While repairing the superstructure, which was much decayed, occasion was taken to raise the bridge 8 feet, a course which was decided on after some hesitation, as it was feared that the additional leverage afforded to the flood-waters might cause the destruction of the bridge. The work was, however, accomplished at a cost of £4,409 3s. 3d., and a flood which has since passed over the deck caused no damage.

"The conversion of the Belabula River bridge at Carcoar from a truss to a beam bridge, a work which was finished early in the year, is of interest as showing an economical method of dealing with a bridge the trusses of which were decayed, while the deck system was owing to previous repairs in good order.

"At Brewarrina the machinery for lifting the span was removed and replaced by gear similar to that erected last year at Bourke, the result being that one man can easily lift the span, instead of two being required as heretofore. Arrangements have been made to carry out a similar alteration to the gear at Balranald.

"The system of carrying out repairs by means of skilled gangs was continued during the year with success, and on the whole I feel justified in stating that the improvement in the general condition of the bridges referred to in the last report has been sustained.

"Before closing this report I think it necessary to draw special attention to the operation of the regulation which makes municipalities responsible for the maintenance of the superstructures of bridges within municipal limits. In the case of large structures the Councils do not appear to be in a financial position to keep up the repairs, which are allowed to stand over while the Department is approached for a special grant. Ultimately it often becomes necessary for the Department to carry out the work under conditions much more unfavourable than would have been the case had the bridge been solely under the Department."

With respect to the remarks of the Assistant Engineer for Bridges in the above quoted report:—

(1.) As to the use, under certain conditions, of stone for the substructure of bridges, I quite concur. There can be no doubt that under certain circumstances where stone is cheap and timber scarce, and only procurable from distant places, it would be true economy to use the more lasting material at even a considerable increase in first cost. There is room for the exercise of discretion as each case crops up.

(2.) As to the increasing use of truss bridges of extreme spans. This tendency is one to be watched, and for several reasons to be restricted: The cost per foot run of bridge is, in ordinary cases, much in excess of the beam or smaller truss span; the ordinary maintenance is more costly; repairs are more costly and difficult in execution; the difficulty of getting the special lengths of first-class timber referred to by Mr. De Burgh is increasing, and will, in the future, more rapidly increase.

Accordingly,

Accordingly, not only does the necessity of obtaining these special pieces for the larger trusses add very materially to their cost at the present day; but, as time goes on, this cost will become still greater, and when the day comes for the renewal of these special pieces in the trusses, the cost of repairs will be immensely greater than they would be to-day. It might almost be predicted that, when that day arrives, it may be found impossible, or almost impossible, to obtain the necessary pieces in quantities sufficient to meet the requirements of the Department. For although the area of the Colony from which the supply of hardwood timber for bridge building and other works appears at the present day to be very large, this area exists on paper only. The localities from which really first-class hardwood of special class or character can be now obtained may almost be counted upon the fingers of one hand, and, when these places have been denuded of this kind of timber, it is difficult to see where it is to be procured from.

In the matter of the hardwood timber supply, it may be remarked, the Colony is burning the candle at both ends; increasing the consumption of the natural supply, and providing nothing in its place by plantation.

(3.) The life of truss bridges has been proved to be shorter than that of substantially constructed beam span structures.

(4.) It may also be kept in view that in the event of a comprehensive system of Local Government being adopted throughout the Colony, whereby each locality will be charged with the control of its own works, the maintenance of these bridges will fall to the respective municipal bodies. The result of past experience in this direction does not encourage the hope that this duty will be efficiently performed by these local bodies, where large or intricately constructed works, such as these larger truss bridges, are concerned.

Under all these circumstances the conclusion is, I think, a fair one that, where possible, and all other things being equal, it is desirable as a rule to adopt either beam span or the smaller truss span bridges, the exception being where the foundations are so bad or difficult (for instance, where the piers would be high) as to make piers more costly in proportion than the increased length of span.

PERCY SCARR,
Principal Assistant Engineer, Roads.

RETURN of Expenditure on Public Works carried on by Roads and Bridges Branch, from 1st July, 1896, to 30th June, 1897.

Work and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
ROADS AND BRIDGES.					
				£ s. d.	£ s. d.
Aberdeen, up Narrow Passage and Scrumlow			1882	4 513 1 10	430 17 3
Attunga to Somerton			1887	924 3 7	60 0 0
Attunga to Hall's Creek			1895	156 9 6	70 16 6
Amosfield towards Stanthope			1894	2,517 11 10	26 12 0
Amosfield to Acacia Creek			1890	3,990 0 4	435 11 11
Acacia Creek to Tooloom			1895	455 4 10	35 7 0
Acacia Creek, via Korelah, to White Swamp			1888	2,675 7 3	199 16 6
Alumny Creek, at Leonard's, to Grafton-Broadwater Road			1895	91 5 4	11 5 4
Armidale to Long Swamp			1887	794 15 7	76 16 0
Armidale to Mili Creek			1879	4,514 14 5	102 17 0
Armidale to Grafton, via Hillgrove, to Perrett's			1864	92,751 11 6	616 2 9
Armidale to Yarrowick			1884	2,611 3 7	146 15 1
Armidale and Eastern Plains Road to Trevanna			1895	25 10 2	17 17 2
Armidale Road to Taylor's Arm			1894	1,970 5 9	323 5 2
Armidale Road to Wabra Creek			1890	242 10 10	69 6 3
Armidale to Pint Pot			1886	4,112 3 1	162 16 2
Armidale to Head of Hickey's Creek			1894	1,474 11 0	119 10 2
Armidale to Eastern Plains			1888	2,750 0 2	183 9 6
Armidale to Gostwyck			1884	2,017 7 4	101 0 8
Armidale to Duval			1890	455 3 6	44 12 6
Armidale, via Kelly's Plains, to Bald Knob			1894	261 6 1	84 12 4
Armidale to Castle Doyle			1886	1,130 6 2	48 6 0
Armidale to Timagog			1895	207 13 6	101 9 3
Armidale Road to Upper Five Day Creek			"	189 14 8	139 19 8
Ash Island Road			1896	35 3 0	35 3 0
Ashlea, via Marlee, to Upper Dingo Creek			1892	1,250 7 0	236 7 9
Adamstown to Lake Macquarie			1885	5,965 2 9	385 9 6
Arnold's to Appletree Flat			1874	19,324 0 2	594 5 11
Anderson's to Macleay Heads			1892	1,250 15 9	192 2 5
Anderson's to Unkyra Road			1895	94 0 0	41 12 0
Alstonville to Pearce's Creek			"	568 8 3	259 12 3
Approach to Meadowbank Station			"	563 13 11	189 18 3
Approach to Ulmarra Ferry			1896	25 8 7	25 8 7
Approach to Brook's Ferry			"	197 3 6	197 3 6
Approach to Eagleton Punt			"	49 17 0	49 17 0
Armidale up Mungay Creek			"	79 17 3	79 17 3
Aberglassyn, via Lowry's, to the River			"	14 0 0	14 0 0
Appin to Brook's Point			"	58 4 10	58 4 10
Appin to Broughton Pass			"	12 9 0	12 9 0
Appin to Macquarie Dale			"	19 19 0	19 19 0
Araluen and Moruya Road, via Kiara, to Moruya	Maintenance, repair, and construction.	Consolidated Revenue.	"	22 5 6	22 5 6
Araluen, via Bettowind, to Black Creek			"	40 0 10	40 0 10
Adelong to Hillas Creek			1895	352 9 0	127 6 6
Adelong Crossing to Bago			1892	2 687 13 2	447 11 10
Adamnaby, via Eaglehawk, to Jindabyne			1888	941 4 4	247 2 9
Adamnaby to Dry Plains			1895	119 15 9	44 16 0
Albury to Urana			1872	28,128 4 2	717 12 1
Albury and Corowa Road to Urana			1874	21,217 5 0	726 13 10
Albury to Boomanoomana			1864	75,543 6 11	1,113 1 9
Albury to Cookardina			1892	2,090 6 6	172 12 3
Albury to Boomanoomana Road, at 35½-mile in approach to Murray River Bridge			1896	70 0 0	70 0 0
Alick's Creek to Bloom Hill			1892	174 16 9	45 3 1
Alick's Swamp Creek Embankment			1895	101 15 9	99 5 1
Awaba to Freeman's Waterholes			"	528 2 3	285 4 2
Armidale and Kangaroo Hills Road to Donald Public School			1896	23 18 0	23 18 0
Armidale and Kangaroo Hills Road to Pint Pot, Chandler River			"	23 19 0	23 19 0
Armidale Road, up Nulla Nulla Creek			"	3 0 0	3 0 0
Ashford, via Severn River, to Duncan, Marome Creek			"	29 8 0	29 8 0
Aberfoyle River, Wire Rope Crossing			"	9 13 5	9 13 5
Amaroo Railway Station to Keenan's Bridge			"	25 0 0	25 0 0
Atkins' Road, Pennant Hills			"	5 0 0	5 0 0
Abbott's Road, Seven Hills			"	30 0 0	30 0 0
Byangum up Middle Arm			1894	459 12 11	144 14 1
Byangum to Dumbible Creek			1892	250 17 1	44 10 4
Burringbar to Moball			1888	1,306 7 10	1 8 14 10
Burringbar to Upper Burringbar			1894	266 4 3	79 18 0
Burringbar to Cudgera			1895	410 2 10	357 14 0
Bexhill to Woodlawn			1891	278 1 7	28 9 9
Bexhill to Monticollum			1884	7,589 4 2	547 14 10
Bexhill to Monticollum Road to Roads Clunes to Staggs			1896	42 15 11	42 15 11
Bexhill to Numulgi School and Cross Selections			1890	603 1 6	67 19 2
Ballina to Cooper's Shoot			1883	16,894 11 2	621 13 3
Ballina, via North Creek, to Byron Bay			1887	4,055 5 8	314 1 1
Beechwood to Rolland's Plains			1885	1,549 15 9	199 3 6
Boggy Creek to Cottee's			1892	289 2 1	45 15 6
Blakebrook to Dunoon			1890	593 3 9	38 0 2
Blakebrook to Petersen's			1894	479 3 9	194 14 0
Blakebrook to Foxground			1896	266 4 1	266 4 1
Bogaldie towards Pilliga			1893	331 9 5	84 0 2
Brush Grove, via Bluff Point, to Maclean			1887	2,353 10 7	317 16 5
Brush Grove, via Tyndale, to Maclean			1890	1,354 16 5	150 19 3
Barney Downs to Millera			1883	3,278 10 4	151 4 6

RETURN OF EXPENDITURE ON PUBLIC WORKS—*continued.*

Work and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount Expended from 1 July, 1896, to 30 June, 1897.
ROADS AND BRIDGES— <i>continued.</i>					
				£ s d.	£ s d.
Bingera to Top Bingera			1895	94 0 0	4 2 0
Bingera, Narrabri Road, to Diamond Mines.....			1896	44 18 0	44 18 0
Bingera to Warialda			1884	9,937 13 11	792 12 3
Bingera to Bora			1895	50 0 0	38 1 0
Bingera to Bundarra			1878	5,740 11 9	291 13 9
Bingera to Barraba			1891	8,407 11 4	1,068 13 8
Bingera, <i>via</i> Pallal, to Eulowrie			1888	1,214 12 8	99 19 6
Bingera, <i>via</i> Gineroi, to Yagobie.....			1895	464 2 5	232 6 10
Black Creek, <i>via</i> Pretty Gully, to Tooloom			1891	2,249 9 10	439 8 0
Barraba to Crow Mountain			1895	60 0 0	10 0 0
Barraba to Bundarra.....			1894	2,852 2 5	183 14 8
Barraba, <i>via</i> the Gap, to Horton River			1893	874 11 3	597 1 9
Barraba to Burindi			1896	79 0 0	79 0 0
Bendemeer to Hall's Creek			1895	205 8 1	135 12 10
Bow to Idaville			1893	261 13 7	11 5 7
Bobbiwoa Creek to Rocky Creek			"	802 15 7	99 3 0
Booralong towards Aberfoyle			1888	1,517 18 3	122 2 1
Branxton to Dalwood Bridge			1895	135 0 0	107 0 0
Branxton, <i>via</i> Elderslie, to Singleton and Gresford Road			"	260 0 0	160 0 0
Farlow's Mill to Howard's			1894	142 5 4	37 11 4
Blaxland's Flat Roads			"	308 10 10	14 12 0
Blaxland's Creek Crossing Approaches			1896	22 0 0	22 0 0
Balalla to Bundarra			1890	1,171 5 5	166 18 3
Ben Lomond, <i>via</i> Hockey's and Tarrant's, to Guyra, Inverell Road ..			1895	71 0 11	19 12 0
Bellingen Road up Missabotti Creek			1882	8,151 3 1	220 15 9
Bellingen, <i>via</i> Bowraville, to Congarini			1895	688 5 6	645 13 6
Boat Harbour to Cowlong			1887	1,968 18 5	194 4 0
Baker's Creek to West Hillgrove			1895	125 17 9	85 17 9
Bowraville to Upper South Arm.....			1890	927 6 3	152 16 6
Bowraville to Upper North Arm.....			1879	5,245 10 11	230 11 4
Burril Creek to Kriimbriki			1890	1,111 2 0	153 9 11
Bulladelah down the Myall			1891	481 4 11	107 3 1
Bulladelah to Bungwall			1878	9,862 15 1	466 9 4
Bulladelah to Larry's Flat			1892	3,023 15 4	446 8 2
Bulladelah to Coolongoolook			1895	1,841 8 10	1,774 14 10
Booral to Bulladelah			1876	11,090 19 2	707 2 6
Bendolba to Wangat			"	5,227 0 6	314 8 0
Bullock Wharf to Coolongoolook			1894	854 5 0	297 12 10
Blandford to Isis River			1882	2,676 9 10	100 9 0
Blandford, <i>via</i> Box Tree, to Timor.....			1895	258 12 9	100 12 3
Barrington to Cobark Road			1892	305 16 6	305 16 6
Brandy Creek, <i>via</i> Goorangoola, to Dry Creek.....	Maintenance, repair, and construction.	Consolidated Revenue.	1895	118 9 6	67 0 0
Barker's Lodge to Oakdale			"	177 6 7	114 7 0
Berowra to Cowan Creek Relief Works.....			1896	7 12 2	7 12 2
Balgowlah, <i>via</i> French's Forest, to Gordon			1895	214 4 6	147 11 2
Belltrees to Stewart's Brook			1889	2,789 17 11	136 11 4
Barrenjoey to M'Garr's Creek.....			1895	244 10 2	112 0 0
Bald Knob, <i>via</i> Dundee, to Emmaville			"	336 7 0	131 16 5
Boooloo Bridge to Goondiwindi			"	1,086 4 4	192 7 1
Belah to Tannabah			"	242 1 0	100 0 0
Baulkham Hills Toongabbie Road to Wharf at Baxter's			1896	10 0 0	10 0 0
Best's at Middle Dural towards Kenthurst			"	10 0 0	10 0 0
Black Mountain to Guyra			1895	113 8 8	58 6 4
Broken Back Bridge Road at Purser's to Baulkham Hills.....			1896	10 0 0	10 0 0
Boyce's to Peshurst.....			1895	200 0 0	100 0 0
Brookstead to Gara			1895	55 19 8	36 13 0
Burns Bay Road			"	180 0 0	106 17 5
Blackman's Point to Ennis Ferry			"	119 7 9	104 5 0
Blackman's Point and Ennis Road to Walcha Road			"	54 16 0	30 0 0
Berrigan to Mulwalla			1891	643 0 2	129 17 4
Berrigan to Momalong			1896	55 0 0	55 0 0
Berrigan to Savanake			1895	139 15 6	104 8 0
Berrigan and Savanake Road to Warmatta			1896	39 18 0	39 18 0
Berrigan to Finlay			1892	463 15 1	127 17 9
Berrigan to Tocumwall			1895	444 5 2	192 18 0
Bowral to the Briars			1892	637 16 10	75 12 6
Bowral to Robertson.....			1874	18,571 16 9	531 15 11
Bundanoon to Wingello Road.....			1888	1,344 0 2	75 10 2
Bundanoon to Captain's Flat			1896	221 13 5	221 13 5
Bundanoon to Korela			1895	382 13 5	201 17 9
Bundanoon to the Gullies (compensation).....			1896	16 0 7	16 0 7
Bulli, <i>via</i> Coal Cliff, to Blue Gum Forest.....			1882	4,494 0 8	392 7 7
Bulli Pass to Cataract River			1880	1,569 3 8	117 10 2
Burrawang to Robertson			1884	1,308 14 10	49 10 4
Berrima to Bowral.....			1882	2,338 8 10	115 16 0
Berrima, <i>via</i> Soapy Flat, to Joadja Creek			1890	1,012 9 11	159 14 10
Blenkinsopp's to Myra Vale			"	997 3 6	91 10 6
Binalong to Burrowa			1887	14,304 2 3	353 3 5
Bungendore to Captain's Flat			1889	10,312 12 6	1,184 14 2
Bungendore to Doughboy Hill.....			1888	4,514 2 11	63 18 4
Bungendore to Black Range			1881	1,079 19 10	41 17 6
Bungendore to Gundaroo			1893	521 5 5	120 15 8
Bungendore, Gundaroo Road, at Racecourse, to the Common			1896	52 2 3	52 2 3
Bookham to Illalong			1884	830 18 5	67 14 0
Bookham to Chidowla			1885	973 15 9	73 6 0
Bookham to Cooradigbee			1881	1,756 6 4	123 5 7

RETURN OF EXPENDITURE ON PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Com-menced.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount Expended from 1 July, 1896, to 30 June, 1897.
ROADS AND BRIDGES—<i>continued.</i>					
Burrowa to Breakfast Creek			1892	£ 972 13 7	£ 165 11 6
Burrowa to Narrawa.....			"	1,469 19 6	231 16 9
Burrowa to Kenya.....			1885	2,196 3 11	83 8 6
Burrowa to Cunningrah			1892	1,555 7 9	249 3 7
Burrowa, Narrawa Road, near Rugby, <i>via</i> Gardens to Burrowa			1896	17 7 1	17 7 1
Bredbo Station to Nimbo			1890	20,952 19 0	262 0 2
Braidwood to Animbo			1893	1,393 12 10	279 12 4
Braidwood to Elrington.....			1872	5,494 17 3	208 4 0
Braidwood to Nerriga			"	2,988 9 6	273 4 9
Braidwood to Queanbeyan			1890	3,859 8 3	212 12 0
Braidwood and Tarago Road, <i>via</i> Larbert, to Lower Boro and Tarago			1881	2,466 0 1	199 19 5
Braidwood to Sergeant's Point			"	3,088 8 11	145 16 6
Braidwood, <i>via</i> Reidsdale, to Bell's Creek			1872	3,223 0 2	108 9 2
Braidwood, <i>via</i> Bell's Creek, to Araluen			1864	20,697 5 2	497 11 8
Braidwood to Nelligen (Clyde Road)			1863	30,321 9 6	1,044 7 0
Bodalala, <i>via</i> Eurobodalla, to Dignam's Creek			1893	1,703 7 7	392 14 0
Bodalala to Wagonga Heads			"	1,019 0 1	110 15 10
Bega, <i>via</i> Wapengui and Murrah, to Bermagui			1877	8,687 18 8	269 17 3
Bega, <i>via</i> Jellat Jellat, to Tathra			1873	12,487 19 6	480 0 0
Bega to Brogo (Old Road)			1890	996 9 0	101 6 0
Bega to Pambula			1895	343 17 7	223 14 3
Bega to Brianderry			"	53 8 0	32 0 0
Bega to Nimitybelle			"	879 3 8	588 6 3
Bega to Nimitybelle, at Bembooka, to Sam's Corner			1896	122 0 0	122 0 0
Bombala to Delegate.....			1871	13,730 12 11	636 7 2
Bombala to Delegate Road, at Saucy Creek, to Cambalong			1896	26 4 2	26 4 2
Bombala, <i>via</i> Buckalong and Gunningrath, to Bobundarah			1881	2,420 5 6	163 4 2
Bombala, <i>via</i> Mahratta and Mila, to Cragie			1892	721 6 1	146 7 9
Bombala to Buckley's Springs.....			1889	274 2 9	8 15 9
Bombala to Nimitybelle			1892	6,355 19 3	1,159 1 11
Bombala to Merimbula.....			1864	94,890 19 7	1,523 10 1
Bombala-Merimbula, &c., to Bombala Common			1895	40 10 0	24 16 0
Bombala-Delegate Road to Burrumbooka			"	36 12 5	13 2 0
Bombala to Delegate Road, at One-mile Post, to Burrumbooka			1896	19 14 9	19 14 9
Bobundarah to Adaminaby			1880	3,915 10 8	192 16 11
Burrogate to Honeysuckle			1882	1,187 11 7	18 4 0
Buckley's Crossing to Jinenbuen.....			1889	333 14 11	70 3 4
Buckley's Crossing to Maffra			"	286 17 4	58 15 0
Buckley's Crossing, <i>via</i> Bolocco, to Jindabyne			1883	2,657 12 11	148 17 0
Berridale to Buckley's Crossing			1891	403 9 11	63 11 3
Billylingra, <i>via</i> the Gap, to Adaminaby.....			1890	2,059 15 0	200 13 5
Brungle Bridge to Gobarralong Ford	Maintenance, repair, and construction.	Consolidated Revenue.	1888	1,864 13 8	172 6 0
Brungle, <i>via</i> Wyangle, to Toomoroma Road.....			1889	1,444 7 4	262 1 9
Balranald to Swan Hill Ferry.....			1887	2,287 6 7	79 15 3
Booligal to Hillston			1880	3,838 18 9	46 12 11
Booligal to Ivanhoe			1892	1,918 1 11	220 11 9
Booligal to Ivanhoe Deviation at 5-mile Gate			1896	100 0 0	100 0 0
Bogalong to Marsden			1883	6,445 13 1	170 0 0
Berry to Barrengarry			1893	2,438 10 11	534 7 6
Brooman to Nellegen.....			"	1,218 1 6	229 4 0
Bolocco to Popong			1895	67 9 4	24 5 0
Bermagui to Quaama			1890	849 17 1	71 16 8
Bermagui to Cobargo			1895	1,112 3 7	364 4 4
Bermagui to Tilba Tilba			"	510 5 6	200 0 0
Bow's Lane, Corowa			"	149 18 8	17 13 0
Baulkham Hills to Dural			1894	968 11 10	183 6 11
Blacktown, <i>via</i> Riverstone, to Box Hill			1873	4,051 1 2	140 3 7
Blacktown, <i>via</i> Seven Hills, to Windsor Road			1895	422 10 11	243 1 3
Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge			1896	34 12 0	34 12 0
Bulga Road to West Portland.....			"	51 6 0	51 6 0
Barham to Newrer's Bridge.....			1895	237 13 10	121 3 10
Bell Station to Mount Wilson.....			1896	167 0 0	167 0 0
Bingie to Dwyer's Creek			1895	68 8 0	41 18 0
Barrengarry to Nowra			"	767 8 3	385 5 0
Barrengarry and Nowra Road to Lumsden's Corner			"	170 2 8	103 1 11
Bunters to Myra Vale			"	337 6 7	147 14 7
Binda, <i>via</i> Junction Point, to Tuena			"	288 8 5	103 19 9
Bannister's to Gorman's, near Gullen			"	105 17 9	15 18 0
Belmont Road, <i>via</i> Box Hill, to Bell's Line			1896	74 15 2	74 15 2
Bell's Line to Putty			1871	14,001 19 3	773 3 11
Blaxland's Ridge, <i>via</i> Moran's Rock, to Upper Colo			1888	1,274 16 2	300 2 6
Bowenfels to Lidsdale			1890	1,388 15 0	239 11 2
Bowenfels to Stony Point.....			1895	328 13 10	143 9 6
Bowenfels to Tarana			1896	136 16 9	136 16 9
Blackheath to Hat Hill			1895	171 17 9	118 15 0
Blackheath to Megalong			"	602 11 0	209 10 3
Bathurst to Icely			1893	696 11 9	168 6 3
Bathurst, <i>via</i> Blayney and Cowra, to Grenfell.....			1870	118,517 1 4	2,013 11 9
Bathurst, <i>via</i> George's Plains, to Burraga			1895	4,167 13 11	1,665 11 2
Bathurst to Bellview.....			"	237 0 5	95 18 9
Bathurst and Monkey Hill Road to Elrington Public School			1896	19 13 4	19 13 4
Blayney, <i>via</i> Grahamstown, to Millthorpe			1883	3,526 13 1	292 18 9
Blayney to Neville.....			1877	11,263 13 5	280 15 3
Blayney to Forest Reefs			1880	4,714 10 1	204 2 8
Blayney to Guyong			1881	3,068 7 6	117 5 0
Blayney to Barry			1883	1,768 0 4	141 19 9

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When Commenced.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—continued.					
Blayney to Rockley			1895	887 5 8	374 14 7
Blayney to Brown's Creek			1896	276 1 9	276 1 9
Bull Ridge to Isabella River			1895	251 17 3	42 0 0
Brundah towards Marengo			1890	957 4 7	97 7 2
Boree to Manildra			1895	179 4 0	90 0 0
Bourke to Barrington			1888	3,878 2 4	215 5 3
Bourke to Hungerford			1885	7,530 19 2	601 10 3
Bourke to Wanaaring			"	7,603 15 4	787 2 11
Bourke to Wilcannia Crossing, near Woodlands			1896	1 8 0	1 8 0
Bogan Gate to Dandaloo			1895	192 0 0	92 4 0
Broken Hill to Menindie			1892	957 12 4	104 6 0
Broken Hill to Cobham			1887	2,673 5 10	215 9 6
Broken Back Bridge to Pennant Hills			1891	1,097 16 6	120 14 5
Brolgan Tank to Condobolin			1894	661 11 7	141 11 0
Bridgewater to Ulundry			1895	704 18 10	395 14 1
Balmain, over Iron Cove and Parramatta River Bridges, to Ryde ..			1893	3,140 15 5	656 13 6
Bankstown to Rookwood Station ..			1886	2,678 1 0	10 19 4
Bettington's Lane, Dundas ..			1891	201 3 4	26 13 4
Black's Road, from Fagan's Road to Calabash Road ..			1896	5 0 0	5 0 0
Bay Road, from Calabash Road towards Lloyds ..			"	15 0 0	15 0 0
Bevan's Road, from Berowra Creek to Bayfield ..			"	25 0 0	25 0 0
Brewarrina to Eugowra			1895	79 15 7	4 4 0
Brewarrina to Engonia Embankment, Bree River Bridge ..			1896	47 4 4	47 4 4
Brewarrina to Barrawin Road.....			1895	45 17 1	14 14 6
Belmore Road			1896	32 10 0	32 10 0
Bottle Forest Road			"	19 19 7	19 19 7
Barrington to Junction of Barnett and Little Manning Rivers			"	89 1 0	89 1 0
Baker's Creek, via Herbert Park, to Lockaher ..			"	72 11 2	72 11 2
Bingera to Rookley Creek			"	138 4 10	138 4 10
Budgeon to Gilgandra ..			"	56 12 10	56 12 10
Binna Burra to Byron Bay			"	321 9 5	321 9 5
Bexhill to Pearce's Creek			"	224 16 0	224 16 0
Broughton Pass to Wilton Post Office ..			"	34 5 3	34 5 3
Ballina, Tenterfield Road, to Savilles ..			"	76 19 10	76 19 10
Blaxland's Crossing to Werombi Post Office ..			"	36 2 0	36 2 0
Blanchett to Burn's Point Ferry.....			"	383 19 5	383 19 5
Bargo River to West Bargo ..			"	73 14 7	73 14 7
Brawstone to Coutt's Crossing ..			"	55 9 1	55 9 1
Bargo River to Hill Top, with branch to Buxton ..			"	102 10 8	102 10 8
Bellengen Road up South Arm			"	162 19 0	162 19 0
Barrengarry to Yarra Yarra ..			"	39 8 6	39 8 6
Bungwall to Forster	Maintenance, repair, and construction.	Consolidated Revenue.	"	167 0 0	167 0 0
Barrengarry to Parish's Farm			"	61 14 6	61 14 6
Branxton to Pokolbin Hills and Cessnock Road ..			"	74 0 0	74 0 0
Bendula Road to Jack's Corner			"	63 0 0	63 0 0
Branxton to Hunter River at McMullan's.....			"	27 0 0	27 0 0
Baulkham Hills School to Toongabbie			"	50 0 0	50 0 0
Bullock Wharf down right bank, Mangrove Creek ..			"	65 7 8	65 7 8
Blackheath to Govett's Leap			"	9 5 0	9 5 0
Bullock Wharf to head of Popran Creek			"	75 14 0	75 14 0
Beaconsfield to Little River ..			"	71 10 2	71 10 2
Bullock Wharf to Great North Road at Buckley.....			"	56 4 2	56 4 2
Bumble Hill to Mangrove Creek.....			"	78 14 8	78 14 8
Broke to Warkworth.....			"	86 6 0	86 6 0
Broke, via Nine Mile Creek, to Muninbah and Singleton Road ..			"	37 0 2	37 0 2
Broke Road, via Warkworth Road, to Jerry's Plains Road ..			"	34 0 0	34 0 0
Bendemeer to Retreat Station ..			"	18 4 0	18 4 0
Barber's Creek to Barrengarry ..			"	538 7 0	538 7 0
Burradoo to Kangaloon Road ..			"	72 18 8	72 18 8
Bowning to Binalong ..			"	170 15 5	170 15 5
Boxtree Road to Sandy Creek ..			"	28 7 0	28 7 0
Bulga Ellenborough Road ..			"	2 6 6	2 6 6
Bawden's Bridge to Jacky's Creek ..			"	5 0 0	5 0 0
Back Creek to River Bank ..			"	29 19 9	29 19 9
Bilumbil Creek to Cowan's ..			"	238 18 4	238 18 4
Burke's Grant Road through ..			"	240 6 5	240 6 5
Ballina to Byron Bay Road to the Beach			"	90 16 10	90 16 10
Belmont Road to Dudley Road ..			"	27 5 6	27 5 6
Blaxland's Ridge Deviation			"	14 15 0	14 15 0
Bevodale to Narrawa			"	17 10 0	17 10 0
Bermagui to Cooma and Eurobodalla (Exploration)			"	161 11 10	161 11 10
Bywong to Road Gminderra towards Bungendore			"	14 18 0	14 18 0
Bonnie Doon to Goulburn-Windellema Road ..			"	51 6 2	51 6 2
Burke's Paddock to Demondrill Butter Factory			"	31 7 9	31 7 9
Bomaderry Railway Station to Nowra Bridge ..			"	55 9 0	55 9 0
Bombala to Delegate Road near Ten-Mile to Nelbothera ..			"	22 4 5	22 4 5
Bullenbong Creek Crossing			"	30 0 5	30 0 5
Black Range Public School to Chinese Gardens			"	17 9 6	17 9 6
Bungowannah Cemetery to Moorwatha ..			"	106 19 3	106 19 3
Bongongolong to Coolac Railway Station ..			"	46 11 6	46 11 6
Crabb's to Lloyd's ..			1894	314 0 3	66 4 8
Cowlong to Marom Creek ..			1890	1,819 18 6	237 2 9
Clunes to Staggs ..			1887	1,475 11 0	152 15 3
Clunes to McKenzie's ..			1890	937 2 9	91 9 0
Clunes to Gibson's ..			1895	60 0 0	26 18 7
Clunes to Beardow's ..			1896	154 7 5	154 7 5

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When Com-menced	If Unfinished, amount of Expenditure to 30 June, 1897	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—continued.					
Clunes to Binn Burra			1887	7,078 5 11	232 17 5
Casino to Mount Lindsay Road at Reynold's...			1896	36 1 0	36 1 0
Casino to Mount Lindsay			1876	16,120 19 11	851 8 4
Casino to Coraki			1886	6,373 0 3	611 14 10
Casino to Ellangowan			1890	2,071 15 7	157 7 0
Casino to North Codrington Road to Tomki Public School			"	268 6 8	147 6 3
Casino to North Codrington			1892	2,442 4 10	470 3 11
Casino to Myall Creek			1873	28,131 5 11	1,068 12 4
Coraki to Broadwater			1889	1,447 18 8	161 11 7
Coraki to Wyrallah			1888	2,155 0 5	293 4 0
Coraki to Tuckurimbal			1892	530 3 4	103 0 6
Coraki to Tuckurimbal Road at N.E. corner of portion 26 to River Bank.			1896	12 5 10	12 5 10
Coraki to Myall Creek			1892	1,312 17 8	118 11 9
Coraki to Swan Bay			1893	403 12 6	77 15 0
Coraki-Wyrallah Road to North Codrington Wharf			1896	59 19 3	59 19 3
Chatsworth to Woodburn			1890	5,552 19 1	1,132 11 5
Calabash Ridge to Calabash Bay			1894	110 0 0	15 0 0
Copmanhurst, <i>via</i> Morrison's, to Smith's Creek			1896	25 7 0	26 7 0
Carramana to Seeland's			1890	225 16 11	43 8 6
Carramana to Eatonswill			"	546 10 5	75 10 9
Coff's Harbour to Sharp's			"	9,257 13 1	810 15 8
Coolatai to Wallangra			1884	653 6 7	22 10 0
Cobbedah to Rocky Creek			1874	13,515 19 5	179 7 0
Cregan's, <i>via</i> Rosehill, to Rocky River			1886	710 0 4	42 16 2
Collarendabri to Narrabri			1893	644 6 6	164 11 0
Collarendabri to Angledool			1892	976 3 11	187 1 6
Coonamble to Tundabrine Creek			1895	275 8 1	110 1 0
Coonamble to Combogolong			1892	1,207 5 5	216 6 7
Coonamble to Gilgandra			1891	2,821 4 1	499 19 3
Coonamble towards Baradine			1894	3 4 9 0	74 12 8
Coonamble to Warren			1892	2,050 7 1	548 17 6
Coonamble towards Billaroy			1895	123 0 9	29 19 11
Congarini, up Taylor's Arm			1885	4,787 14 4	691 17 1
Congarini to Rolland's Plains			1894	5,938 5 9	1,256 8 9
Congarini Road, at Unkya Public School, to Tamban Road			1896	29 3 0	29 3 0
Coast Road to Rolland's Plains			1894	303 12 7	67 7 0
Coast Road to Campbell's			1889	1,542 12 10	59 3 5
Coast Road to Perrett's			1894	4,105 15 3	1,013 7 0
Coast Road to Sullivan's			1895	419 0 4	164 7 6
Cooperook, <i>via</i> Cattai Creek, to Harrington			1884	1,988 14 10	118 2 7
Cedar Party Road to Taree and Wingham Road	Maintenance, repair, and construction.	Consolidated Revenue.	1891	897 4 5	97 14 9
Cedar Party Road to Nambucca Heads			1893	376 2 4	91 17 6
Cedar Party Road to Dimond's			1891	206 19 6	10 0 0
Cedar Party Creek up Killabakh Creek			1890	939 9 5	246 9 11
Cameron's Crossing to Morill Creek			1891	2 0 6 1	13 1 6
Cessnock, <i>via</i> Mount View, to Millfield			"	1,864 11 7	252 1 0
Cessnock to Allandale Station			1895	432 14 1	360 14 1
Cessnock to South Boundary of Josephson's			1884	2,311 14 11	100 1 7
Cooranbong to Mandalong			1896	124 12 6	124 12 6
Cooranbong to Dora Creek Platform			1887	864 14 4	98 1 1
Cooranbong to Freeman's Waterholes			1892	1,103 16 5	128 3 10
Cooranbong and Humphries' C.P. to top of Watagan Mountain			1893	885 15 2	318 0 7
Charlestown to Dudley			1889	2,066 14 11	66 1 7
Charlestown to Lake Macquarie at Warner's Estate			1895	135 11 2	71 11 2
Clarencetown, <i>via</i> Glen William, to Brookfield			1896	180 0 0	180 0 0
Clarencetown to Dungog			1877	21,379 7 8	679 13 2
Clarencetown to Laneburner's Creek			1884	3,960 9 9	262 2 3
Clarencetown to Thalaba			1896	163 9 2	133 9 2
Coonabarrabran to Bomera			1891	2,437 15 9	185 6 10
Coonabarrabran to Tumor Rock			1895	95 0 0	50 0 0
Coonabarrabran to Mundooran			1891	6,096 12 11	703 1 2
Coonabarrabran to Malally			1887	5,782 0 0	565 12 1
Coonabarrabran to Black Stump			1892	2,581 2 0	300 0 0
Coonabarrabran, <i>via</i> Madderty's, to Ulamamba			1895	150 0 0	50 0 0
Coonabarrabran to Tenandra			"	727 12 0	327 12 0
Currahubula to Pillaway			1891	573 14 0	80 0 0
Chandler Bridge to foot of Jeogla Mountain			1893	1,179 2 10	285 1 9
Copeland-street, Beercoft, to Terry's Creek			1896	86 18 2	86 18 2
Commandant Hill to Port Macquarie			1894	139 14 2	39 14 9
Copeland-street, Beercoft, to Pennant Hills			1896	10 12 0	10 12 0
Coolah to Cassilis			1895	319 2 0	150 0 0
Cooper's Flat Road, up Karakoola Creek			1896	34 0 0	34 0 0
Chatham to Taree and Wingham			1891	209 13 8	70 14 6
Copmanhurst to Upper Smith's Creek			1896	75 0 0	75 0 0
Croki to Main Road			1894	82 6 9	9 7 6
Cochran's to Duncan's			1892	172 1 10	21 8 0
Cheer's Hill to Algomera Junction			1890	1,653 16 10	126 12 0
Cundle, <i>via</i> Savilles, to Cooperook			1895	557 18 1	271 9 11
Cowan Creek Road			"	86 1 10	40 0 0
Cooney to West Hillgrove			"	128 18 11	52 9 11
Corinda to Quambone			"	334 17 7	158 17 7
Condong to Durenbar			"	553 13 4	207 19 6
Cudgeon to Norrie's Head			"	119 19 8	75 17 8
Coraki to Buckendoon			"	169 8 2	92 2 4
Cowan Creek to Waterview			"	51 6 0	6 9 4

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Com- menced	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1866, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—continued.					
Carne's Hill, <i>via</i> Bringelly, to Greendale			1895	782 12 6	290 10 5
Campbelltown to Narellan			1892	749 4 7	51 10 6
Camden Municipality to Werombi			1889	779 19 0	414 0 8
Camden to Oaks			1893	2,427 5 11	368 17 5
Collector to Gundaroo			1895	629 15 3	52 12 0
Collector to Gunning			1890	3,897 2 7	70 5 4
Collector, <i>via</i> Currawang, to Tiranna			1882	5,339 2 10	187 9 10
Collector to Bredalbane			1881	2,727 19 6	184 15 5
Cotta Walla to Roslyn			1892	541 15 10	107 6 11
Crookwell to Bigga			1896	272 8 9	272 8 9
Crookwell to Mount Wayo			1892	3,800 3 9	550 4 5
Crookwell to Laggan and Binda Road			1883	1,071 4 4	60 19 7
Crookwell, <i>via</i> Grabben Gullen, to Gunning			1882	4,289 12 0	396 7 0
Crookwell, <i>via</i> Gullen and Laggan, to Taralga			1874	11,210 6 1	351 14 7
Crookwell, <i>via</i> Laggan to Taralga, to Scabbing Flat			1896	15 8 0	15 8 0
Crookwell to Gunning			1895	390 9 3	300 9 3
Carter's to Pomeroy			1896	32 7 6	32 7 6
Captain's Flat to Norongo			1892	675 2 5	27 10 0
Captain's Flat and Cooma Road to 24-mile post			1893	682 2 1	163 11 5
Cowra Road, near Rosebrook, towards Bredbo			1891	172 3 7	47 15 2
Cathcart to Bibbenluke Junction			1888	1,410 2 9	35 3 7
Cathcart to New Buildings			1896	300 3 6	300 3 6
Cragie to Delegate			1890	378 11 7	59 19 7
Craigie, <i>via</i> Quinburra, to Border			1896	36 8 0	36 8 0
Cobargo to Walbilliga			1888	3,271 8 11	82 13 11
Candelo to Wyndham			1882	4,329 15 1	123 0 10
Cooma to Green Hills			1887	1,130 3 8	118 17 6
Cooma to Bobundarah			1880	4,734 15 3	311 12 7
Cooma to Jindabyne			1881	10,072 8 10	955 1 3
Cooma, <i>via</i> Rosebrook, to Cowra			1889	877 11 2	120 17 6
Cooma, <i>via</i> Mittagong, to Murrumbucca			1895	383 16 9	68 14 3
Cooma to Nimitybelle			1892	4,879 14 11	834 16 5
Cooma, <i>via</i> Jindabyne, to Kiandra			1879	18,742 8 9	991 12 8
Cooma, <i>via</i> The Peak, to Dry Plain			1887	2,495 9 2	251 1 0
Cooma to Count-a-guinea, <i>via</i> Big Badger			1879	4,165 17 1	227 5 8
Cooma, <i>via</i> Dandalong, to Kydra			1895	324 9 6	186 15 6
Cooma, <i>via</i> Mawson's Mill, to Murrumbucca			1896	5 12 0	5 12 0
Coolringdoo to Buckley's Crossing			"	168 8 3	168 8 3
Cootamundra to Stockinbingal Bridge			1885	1,941 15 8	114 11 9
Cootamundra to West Jindalee			1895	227 3 7	40 17 1
Cootamundra to Junee			1892	1,093 14 3	205 6 10
Cootamundra to Binalong			"	1,987 12 2	433 16 8
Cootamundra to Temora			1882	16,692 0 0	288 14 0
Cootamundra, <i>via</i> Kilrush, to Wallendbeen			1892	767 19 10	72 19 7
Cootamundra, <i>via</i> Ironbong, to Bethungra			1891	1,103 10 6	140 1 6
Cootamundra to Coolac			1875	7,240 17 11	175 7 5
Cootamundra to Berthong			1891	550 0 0	74 2 4
Cootamundra, <i>via</i> Gregory's, to Jugiong			1896	29 5 6	29 5 6
Cootamundra to Suburban Areas			"	50 16 10	50 16 10
Coolac to Gobarralong			1887	2,050 5 0	389 3 7
Coolamon to Cowabee			1892	1,521 4 5	360 6 2
Coolamon, <i>via</i> Springwood, to Mimosa			1896	352 19 3	352 19 3
Coolamon to Berry Jerry			"	234 18 9	234 18 9
Carabost to Kyambal			1880	4,708 4 0	78 1 0
Conargo to Old Goree Bridge			1892	676 2 2	183 2 6
Culcairn to Germanton			1882	12,416 6 6	226 11 8
Culcairn to Yerong Creek			1896	110 1 7	110 1 7
Culcairn to Walbundrie			1895	412 4 5	164 6 8
Corowa to Piney Range			1885	4,927 1 7	394 11 7
Corowa to Coreen and Jerilderie Road at Momalong			1892	2,790 1 9	385 9 2
Corowa, <i>via</i> Merton, to Mulwala			1896	158 2 6	158 2 6
Coonong towards Urana			1885	6,822 12 8	1,032 13 2
Carrathool to Hillston			1881	7,957 18 0	464 14 4
Camberwell to Goorangoola Road at Kermodie's			1895	100 19 7	15 7 0
Courabyra to Oberne			"	139 7 11	73 4 4
Candelo to Bembooka			"	308 16 10	122 2 0
Condong to Palfrey's			"	138 0 6	31 1 0
Cadgangarry to Upper Brogo			"	108 6 0	41 13 0
Carathool to the Grazier's Meat Export Co's. Works			1896	90 0 0	90 0 0
Camberra Post Office to 7-mile post on Uriara Road			1895	34 11 0	18 3 0
Carragal, <i>via</i> Bimbi and Thuddungra, to Clifton			"	1,084 7 2	381 10 5
Cawdor to Westbrook			1894	84 0 0	22 1 0
Charleyong to Mayfield Junction			"	169 5 9	49 19 3
Clarendon to Cornwallis			1884	788 8 8	32 0 4
Clarehill's Wharf, <i>via</i> Sackville Post Office, to Page's Ferry			1895	133 15 4	62 2 0
Caloola to Trunkay			1894	163 12 10	27 6 0
Caloola Road to Newbridge			1878	2,299 8 11	87 4 9
Cobborah to Gilgandra			1893	2,622 13 6	629 0 2
Cobborah to Denison Town, at Dunedoo to Stalls			1896	83 11 2	83 11 2
Cobborah to Denison Town			1895	232 17 10	81 8 1
Carcoar to Felltimber Creek			1896	56 8 6	56 8 6
Carcoar to Millthorpe and Cadia Road			1895	508 5 0	199 12 8
Carcoar to Flyer's Creek			1879	2,122 12 5	166 14 3
Carcoar to Hobby's Yards			1894	559 13 1	204 17 8
Carcoar to Hobby's Yards Road to Road Newbridge to Abercrombie			1896	207 0 0	207 0 0
Cudgegong to Wollar			1891	1,903 8 0	329 10 9

Maintenance, repair, and construction. Consolidated Revenue.

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Com-menced.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—continued.					
Cudgegong to Wollar, near 13-mile Post to Munghorn Range			1896	58 9 9	58 9 9
Cudgegong to Piambong			1895	134 10 8	59 10 8
Cudgegong to Reedy Creek			1873	2,215 10 0	393 6 7
Cudgegong to Merendee			1896	107 7 6	107 7 6
Cudgegong to Hill End			1873	27,729 4 9	430 14 6
Cudgegong to Rylstone			1883	4,597 12 9	315 14 4
Cudgegong Village to Rylstone			1885	3,463 0 9	215 10 3
Cudgegong to Home Rule			1881	1,692 3 10	76 18 0
Cudgegong to Denison Town			1893	5,719 14 9	1,176 9 8
Camboon, via Pyangle to Dungaree			1896	38 18 2	38 18 2
Cowra to North Logan			1890	322 12 3	71 9 7
Cowra to Koorawatha			1875	6,851 15 7	59 9 0
Cowra, via Darby's Falls to Howell's Creek			1883	2,969 13 1	206 11 0
Cowra, via Binni Creek, to Walli			1886	2,373 2 3	142 19 2
Cowra, via Goolagong, to Forbes			1878	5,359 13 1	553 17 8
Cowra to Canowindra			1880	5,314 3 1	635 6 6
Cowra to Breakfast Creek			1888	2,918 2 3	302 1 4
Capertee to Glen Alice			1896	149 9 2	149 9 2
Cargo to Canowindra			1882	3,483 2 11	223 14 4
Cargo to Cudal			1883	3,247 3 4	159 18 11
Canowindra to Eugowra			1876	6,431 9 9	196 13 9
Canowindra to Goolagong			1890	827 3 8	94 12 11
Cumnock to Balderogery			1888	1,524 10 5	120 3 1
Cumnock to Eurimbula			1896	28 12 0	28 12 0
Cullenbone to Cobborah			1890	9,770 8 8	1,094 1 10
Cummin's to Four-mile Creek			1896	100 0 0	100 0 0
Cobar to Wilcarnia			1895	949 19 6	404 8 4
Cobar to Nyngan			1887	2,075 18 4	70 11 0
Cobar to Hillston			1889	2,458 4 10	289 19 8
Cobar to Louth			1893	403 7 6	120 0 0
Cobar to Bourke			1895	3,563 15 3	123 11 0
Cobar to Balarabon			1896	115 0 0	115 0 0
Curra Creek to Balderogery			1880	9,993 6 3	194 19 0
Curra Creek to Arthurville			"	3,137 17 9	111 0 6
Cudal to Barrigan Hall			1895	249 10 9	59 13 10
Centennial Park Roads			1887	62,876 17 7	1,577 8 0
Comleroy to Sackville Ferry			1895	271 2 9	169 14 3
Cox's to Rydal Road			"	269 5 6	214 7 6
Catholic Chapel, Baulkham Hills, to Seven Hills Road			"	31 12 2	10 10 11
Cullen Bullen to Carson's Siding			"	139 17 6	29 13 6
Castle Hill to Windsor Road			"	45 0 11	25 0 1
Cattai Creek, at Clarke's, to Fisher's			1896	34 0 0	34 0 0
Cattai Creek, at Pearce's, to Great North Road, at Black's	Maintenance, repair, and construction.	Consolidated Revenue.	"	50 0 0	50 0 0
Cattai to Rous Hill			"	40 5 0	40 5 0
Carberry's to Chrystal Creek			"	29 0 0	29 0 0
Crabb's Creek Railway Station to the Coast			"	103 0 0	103 0 0
Converting Cylinders into Rollers			"	88 19 0	88 19 0
Cucumbark School to Kramback Road, via Champion Creek to the Cemetery			"	16 0 0	16 0 0
Corinda towards the Barwon			"	98 8 4	98 8 4
Cameron's Falls Ford, Wauchope to Beechwood			"	84 0 0	84 0 0
Coolongolook, near Worth's, to Curreki Gold Fields			"	29 10 0	29 10 0
Chinbible to Davidson's			"	32 11 0	32 11 0
Cooranbong, along west boundary of Cooper's land			"	42 11 8	42 11 8
Crossing over Deep Creek, at Lasscock's			"	23 16 6	23 16 6
Cuff's Harbour, Coramba, main Road to upper Bucca Creek Gold Fields			"	286 2 7	286 2 7
Camboon to Pyangle			"	0 16 8	0 16 8
Condobolin to Wyalong			"	23 14 0	23 14 0
Condobolin to Euabalong			"	74 18 3	74 18 3
Cowpasture to Water Channel			"	16 11 0	16 11 0
Camboon to Rylstone Deviation			"	10 8 9	10 8 9
Cross Roads on South boundary of Bega Municipality			"	10 0 0	10 0 0
Coodradigbee to Nottingham			"	25 0 0	25 0 0
Carwoola to the Tinderils			"	130 9 0	130 9 0
Collector to Tirannia Road to Run of Water to Windellama Road			"	35 16 0	35 16 0
Calabash Public School to Young, Burrowa Road			"	9 7 0	9 7 0
Cobar Road, from Fagan's Road to Government Reserve			"	15 0 0	15 0 0
Calabash Road, from Fagan's Road to Calabash Hill			"	30 0 0	30 0 0
Calabash Hill to Calabash Bay			"	15 0 0	15 0 0
Cattai Creek at Glenerie towards Wigginton's			"	15 0 0	15 0 0
Dungowan, via Port Stevens Spuf to Swamp Oak			1893	1,070 1 6	276 11 9
Dungowan Creek, south bank of river, to Cadell's Station			1892	971 6 0	30 0 0
Dungog to Thalaba			1896	85 13 6	85 13 6
Dutton's to Marone Creek			1890	1,121 7 3	123 10 11
Deepwater to Torrington			1888	3,167 4 0	348 18 3
Drinan's Gate to Gresford			1896	67 0 0	67 0 0
Darkwater Bridge up left bank Belmore River			1888	1,421 7 3	75 12 6
Darkwater Bridge up right bank Belmore River and Branch Road			1892	830 9 0	151 15 4
Dungog to Weismantles			1883	18,320 6 4	402 7 7
Dungog to Forsterton			1877	2,753 19 10	128 1 8
Dungog to Underbank			1892	7,203 5 8	437 17 8
Danger's Creek, via Glendon Post Office to Drinan's Gate			1896	75 0 0	75 0 0
Dunmore to Clarencetown			1887	8,637 18 4	359 14 7
Dunmore and Clarencetown Road to Seaham Punt			1896	134 3 8	134 3 8
Dunmore to Paterson Bridge			1880	3,328 4 3	152 0 1

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When Com-menced	If Unfinished, amount of Expenditure to 30 June, 1897	Amount expended from 1 July, 1896, to 30 June, 1897.
ROADS AND BRIDGES—continued.					
Dunmore to Pillaway			1896	£ 15 0 0	£ 15 0 0
Dunmore and Seaham Road, <i>via</i> Butterwick's, to Dunn's Creek			"	40 0 0	40 0 0
Dumaresq Island Roads			1891	483 2 5	59 19 0
Duri, <i>via</i> Colly Blue, to Bomera			1894	2,083 14 0	575 18 10
Deep Creek to Busby's Flat			1890	1,446 10 11	189 13 7
Duval to Pearson's			1895	33 6 1	22 17 4
Doran's up Mullumbimby Creek			"	382 12 9	134 9 7
Dungay to Skioner's			"	399 5 7	106 14 7
Deegan's to Irving's			1896	42 16 0	42 16 0
Dalmorton to Chandler's Creek			1895	40 7 0	4 14 0
Doran's to Reisle's			"	504 5 11	304 3 0
Darke's Forest to Heathcote Road			1892	481 15 3	78 7 10
Dalton to Narrawa			1882	4,475 3 4	288 7 0
Delegate to the Border, near Bendock			1887	666 16 2	27 1 0
Delegate, near Currawang, to Wollondilly...			1881	993 17 3	116 9 9
Delegate, <i>via</i> Currawang, to Wollondilly, at Stringy Bark Range			1896	23 15 0	23 15 0
Delegate to the Border, near Kirkanong			1895	90 10 0	51 19 9
Denilquin to Urana			1874	21,751 4 10	390 6 10
Denilquin to Colmo			1895	524 18 1	324 18 1
Denilquin to Wakool Bridge			1892	1,519 2 8	248 9 0
Denilquin to Wanganella...			"	1,787 11 9	392 19 0
Denilquin to Moama			1891	1,183 0 2	197 15 6
Denilquin Municipal Boundary to Wendook			1896	19 0 0	19 0 0
Denilquin, <i>via</i> Aratula, to Tocumwal			1893	942 11 9	149 4 2
Denilquin to Boomanoomara			1895	1,131 8 7	596 14 2
Denilquin, <i>via</i> Moonee Swamp, to Finlay			"	525 4 0	124 4 0
Doughboy Hill to Bungendore			"	178 10 8	80 17 6
Dangalong Road to Tom Grogan's Creek			1896	42 9 2	42 9 2
Douglas Park to 13-mile peg on Mount Keora Road			"	26 16 1	26 16 1
Diamond Swamp to Tarana			1894	412 1 8	148 9 1
Dubbo to Obley			1878	6,607 14 5	133 18 0
Dubbo to Cobborah			1890	4,067 16 5	463 0 1
Dubbo-Gilgandra Road at Brocklehurst to Burrawang			1896	27 6 0	27 6 0
Dubbo to Peak Hill			1895	800 14 2	506 15 9
Dubbo-Gilgandra Road at Medway to Collie			1896	110 0 0	110 0 0
Dubbo to Gilgandra			1891	6,814 5 10	1,210 3 5
Dubbo-Gilgandra Road at Brocklehurst to Gonoo Dam			1896	150 10 6	150 10 6
Dairy Creek to Galley Swamp			1895	175 9 7	87 10 9
Defence Road to Pittwater Road			1888	2,378 2 2	232 8 1
Dog Trap Road to Pheasant's Nest			1895	117 12 6	27 12 6
Dripstone to Newrea Bridge			"	401 6 5	305 5 5
Duramana, <i>via</i> Peel, to Lime Kilns Road			"	189 17 8	51 17 8
Dingo Creek Road to Marchfield			1896	40 0 0	40 0 0
Dr. Forbes' Farm to River Bank at Pimlico			"	92 6 2	92 6 2
Dondingalong to Cox's Bridge			"	137 0 0	137 0 0
Deep Gully Road to Coral Lane			"	47 8 0	47 8 0
Drain through J. Manuel's property, Watson's Bay			"	7 14 1	7 14 1
Deep Creek Crossing, Cootamundra to Temora			"	8 0 0	8 0 0
Dignam's Creek to Bermagui			"	50 0 0	50 0 0
Dural-Windsor Road, towards Smith's			"	20 0 0	20 0 0
Dural-Galston Road, at Public School			"	5 0 0	5 0 0
Eureka to Duraby			1888	1,113 19 8	257 6 8
Eureka to Gay's			1891	215 18 10	27 2 11
Emmaville through Rose Valley			1896	30 10 0	30 10 0
Emmaville to Deepwater			1895	1,339 6 5	409 6 1
Emmaville to Strathbogie			1885	2,392 2 11	157 6 8
East Kempsey to Spencer's Creek and Branch Road			1877	7,063 14 0	644 10 2
East Kempsey to Spencer's Creek at Ball's River (bank protection)			1896	304 14 6	304 14 6
East Kempsey to Verge's Swamp			1895	123 16 7	40 0 3
East Kempsey, <i>via</i> Dungay Bridge, to Sherwood			1880	3,275 16 10	170 8 0
East Kempsey to Coast at Crescent Heads			1889	1 842 6 7	252 15 0
Erna, <i>via</i> Kincaumber, to Terrigal			1893	1,264 16 9	383 2 9
Ennis and Gowrie Road to Carney's and Branch to Somerville's Gate			1895	389 3 11	248 19 11
Ellenborough Bridge towards Jackey's Bulga			1896	88 6 0	88 6 0
East Maitland to Freeman's Waterholes			1891	5,713 6 9	600 5 4
Ennis Road to Glen Esk Upper Plains			1895	387 9 11	235 12 11
Elrington to Araluen			1870	3,241 1 7	94 0 3
Eurobodalla to Nerrigundah			1889	1,237 7 9	57 5 3
Eden, <i>via</i> Kiah River, to Tumbillica			1896	30 11 6	30 11 6
Eden to Sturt			1879	8,006 7 2	376 4 8
Eden-Pambula Road in approach to Pambula River Bridge			1896	153 16 9	153 16 9
Eden to Pambula			1881	8,037 8 9	300 16 0
Eden-Pambula Road, near Pambula Lake, to Day's Selection			1896	18 4 6	18 4 6
Eden, Pambula Road, to Mount Gahan			1895	15 7 7	6 12 7
Exeter to Main South Road			"	415 16 3	204 5 3
Exeter towards Meryla			1896	49 15 2	49 15 2
E. McGuire's to Pitt Town Bottoms			1893	252 8 3	79 2 0
E. McGuire's, <i>via</i> Cattai Creek, to Clarke's			1896	53 8 7	53 8 7
Essex Road, East Carlingford			1895	58 0 0	18 0 0
Eastern Plains to Tenterden			"	129 12 11	44 13 9
Evan's Plains to Perth			"	160 10 6	52 7 10
Eshe's to Four-mile Creek			"	119 12 4	79 14 8
Eatonswill to Copmanhurst			"	18 12 0	8 16 0
Eastwood Road			1896	98 0 0	98 0 0
Ellalong to Wallaby Gully			1895	55 4 9	3 0 0
Emigrant Creek at Bishop's to Reserve 1,036			"	66 4 2	36 5 9

Maintenance, repair, and construction Consolidated Revenue.

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Com menced	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1866, to 30 June, 1897.
ROADS AND BRIDGES—continued.					
Eight-mile to Puddle Dock			1895	£ 73 6 6	£ 34 16 0
Elsmore to Kangaroo Camp			"	208 17 6	124 3 10
Eugowra to Bendogundra Railway Platform			"	265 18 4	185 4 4
Eastern Road, Turrumurra			1896	276 9 1	276 9 1
Eastern Road, Gordon to Lane Cove to Cowan Creek at Bobbin Head			"	53 14 6	33 14 6
Eccleston to Upper Aleyrn River			"	54 0 0	54 0 0
Enfield Road to Reiby's Grant			"	102 5 0	102 5 0
Embankment in approach to Yanko Creek Bridge			"	249 12 9	249 12 9
Embankment in approach to Tocumwal Bridge			"	333 0 0	333 0 0
Fox's to McCormack's			1892	984 4 0	131 12 2
Fidden's Wharf Road			1893	108 3 0	48 2 0
Fernmount to Tysons			1894	164 4 8	33 17 6
Flanagan's Swamp to Upper St. Leonards and Orandumby			1891	582 18 6	175 0 0
Flyer's Creek to Dorneys			1884	3,927 7 8	359 13 10
Flyer's Creek to Forest Reefs			1895	99 18 3	8 11 3
Foot of Burrogorang Mountain up the Wollondilly River			1882	1,807 13 11	270 8 5
Fitzroy Falls, via Belmore Falls, to Rosegall Road			1890	3,335 16 1	411 5 3
Foxlow, via Carwoola, to Seven mile post			"	1,597 1 7	311 14 9
Fountaindale Estate Road on			1896	30 0 0	30 0 0
Four-mile Tree to Chariton			1890	893 15 4	113 16 11
Forbes to Gunningbland Junction			1883	5,244 8 0	490 7 0
Forbes to South Condobolin			1882	12,492 12 9	1,097 8 6
Forbes to Condobolin			1879	11,804 5 11	325 12 0
Forbes to Goolagong			1896	314 19 4	314 19 4
Forbes to Grenfell			1895	81 3 10	79 0 0
Forbes, via Parkes and Alectown, to Peak Hill			1878	9,098 11 3	78 7 1
Forbes to Parkes Deviation			1896	12 4 0	12 4 0
Favell's to Byng			1884	1,713 10 1	171 18 0
French's Forest to Pittwater Road, Greendale and D.Y.			1890	1,245 7 2	159 15 9
Fleck's to the Quarry			1895	124 17 8	47 17 6
Fall's Creek to Jervis Bay			1896	22 2 0	22 2 0
Forster's Gate to Barber's Creek			"	8 2 10	8 2 10
Forster's Gate to Well's Creek			"	18 9 10	18 9 10
Flanning's Hill to Grono's Farm			"	23 6 8	23 6 8
Flagg's Road into Merriwa			"	25 6 8	25 6 8
Footpath in Approach to Bullock Island Railway Bridge			"	8 6 6	8 6 6
Floodgates, Saltwater Creek, Jones' Island			"	27 19 3	27 19 3
Fernbank Creek to Glen Ewan			"	24 17 1	24 17 1
Frenchman's Lane, Deviation at			"	23 15 4	23 15 4
Foot of Gorrick's Hill to Wilberforce			"	16 1 0	16 1 0
Forest Hill towards Gumly Gumly			"	60 5 6	60 5 6
Frogmore to Reed's Flat, via Short's and Downs' Selections			"	17 1 0	17 1 0
Granvale to Bangalow	Maintenance, repair, and construction	Consolidated Revenue.	1889	2,620 0 4	54 5 3
Gundumbah to Marshall's			1892	597 19 7	129 2 8
Goonellabah to Rous			1895	296 14 9	271 8 4
Grafton, via Glen Innes, to Inverell			1866	288,191 12 6	5,924 17 10
Grafton, via Southgate to Broadwater Road, to Gears			1896	38 10 2	38 10 2
Grafton, via Southgate, to Broadwater			1894	3,079 13 7	953 9 11
Grafton, via Southgate, to Broadwater, towards High Ground and Flood Reserve			1896	11 0 0	11 0 0
Grafton to Flying Horse			1890	10,088 16 5	525 14 3
Grafton and Inverell Road to Glen Elgin Mines			1895	46 5 0	13 17 0
Grebert's to Solferno			1886	6,287 15 2	429 18 10
Grafton, Corinda Road, at Genugil, to the Ulmarra-Corinda Road			1896	56 0 0	56 0 0
Glynn's to Nymboida			1890	401 3 3	33 5 6
Glen Innes to Red Range and Bear Hill			1895	272 15 4	153 17 5
Glen Innes, via Wellingrove, to King's Plains			1875	9,577 4 6	218 11 4
Glen Innes to Shannon Vale			1891	561 10 3	79 9 9
Glen Innes to Mount Mitchell			1888	1,577 7 7	83 18 0
Glen Innes, Red Range Road, at Green House, towards Kookabookra			1896	21 8 3	21 8 3
Glen Innes to Emmaville			1881	8,212 13 2	230 19 5
Glencoe Station to Mount Mitchell			1890	1,325 4 1	48 15 0
Guyra to Glencoe			1895	811 7 7	323 14 0
Guyra to Sandy Creek			1890	493 5 7	10 6 0
Guyra to Kangaroo Camp			1893	3,078 14 11	456 17 10
Guyra to Kangaroo Camp Road to Tapps			1896	9 9 0	9 9 0
Guyra to Oban and Kookabookra			1889	2,553 3 6	113 2 4
Gundy to Timor			1896	55 13 0	55 13 0
Great North Road up Dry Creek			"	30 11 0	30 11 0
Great North Road to Tubbamurra			"	28 6 0	28 6 0
Green Hill Ferry to East Kempsey and Sherwood			1895	327 4 3	268 6 9
Gostwycke to New Park			1882	7,501 17 11	275 0 10
Gostwycke to Vogel's Selections			1896	27 0 0	27 0 0
Gosford to the Blood Tree			1890	3,369 9 2	204 13 2
Glenne's, via Chillcott's Flat, to Camberwell and Goorangoola Road			1891	186 13 11	34 0 0
Gunnedah to Malilly			1888	7,270 1 4	464 13 3
Gunnedah to Wandabah			1889	300 9 5	38 9 0
Gunnedah to Carroll, north bank Namoi			1893	277 5 8	71 1 0
Gunnedah to Burbungate			1896	7 19 0	7 19 0
Gunnedah to Somerton			1890	1,071 18 1	239 1 3
Gunnedah to Boggabri			1894	325 14 6	75 18 7
Gloucester to Copeland			1880	5,540 10 3	487 12 4
Gloucester to Cobark			1885	3,335 2 9	298 19 0
Green's Lane to Hartford Gully			1891	248 3 10	26 18 6
Geraghty's to Bryant's			"	704 8 10	76 4 8
Great North Road, near Uralla, to Big Ridge			1896	22 14 11	22 14 11

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Com-menced.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
ROADS AND BRIDGES—continued.					
Goorangoola Road to Carrow Brook			1895	£ 278 15 7	£ 54 14 0
Goorangoola, Bowman's Creek Road, at Ritter's, &c., to Rosis Selection			1896	12 10 0	12 10 0
Goorangoola Road to Bowman's Creek			1895	100 0 0	80 0 0
Goondiwindi towards Moree			1896	73 8 0	73 8 0
Gresford to Eccleston			"	227 0 0	227 0 0
Gresford to Lostock			"	280 0 0	280 0 0
Gresford and Eccleston Road, via Parkes Creek, to Dungog			"	50 0 0	50 0 0
Gara to Kunopia			1895	79 3 6	24 2 9
Gosford to Cooranbong			1892	3,965 13 8	864 9 6
Gosford and Cooranbong Road to Tuggerah Lakes (Cobb's Road)			1895	186 3 11	45 19 3
Gosford and Cooranbong Road to Swansea			"	704 14 9	294 17 11
Gosford to Madens Brush			1896	36 0 0	36 0 0
Gosford to the Blood Tree Road to Somersby Waterfalls			1895	87 15 0	57 15 0
Gosford and Terrigal, Haven Road to Davis Town			1896	95 18 9	96 18 9
Gosford and Cooranbong Road, via Jilliby and Mandalong, to Gosford and Cooranbong Road			1895	928 16 3	561 4 5
Gosford to Wallabadah			1896	10 1 0	10 1 0
Gosford to Tuggerah Beach			1895	833 10 8	329 17 4
Gosford and Blood Tree Road to Narara Station			1896	78 6 11	78 6 11
Gosford and Cooranbong Road to Carrington Apiary			"	123 19 6	123 19 6
Gordonville to McFadden's			1895	405 9 4	145 2 9
Green Ridge to Knight's Farm			"	169 0 6	122 10 6
Goulburn to Cooma			1874	129,860 16 10	1,243 9 6
Goulburn to Pomeroy			1880	5,399 3 3	202 17 0
Goulburn to Roslyn			1878	8,712 11 10	269 3 8
Goulburn to Mount Wayo			1892	1,755 11 3	175 0 0
Goulburn Municipal Roads			1896	75 0 0	75 0 0
Goulburn to Mummel Bridge			1892	1,525 13 9	222 12 8
Goulburn to Bungonia			1874	7,472 10 2	169 16 9
Goulburn to Taralga			1888	9,598 18 10	350 0 0
Goulburn to Windellima			1876	9,751 2 0	242 0 8
Goulburn to Windellima Road towards Bungonia			1896	35 10 0	35 10 0
Goulburn, Cooma Road, near 23 Mile post to Currawang			"	111 18 4	111 18 4
Gunning to Berrybanglo			1891	652 19 9	107 1 2
Gunning to Gundaroo			1893	1,266 7 5	394 14 2
Gunning and Dalton Road to Burrowa			1892	1,654 6 6	599 19 4
Gunning, via Dalton, to Burrowa, towards Douglas			1896	19 0 10	19 0 10
Gininderra to Gundaroo			1892	250 10 10	44 9 5
Gininderra to Bungendore			1890	1,473 16 5	120 5 2
Galong, via Kalangan, towards Marengo			1892	915 16 2	211 0 0
Galong to Burrowa			1890	1,173 18 3	94 16 6
Gundagai to Bongongolong	Maintenance, repair, and construction.	Consolidated Revenue.	1883	3,166 11 2	98 4 2
Gundagai to Wantabadgery			1892	891 8 0	140 0 0
Gilmore Creek to Reilley's Crossing			1872	3,910 10 7	104 7 3
Glenroy to Mundaroo			1890	836 3 5	20 0 0
Glenroy to Coppabella			1896	57 7 9	57 7 9
Germanton to Jingellie			1886	5,022 5 6	160 7 0
Germanton to Cookardina			1883	2,157 4 6	66 14 0
Gerogery to Howlong			1881	12,108 10 0	304 17 4
Gerogery, via Jindera, to Bungowannah			1876	6,450 15 7	161 13 5
Glenquarry to Yarrunga			1896	258 16 6	258 16 6
Gerogery Station to Walla Walla			1876	6,975 16 6	115 6 0
Germanton to Bowler's Gap			1895	362 12 0	53 11 0
Grattai to Sally's Flat			1888	4,013 4 1	399 3 10
Grenfell to Forbes			1887	3,478 10 1	92 4 11
Grenfell, via Weddin Gap, to Bimbi			1890	1,015 7 10	75 0 0
Grenfell to Goolagong			1885	3,544 16 1	122 12 5
Grenfell to Quondong			1890	567 6 1	11 4 6
Grenfell, via Bimbi, to William's Crossing			1882	5,343 14 8	115 10 0
Guntawang, via Wellington, to Goolma			1878	12,566 5 2	231 14 7
George's Plains to Caloola			1894	509 19 5	103 6 10
Goodooga to Brewarrina			1895	416 14 7	116 7 0
Glasson's Woolshed to Moorilda			"	143 1 6	71 11 0
Gulgong to Martin's Crossing			1896	16 15 10	16 15 10
Gulgong to Jackson's Crossing			"	37 8 9	37 8 9
Gladesville, via Gordon to Pittwater			1890	1,746 5 4	450 10 0
Granville to Main South Road (Woodville Road)			1889	1,817 14 4	73 7 0
Girilambone to Cannonbar			1896	48 1 1	48 1 1
Galston Road to Berowra Creek			"	63 0 0	63 0 0
Grong Grong to Devlin's Siding			1895	98 16 10	39 19 6
Grong Grong to Warri			"	525 15 7	146 18 11
Grong Grong to Narrandera			"	101 13 5	43 13 5
Graman to Ottley's Creek			"	99 15 0	7 0 0
Galston to Dural			1896	43 10 0	43 10 0
Galston to Fagan's			"	75 0 0	75 0 0
German's Hill to Boro			"	139 19 2	139 19 2
German Hill to Kite's Swamp			"	120 1 0	120 1 0
Gobondry to Bogan Gate Railway Platform			"	186 15 0	186 15 0
Great West Road to Wentworth Falls Reserve			"	17 15 0	17 15 0
Gladstone along Boundary Race Course			"	18 0 0	18 0 0
Gilgandra via Biddin towards Tinderbrine			"	49 7 0	49 7 0
Gori Gate to Duri Platform			"	23 10 0	23 10 0
Goondiwindi Road towards Kunopia			"	39 8 1	39 8 1
Glen Ora, down the River			"	141 19 8	141 19 8
Green Valley to Kentucky Platform Crossing Main North Road			"	23 18 0	23 18 0
Green Hills to East Kempsey to Sherwood Road at Euroka			"	41 3 8	41 3 8

RETURN OF EXPENDITURE ON PUBLIC WORKS—*continued.*

Work, and where situated	Whether Constructing or under Repairs	Fund from which the Expense is defrayed	When commenced	If Unfinished, amount of Expenditure to 30 June, 1897	Amount expended from 1 July, 1896 to 30 June, 1897
ROADS AND BRIDGES—<i>continued</i>					
Glendon Milk Factory to Lower Mitchell's Flat			1896	£ 49 12 0	£ 49 12 0
Ginkin to Edith			"	14 8 0	14 8 0
Great West Road to Silver Water Wharf			"	25 0 0	25 0 0
Grabine to Woolbrook			"	139 10 0	139 10 0
Glenbrook Station to Main West Road			"	25 5 3	25 5 3
Grogan, <i>via</i> Dinga Dingi, to Stockinbingal			"	32 14 2	32 14 2
Gibb's to Cogun's (Old Pegar Road)			"	50 0 0	50 0 0
Glen Murray Road			"	256 11 6	256 11 6
Gallop's Creek to Bowring and Yass			"	17 12 0	17 12 0
Green's Gunyah towards Bond's			"	25 15 0	25 15 0
Gilmore Road, from Fagan's Road, to Mumroe's			"	15 0 0	15 0 0
Glenhaven Road, from Great North Road, towards Kellyville			"	15 0 0	15 0 0
Galston to Middle Duval			"	20 0 0	20 0 0
Galston, Fagan's Road, to Thomas' Selections			1895	129 0 0	5 0 0
Howlong to Tocumwal			1896	78 8 1	78 8 1
Howlong to Walbundry			1892	472 8 16 0	59 17 6
Howlong to Goombargona			1896	98 9 3	98 9 3
Hay to Boolgal			1883	12,298 4 9	450 8 4
Hay to Gunbar			1879	7,072 8 0	143 6 10
Hay to Darlington Point			1896	75 0 0	75 0 0
Hay to Wanganella			1881	863 9 1	127 4 1
Holt's Flat to Tantawanglo			1892	140 19 4	109 19 4
Hartley to Jenolan			1890	8,352 6 5	788 2 8
Hill End to Duramana			1887	1,313 16 9	139 12 11
Halfway House, <i>via</i> Abattoirs, to "White Bay Hotel"			1885	3,935 4 4	292 1 4
Hornsby to Galston			1893	7,214 2 7	615 9 6
Head of Popran Creek to Wharf, Hawkesbury River			1896	32 4 0	32 4 0
Hill Top to Main South Road			"	69 0 9	69 0 9
Haydonton Railway Station to Dwyer's			"	12 0 0	12 0 0
Hewitt's Hill to Petersen's			"	93 16 6	93 16 6
Hobby's Yards to Long Swamp			"	10 0 0	10 0 0
Henty to Pleasant Hills			"	53 1 5	53 1 5
Hairfield Road, from Colabash Ridge, to Armitage			"	10 0 0	10 0 0
Harwood to Chatsworth			1883	1 525 16 10	43 1 2
Harwood, <i>via</i> Serpentine, to Chatsworth			1890	1,207 15 9	142 7 9
Holey Flat to Stewart's River			1889	1,323 9 1	272 14 3
Harper's Hill to Allandale Railway Station			1879	777 9 11	64 18 11
Hillgrove to Perrett's			1895	1,202 4 6	621 16 1
Hayden's to Watson's (West Nimbin Road)			1891	1,710 1 9	188 2 4
Hainsville, <i>via</i> Mullumbimby, to Byron Bay			1894	2,373 14 7	686 15 11
Hartigan's, up North Arm			1895	461 13 1	203 15 4
Hexham to Williamstown			"	512 0 1	239 8 7
Hinton to Mount Kanway			1887	1,712 13 0	115 2 8
Hexham, <i>via</i> Raymond Terrace, to Lumburner's Creek			1884	6,716 5 0	570 10 7
Henty Station to Munyabba			1892	911 11 5	111 19 3
Humula to Kyamba			1896	50 0 0	50 0 0
Hay to Balrarrald			1887	10,526 10 10	126 2 10
Hillston to Roto			1895	318 5 9	138 2 6
Hillston to Cudgellico			"	462 16 2	147 7 6
Helensborough West to Heathcote, Bull's Pass Road			"	416 5 3	390 19 1
Heathcote to top of Bull's Pass			1890	1,443 7 0	120 16 5
Hoskingtown to Harold's Cross			"	520 16 8	58 4 3
Humula, <i>via</i> Umbango, to Tareutta			1892	597 11 2	99 18 6
Inverell to Gum Flat			1889	2,015 11 2	132 11 8
Inverell, <i>via</i> Elsmore to, Glen Innes Road			1884	7,508 4 8	290 10 8
Inverell to Bundaria			1892	891 9 0	233 12 10
Inverell, <i>via</i> Tingha, to Kangaroo Camp			1893	1,785 2 0	312 15 2
Inverell <i>via</i> Middle Creek, to Kangaroo Camp			1896	24 17 0	24 17 0
Inverell, to Dinton Vale			1885	1,769 5 8	148 14 10
Inverell to King's Plains			"	3,829 6 8	369 7 3
Inverell to Wallangara			1878	19,463 17 6	1,070 10 2
Inverell to Warnalda			1877	23,680 6 1	1,240 10 10
Inverell to Strathbogie			1894	2,353 14 9	501 19 7
Inverell to Texas			1878	13,985 15 8	579 16 7
Inverell Bingera Road to Bobby Whitlow Creek			1896	49 18 6	49 18 6
Inverell Road, at 23 mile post, to Yetman Road, at 10-mile post			"	45 12 0	45 12 0
Irishtown to Wollum Platform			1893	145 8 6	38 19 6
Ironbarks to Boolcarrol			1888	2,829 16 0	302 15 0
Illawarra Road from Lugarno Ferry to Little Forest			1896	20 0 0	20 0 0
Illaboo Railway Station to Eurongilly			1895	98 19 3	48 19 3
Illaroo Road to Brown Mountain			1896	73 18 6	73 18 6
Junee to Cooba Creek Bridge			1891	662 10 4	117 3 7
Jesswolgan to Uralba			1891	595 16 0	81 19 5
Jericho, over Big Swamp			1890	1,040 17 4	220 0 0
John's River Wharf to Upper Stewart's River			"	1,298 9 4	198 10 6
Jerry's Plains to Denman			1884	2,260 2 9	88 3 4
Jerry's Plains to Oakhollow			1896	47 12 9	47 12 9
Johnson's Bridge to Moonbi Station			1892	339 7 6	50 0 0
Jilliby Jilliby to Little Jilliby			1895	414 15 6	86 18 10
Jugiong to Murrumburrah			1887	2,736 2 8	107 19 3
Jindabyne to Ingebyra			1892	387 11 9	106 3 10
Jingellic to Kancoban			"	1 937 16 1	244 5 9
Jerilderie, <i>via</i> Yanko, to Goolgumbala			1891	1,019 6 10	106 8 0
Jerilderie to Tocumwal			1884	4 031 13 1	217 5 3
Jerilderie to Berrigan			1890	3,020 1 8	91 4 10
Jerilderie to Clear Hills			1894	631 2 3	66 15 0

Maintenance, repairs, and construction
Consolidated Revenue

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, amount of Expenditure to 30 June, 1897	Amount expended from 1 July, 1896, to 30 June, 1897.
ROADS AND BRIDGES—continued.					
Jenilderie to Coreen			1895	£ 1,285 11 1	£ 237 1 6
Jindera to Walla Walla			1888	1,706 11 6	105 9 6
Jindabyne to Wollondilly			1895	58 1 3	26 12 0
Jindabyne to Kosciusko (Exp'oration)			1896	250 8 0	250 8 0
Jones' Bridge to West Blowering			1895	296 15 7	143 12 4
Jerry's Plains to Doyle's Creek			1896	32 12 8	32 12 8
Junction, Barnett and Little Manning Rivers, to Nowendoc			"	93 0 0	93 0 0
Jacob's Hill Deviation			"	24 13 4	24 13 4
Kynumboon to Nobby's Creek			1889	3,297 6 11	232 14 2
Kelly's, via Sharpe's, to Moonee			1890	7,907 11 1	1,591 10 11
Kempsey to foot of Jeogla Mountain			1894	6,847 7 5	1,808 0 1
Kincumber to Lloyd's Wharf			"	114 10 9	82 8 0
Kincumber to Little Beach			1893	236 15 7	67 0 0
Krambach to Kew (North Coast Road)			"	7,412 14 5	1,341 15 0
Krambach to Tuncurry			1895	1,285 16 5	700 0 0
Koree Island Roads			1890	239 16 11	34 9 8
Kayuga, via Baxter's, to Aberdeen			1894	374 14 8	139 19 2
Kew, Rolland's Plains Road, to Cedar Creek			1896	20 15 0	20 15 0
Kew to Rolland's Plains			1895	2,513 14 3	1,348 4 7
Kew, Rolland's Plains Road, near 37-mile Post, to Heron's Creek Wharf			1896	99 6 3	99 6 3
Katoomba to Jenolan Caves			1895	67 5 9	27 13 0
Kangaroo Valley, via Brogher's Creek, to Kangaroo Mountain			1882	2,148 8 2	99 15 0
Kangaroo Flat Road, at Junction to Woodton			1896	45 10 0	45 10 0
Kippielaw to Bialla			1888	2,089 0 6	193 1 5
Kippielaw, via Parkesbourne, to Bredalbane			1887	676 17 4	30 6 0
Kitty's Creek to Dog Trap Ford			1888	1,219 4 1	137 2 4
Kiandra Road to Yarrangobilly Caves			1896	116 3 9	116 3 9
Kiaila Post Office to Middle Creek			1895	121 17 8	22 13 1
Kiaila to Pejar			1894	110 8 0	26 1 0
Kanoona to Candelo			1895	241 9 5	142 10 0
Kameruka to Bembooka			"	172 9 3	17 17 0
Kirkconnell to Sunny Corner			1890	1,057 5 2	155 19 2
Kelso and Palmer's Oakey, to River Turon			1887	11,240 1 1	381 13 0
Kelso to O'Connell			1876	9,878 7 0	177 4 9
Kelso to White Rock			1896	45 8 0	45 8 0
Kelso to Kel'oshuel			1895	131 0 5	18 15 4
Kelso to Monkey Hill			"	2,758 0 10	979 16 9
Kelloshuel to Gowan			1878	7,773 15 6	281 2 11
Kayuga Road to Castle Rock			1896	34 3 8	34 3 8
Kangaloon to Waratah Factory			"	46 14 6	46 14 6
Kenthurst Post Office to Porter's			"	25 0 0	25 0 0
Katoomba to the Caves	Maintenance, repair, and construction.	Consolidated Revenue.	"	54 5 0	54 5 0
Kelman's Gate to Kirkton			"	100 10 8	100 10 8
Keera Crossing			"	29 18 8	29 18 8
Koorawatha towards Grenfell			"	20 9 6	20 9 6
Knight's Road from Bevan's Road			"	10 0 0	10 0 0
Kenthurst, Windsor Road near McClymont's, towards Clarke's			"	25 0 0	25 0 0
Kenthurst, via Cusbert's, to Annan Grove			"	15 0 0	15 0 0
Lismore to Gundarimba			1891	493 8 5	55 14 8
Lismore to Reasley			1896	538 18 10	538 18 10
Lismore to Blue Knob (Nimbin Road)			1883	21,252 1 7	788 10 0
Lismore towards Nightcap			1895	831 2 10	415 7 10
Lismore to Tucki			1893	10,760 4 4	233 2 0
Lismore, Nightcap Road, to Dunoan and Arthur's			1896	38 2 4	38 2 4
Lismore to Beardow's			1894	580 11 9	164 16 9
Little Plain to Reedy Creek			1894	268 15 5	91 17 0
Lawrence to Myall Creek			1864	138,696 5 9	698 17 4
Lycester Creek Bridge to Campbell's			1887	3,106 9 10	397 16 6
Levenstrath, via Kangaroo Creek, to Green's			1890	1,069 18 7	135 1 6
Laris to Toohey's Mill			1886	3,203 3 0	183 0 3
Long Reach to Clybucca			1890	440 16 2	34 10 0
Long Reach to Rainbow Reach			1891	304 13 3	34 12 6
Lauriston to Upper Camden Haven			1892	1,768 2 11	462 12 9
Lambton to Charlestown			1883	2,915 1 10	54 12 6
Lambton and Charlestown Road to Cardiff Road			1894	176 3 5	71 6 4
Laguna to top Wattagan Mountain			1895	470 17 9	170 19 3
Lochnivar to Railway Station			1885	523 13 6	32 10 0
Limeburners' Creek to Krambach			1894	6,882 17 5	1,776 11 8
Little Plain to Bingera			"	2,544 16 3	662 13 2
Largs to Tocal			1896	120 0 0	120 0 0
Lochnivar, via Luskintyre, to Dalwood			1894	340 19 0	139 2 0
Lochnivar to South of Boyces			1896	30 0 0	30 0 0
Limestone Hill to Newell's Crossing			1895	427 10 10	177 5 10
Lostock to Carraboler			1896	100 0 0	100 0 0
Little Bumble, via Millie to Meroe			1890	3,393 8 11	232 3 4
Long's Corner to Canowindra			1895	70 17 3	13 6 8
Liverpool, via Holdsworth's, to Eckersley's			1894	211 16 4	91 16 4
Liverpool via Penrith, to Bringelly Road			1896	61 2 8	61 2 8
Leighwood, via Golspie, to Stone Quarry			1887	834 7 4	82 6 4
Leighwood to Bolong River			1896	11 0 0	11 0 0
Laggan to Binda			1875	3,086 7 4	81 14 5
Laggan Road, via Strathaird, to Goulburn Road			1895	77 17 9	27 12 0
Laggan to Golspie			1892	462 8 8	76 3 10
Lower Tarcutta to Alfred Town			"	1,755 16 9	255 11 2
Lochnel to Back Creek			1893	158 4 10	50 0 0
Larbert, via Reedy Creek, to Braidwood and Boro Road, to Hallett's			"	155 16 3	19 18 0

RETURN OF EXPENDITURE ON PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Commenced	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—<i>continued.</i>					
Little Forest to Canyonleigh			1894	2,155 13 8	890 8 0
Loftus Junction to Heathcote			1896	52 10 9	52 10 9
Lithgow Municipality to Middle Hartley			"	146 9 2	146 9 2
Lidsdale to Wolgan			1893	480 8 9	69 11 0
Little Hartley to Hartley Vale Platform			1885	3,250 6 5	181 9 0
Lowther to Gambenang			1890	564 1 10	36 15 7
Lyndhurst, <i>via</i> Abercrombie, to Bigga			1879	8,930 13 0	385 5 2
Leeholme to Tarana and O'Connell			1872	4,045 4 3	119 8 10
Lucknow to Huntley			1895	210 2 7	106 10 0
Little Hartley to Lowther			"	198 9 7	121 13 7
Lucknow to Worboy's Junction			1896	469 10 8	469 10 8
Lane Cove to Cowan Creek, at Bobbin Head			1884	1,166 10 5	90 2 4
Lane Cove Road, Turramurra, to Bobbin Head			1896	25 0 0	25 0 0
Lane Cove Road to Gordon Estate (Peat's Road)			"	42 0 0	42 0 0
La Perouse to Little Bay (Sanatorium Road)			1884	1,090 4 6	94 2 11
Lugano to Como			1895	428 17 3	1 0 0
Loop Road, Glen Dural, to Brownlow Hill			1896	17 17 0	17 17 0
Ludkie's, <i>via</i> Pee Dee, to Main Arundal Road			"	158 10 9	158 10 9
Lavada to Ulmarra			"	40 0 0	40 0 0
Lower Ash Island Punt to Maitland Road			"	21 5 0	21 5 0
Lithgow to the Hermitage (Compensation)			"	89 1 9	89 1 9
Lakesland to Cedar Creek			"	41 5 0	41 5 0
Murwillumbah to Blue Knob			1894	2,776 8 11	732 2 1
Murwillumbah, <i>via</i> Risley's, to 'Possum Shoot			"	4,580 18 5	1,113 18 1
Murwillumbah to Cudgen Wharf			1892	2,167 10 0	435 16 11
Murwillumbah to Queensland Border			1891	2,628 12 5	307 10 8
Murwillumbah to Brown's Farm			1896	32 2 1	32 2 1
Murwillumbah, <i>via</i> Tumbulgum, to Terranora			1880	3,680 1 11	309 4 10
Murwillumbah, 'Possum Shoot Road, to Caden's			1896	113 11 0	113 11 0
Munn to Thornton			1878	4,864 6 5	204 11 11
Mullumbimby, up Main Arm, Brunswick			1890	1,414 8 10	82 3 6
Maclean to Palmer's Channel			"	956 16 4	91 6 0
M'Lean's to Model Farm			1896	74 6 0	74 6 0
Merriwa to Cassils			1891	5,902 15 3	422 16 8
Merriwa to Bunnan			1896	37 6 0	37 6 0
Merriwa to Ringwood			1895	27 19 9	10 8 3
Melville to Stockyard Creek			1889	553 11 9	16 14 0
Maybole to Ben Lomond Railway Station			1872	273 11 0	24 14 8
Moree, <i>via</i> Goonal, to Mogil Mogil			1887	5,963 1 10	198 13 8
Moree Road, <i>via</i> Reeves, to Pallal Road, at Bangheet			1894	191 0 6	43 4 0
Moree to Terry He He			1892	1,351 10 8	167 8 8
Moree to Mungundi			1894	2,762 19 7	851 3 8
Moree to Bogamildil			1895	765 8 3	252 6 0
Moree towards Bingera and Ezzie's			"	1,234 9 2	529 10 8
Moonee to Congarini (Coast Road)			1894	5,389 0 10	1,432 19 0
Marx Hill to South Arm			1896	147 14 3	147 14 3
Mosquito Island Road			1894	163 14 2	33 15 0
Mundooran to Tundabrine Creek			1895	995 17 4	305 4 6
Myers' C.P. to Never Never Plains			1884	2,187 3 0	188 10 1
Marlee Road to Minns' and Gillogley's			1892	88 10 3	10 0 0
Moyocum to Tyagarah			"	713 6 8	155 11 4
Mitchell's Island Roads			1887	2,061 5 10	179 16 9
Morrissett to mouth of Dora Creek			1896	44 14 6	44 14 0
Maitland and Paterson Road to Dalwood			1887	2,604 9 0	432 7 5
Maitland Road to Earl's C.P.			1894	196 5 8	123 8 0
Maitland and Dagworth Road along Wallis Creek			1887	806 6 7	68 13 5
Maitland Road to Broomfield Hill			1896	67 0 0	67 0 0
Maitland and Dagworth Road, <i>via</i> Stanhope, to Elderslie			"	102 10 4	102 10 4
Morpeth and Largs Roads, &c., to M'Clymont's Swamp			1895	90 0 0	40 0 0
Morpeth to Four-mile Creek			"	150 0 0	100 0 0
Morpeth Road, through Phoenix Park, to Largs			1895	54 0 0	54 0 0
Morpeth, <i>via</i> Hinton, to Dunmore and Clarencetown			1892	812 5 9	152 6 4
Morpeth to Largs			1896	30 0 0	30 0 0
Muswellbrook Bridge to Sandy Hollow			1888	4,922 7 11	269 16 11
Muswellbrook to Merriwa			1893	5,216 18 7	1,036 19 1
Muscle Creek Road			1896	76 15 8	76 15 8
Moonan Brook to Glenrock			1895	209 6 0	139 6 0
Malally to Demson Town			1892	5,417 3 11	789 19 4
Mail Station to Llangothlin Railway Station			1890	404 14 9	14 19 9
McIntosh's to Nymboida			"	2,276 4 11	313 3 2
McIntyre's Flat to Puddledock			1880	773 17 4	55 17 10
Macksville to Upper Warrell Creek			1886	574 7 10	30 9 3
Macksville to Macleay Heads			1885	1,267 8 11	76 5 6
Meehan's Crossing, <i>via</i> Limestone, to Maloney's			1895	322 11 4	147 5 6
Manilla to Somerton			1891	364 5 0	49 0 0
Manilla to Crow Mountain			1896	24 17 0	24 17 0
Manilla to Hall's Creek			"	15 0 0	15 0 0
McIntosh's to Levenstrath			1895	74 3 9	52 15 3
Mobbs' Hill to Rogan's Hill			"	647 8 10	454 18 4
McDonald's River up Webb's Creek			1893	317 4 6	116 1 4
McDonald's River up Gorricks Run			1896	25 0 0	25 0 0
Muswellbrook, <i>via</i> Dartbrook to Scone			1895	261 6 8	129 18 10
Moonan Brook to Glen Rock Deviation, at Campbell's Pinch			"	159 19 7	109 19 7
Moylan's to the Beach			"	101 4 8	9 2 0
Murray's Run to Bumble Hill			1896	153 11 0	153 11 0

Maintenance, repair, and construction. Consol- dated Revenue.

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Com- menced.	If Unfinished, amount of Expenditure to 30 June, 1897.		Amount expended from 1 July, 1896, to 30 June, 1897.	
				£	s. d.	£	s. d.
ROADS AND BRIDGES—continued.							
Main South Coast Road, Jamberoo to Albion Park, Deviation at Turpentine Hill			1896	560	13 6	560	13 6
Main South Coast Road, Jamberoo to Albion Park, Deviation at Gray's Hill			"	169	15 0	169	15 0
Menangle to Great Southern Road			1895	115	14 11	77	13 11
Main South Road to Cobbitty			1896	69	18 6	69	18 6
Main South Road to Bullio			1890	1,624	3 3	199	9 0
Main South Road to Jellore			1896	15	0 0	15	0 0
Main South Road to Picton Lakes			1894	268	19 1	168	7 0
Main South Coast Road at Bateman's Bay to Runnymede			1896	22	13 0	22	13 0
Main South Coast Road			1879	132,106	19 5	7,388	2 5
Main South Coast Road, near Campbelltown, to Wedderburn			1896	148	10 6	148	10 6
Mittagong to Argyle Road			1879	1,810	10 2	29	17 0
Mittagong to Glenquarry			1896	118	6 0	118	6 0
Moss Vale towards Jamberoo			1890	6,276	4 1	597	15 2
Moss Vale towards Kiama, Jamberoo Mountain Road			1896	113	0 0	113	0 0
Moss Vale to Meryla			"	337	1 8	337	1 8
Moss Vale to Barrengarry			1890	7,783	2 10	634	2 4
Moss Vale, Barrengarry Road to Red Hill			1896	15	0 0	15	0 0
Moss Vale, via Berrima, to Mandemar			1890	1,901	13 7	387	4 4
Menangle to Stoney Creek			1892	459	2 1	63	10 3
Mount Wayo, via Tuena, to The Abercrombie			1881	32,913	18 11	566	8 8
Mummel Bridge, via Wheeo, to Narrawa			1892	2,545	12 5	311	4 2
Mulwalla to Saverlake			1895	230	16 0	42	19 0
Mulwalla to Berrigan, at Tanner's Lane			1896	198	0 0	198	0 0
Marulan Taralga Road, at Bannaby, to Bullio			"	14	18 0	14	18 0
Marulan, via Long Reach, to Bannaby and Taralga			1892	2,562	1 1	360	18 10
Murrumburrrah, via Currawang, to Kingsvale			"	364	1 1	56	8 7
Monga to Major's Creek, Elrington			1871	6,681	3 0	87	10 10
Major's Creek to Snowball			1880	5,550	14 1	324	15 11
Mogo to Tomakin			1887	841	18 11	26	17 1
Mogo to Ryan's Creek Bridge			1896	84	7 0	84	7 0
Mortlock's to Cowra Reefs			"	81	19 0	81	19 0
Merimbula to Jellat Jellat			1874	3,028	17 1	60	11 6
Moruya to Araluen			1865	32,432	6 5	528	6 4
Mathoura to Bunaloo			1888	1,657	15 3	43	0 0
Moruya to Womban Road			1896	22	5 3	22	5 3
Moulamein to Yanga			1892	1,092	10 1	79	19 0
Moruya to Broulee			1896	70	17 0	70	17 0
Moama to Moulamein			1875	14,218	0 0	337	17 4
Moama to Thyra			1892	814	0 5	214	19 0
Murrumbateman to Gininderra			1893	656	8 8	230	10 2
Mittagong to Billyrumbuck			1891	145	13 2	36	9 6
Monteagle to Monteagle Platform			1895	219	3 9	40	0 0
Main South Road to Burrows			"	506	14 4	229	15 9
Main West Road to Chatsworth, via Mt. Capiure (Wallgrove Road)			"	145	3 5	40	19 0
Main West Road to Lapstone Range			"	111	6 6	40	11 8
Main West Road to Cross Roads, Cabramatta			1893	505	5 10	77	12 11
Main West Road, Glebe, to Rookwood			1896	34	14 7	34	14 7
Main West Road at Fox under Hill to Seven Hill's Road			1895	90	0 0	50	0 0
Main West Road to Blacktown Road			1896	75	0 0	75	0 0
Main West Road at Castle Hill to Government Reserve			1895	102	19 5	16	0 0
Main West Road, Diamond Swamp to Road Meadow Flat, to Tarana			"	40	19 5	31	4 1
Main West Road, Katoomba			1896	139	5 10	139	5 10
Mount Victoria to Bell's Platform			1885	2,524	12 4	64	1 0
Mutton's Falls to O'Connell			1890	611	9 1	126	6 6
Marangaroo to Meadow Flat			"	1,698	19 3	186	18 0
Meadow Flat, via Sunny Corner, to Palmer's Oakey			1891	1,540	0 1	320	3 7
Mitchell's Creek to Palmer's Oakey			1879	4,261	3 8	8	15 0
Millthorpe to Cadia			1878	8,651	13 0	281	11 4
Millthorpe to Lewis' Ponds			1890	1,461	10 10	140	9 5
Millthorpe, via Guyong, to Byng			1882	3,140	13 5	151	11 10
Monkey Hill to Hill End			1876	10,594	14 3	242	13 11
Millthorpe to Spring Hill			1896	69	4 3	69	4 3
Mandurama to Burnt Yards			1889	786	13 3	72	0 0
Mandurama to Canowindra			1873	16,436	10 5	182	4 3
Mandurama to Neville			1895	437	18 11	199	9 10
Mount McDonald to Grabine			1889	1,038	13 4	39	19 0
Matthew's to Brown's Creek			1885	2,228	5 0	53	2 3
Matthew's to Forest Reefs			1896	82	16 3	82	16 3
Mullion Railway Station to Belgravia			1891	434	2 11	48	7 0
Molong to Norah Creek			1890	658	18 3	77	14 0
Molong to Manildra Road to Gregra Railway Station			1896	74	8 0	74	8 0
Molong, via Boree and Big Flat, to Cargo			1889	1,700	16 4	129	15 0
Molong to Warne Station			1882	3,855	3 0	157	19 2
Molong, via Redbank, to Gumble			1896	46	0 0	46	0 0
Murphy's Hut to Cudal			"	112	10 0	112	10 0
Mumbil Railway Station to Burrendong			1880	1,093	16 6	93	5 0
Mullion to Long Point			1896	73	19 0	73	19 0
Moorilda to Neville			1893	1,674	9 10	548	0 0
McGrath's Hill to Maroota			1890	3,339	13 6	399	10 11
Maryvale to Cobborah Road			1896	100	0 0	100	0 0
Main West Road to Rooty Hill Station			1895	90	18 0	0	2 3
Main Windsor Road to Toongabbie Road, over Hammer's Bridge			"	37	0 8	28	0 8
Molong to Manildra			"	484	9 1	198	4 6
Manildra to Toogong			"	155	16 3	79	6 0

Maintenance,
repairs, and
construction. Consoli-
dated
Revenue.

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When Com-menced	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1895, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—continued.					
Moronglo Creek towards Burrowa			1895	595 0 3	273 16 1
Milson's Point, via Lane Cove Road, to Peat's Ferry			1875	53,885 0 4	1,915 12 7
Manly, via Pittwater, to Barrenjoey			1879	16,087 12 0	706 5 8
Military Road, St. Leonards			1885	10,132 6 2	361 7 3
Military Road, Bondi (Land Compensation)			1896	377 9 11	377 9 11
Military Road, Randwick			1895	449 0 0	225 0 0
Mayfield Road				107 3 5	55 14 1
Mount Mooby Road to Daitbrook Bridge			1896	9 11 0	9 11 0
Mount Victoria to Mount York Reserve				37 14 0	37 14 0
Mangleson's Cutting				15 1 5	15 1 5
Martinsville Public School to Wilkinson's C.P.				78 2 6	78 2 6
Mona Vale Hill Cuttings				70 3 4	70 3 4
Mulbring to Ellalong				25 0 0	25 0 0
Mandulong to Rooney's Farm				67 19 0	67 19 0
Main North Road at Branxton to Railway Station				75 17 0	75 17 0
Muller's Forest Drainage				67 10 0	67 10 0
M'Leod's towards Comboyne Reserve				118 9 3	118 9 3
Meadowbank Railway Station Approach				773 7 3	773 7 3
Moonbi to Mulla Creek				30 0 0	30 0 0
Maryland Creek across the Border, via Cullenbone				39 18 0	39 18 0
Main Beechwood Road, up left bank Moreton's Creek				78 11 4	78 11 4
Muscle Creek Road to Goorangoola, Bowman's Creek Road				20 0 0	20 0 0
Moonbi, via New England Gully, to Tamworth Water Works				10 0 0	10 0 0
Main West Road, ¼ mile west of Ponto, to Geurie				122 15 0	122 15 0
Murrumbidgee to Dubbo				65 16 8	65 16 8
Main West Road, Glebe to Ashfield				254 12 0	254 12 0
Mudgee, viz Wilbertree, to Home Rule				44 2 4	44 2 4
Meadow Flat to Sunny Corner Mines				29 11 1	29 11 1
March to Belgravia				100 14 0	100 14 0
Merendee to Yamble Bridge				46 11 0	46 11 0
Mewburn to Rye Park				8 1 6	8 1 6
Mimosa to Temora, between Bagdad Church and Wallace's				144 14 9	144 14 9
Main West Road to Blacktown Road (Church Road)				10 0 0	10 0 0
Mount Drutt to Rooty Hill Station, north side				10 0 0	10 0 0
Northern Road—Main			1857	629,480 9 4	5,934 3 7
Newrybar to Bangalow			1891	694 4 2	386 9 8
Narrabri to Little Mountain				1,040 16 9	10 16 2
Narrabri to Eulah and Bullawa Creeks			1888	2,784 13 4	139 1 0
Narrabri to Moree			1876	24,322 10 5	393 13 2
Narrabri to Pilliga			1893	2,572 19 9	489 18 10
Narrabri West, towards Coonabarabran			1896	12 5 0	12 5 0
Narrabri to Boggabri, via Terriero			1883	3,070 19 5	203 3 8
Narrabri to Terry Hie Hie				3,249 15 6	335 17 10
North Sumarez Bridge to Uralla			1896	23 17 3	23 17 3
North Arm Road, at McKay's, up Buckra, Bendine Creek, to Smith's Selections			1891	348 8 3	89 13 6
North Arm to Beach			1896	432 6 7	432 6 7
Newcastle, via Hamilton and Plattsburg, to Minmi			1884	7,017 14 0	560 16 3
Newcastle, via Islington, to West Boundary Waratah Municipality			1896	174 0 0	174 0 0
Nowendoc Road to Dolly's Flat				14 0 0	14 0 0
Nowendoc Road to Upper Manning				70 0 0	70 0 0
Nundle to Crawney			1895	174 8 3	37 14 0
Noble's Crossing, Karuah River				63 18 0	13 18 0
Narellan to Luddenham			1892	2,304 19 8	476 19 2
Narellan to Elderslie			1896	32 6 6	32 6 6
Nowra to Yalwal			1881	5,103 3 11	295 15 3
Nowra to Nerriga			1882	10,263 4 8	671 13 9
Nowra to Burnier			1896	18 2 0	18 2 0
Nowra, via Nerriga, to the Jumps			1895	39 19 0	37 16 0
Nowra Bridge to Lower Budgong			1896	276 13 2	276 13 2
Narrawa Road, near Roche's, to Pudman Road			1885	1,269 4 0	88 4 0
Nerriga to Oallen Ford			1896	47 0 2	47 0 2
Numbly, via Graham and Frogmore, to Goulburn Road			1892	1,273 10 5	123 18 6
Nelligen to Bateman's Bay			1884	970 16 7	24 10 5
Nelligen to Milton Road, at M'Millan's			1874	1,959 1 10	48 4 6
Narooma to Tilba			1893	1,113 19 6	100 19 0
Nimitybelle to top of Brown Mountain			1892	2,687 7 1	556 9 11
Nimitybelle down Tom Grogan's Creek			1894	166 15 2	30 0 0
Nimitybelle to Count a Guinea			1896	131 1 2	139 1 2
Nimitybelle to Bobundarah				20 13 6	20 13 6
Narrandera to Collinroobie			1895	234 12 9	94 15 11
Narrandera to Midgeon Gates			1896	41 4 7	41 4 7
Narrandera to Old Goree Bridge			1892	869 0 3	118 0 0
Narrandera to Mumbledool and Yalgogrin			1896	164 18 11	164 18 11
Narrandera to Yalgogrin			1895	389 8 10	224 9 1
Narrandera to Hay			1896	189 17 9	189 17 9
Nimitybelle to Fiery Creek				69 18 0	69 18 0
Newbridge to Arthurtown and Abercrombie River			1887	16,589 10 2	506 15 4
Nymagee to Melrose			1894	473 12 3	173 0 0
Nymagee to Hermdale			1890	2,150 3 4	579 10 3
Nymagee to Mount Boppy			1895	172 2 9	79 13 9
Neverture to Warren			1892	1,603 5 10	96 6 5
Nymbodia to Tyringham Post Office			1895	162 19 1	64 1 6
Narromme to the Bogan				438 4 3	35 0 0
Newtown Bridge to Undercliff Bridge				1,300 12 6	210 4 6
Nicholl's Corner to Enfield Road			1896	47 0 0	47 0 0

Maintenance, repair, and construction
Consolidated Revenue.

RETURN OF EXPENDITURE ON PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When Commenced	If Unfinished, Amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
ROADS AND BRIDGES—<i>continued.</i>					
Nelson to Rous Hill			1896	£ s. d. 17 0 0	£ s. d. 17 0 0
New England Road to Bowman Gold Fields			"	25 0 0	25 0 0
North West Corner of M'Donald's to Allandale, Cessnock Road			"	4 18 0	4 18 0
Nyngan to Buddabadah			"	67 10 0	67 10 0
North Berry Ferry to Coolomon			"	48 17 3	48 17 3
Narraburra to Temora			"	125 19 0	125 19 0
Numby, <i>via</i> Taylor's Flats and Branch Creek, to Junction, with Burrowa and Narawa Road, near Johnson's			"	62 0 9	62 0 9
Old Ballina Road			1889	517 0 10	89 8 6
Oxley Island Roads			1887	3,544 1 0	127 0 0
Old Inn to Booral Road			1889	1,755 4 11	139 0 0
Owen's Wharf, up Left Bank Kinchela Creek			1889	771 0 6	27 11 6
Outlet Road to Dungay Creek			1894	159 14 4	29 18 6
Old Bar Road to Redbank Ferry			1896	20 0 0	20 0 0
Old Condong Road			1895	246 7 9	77 6 0
Old North Road to St Albans			1893	995 6 5	242 16 9
Ourimbah to Chittaway			1895	329 18 4	113 15 10
Ourimbah up Ourimbah Creek			1896	328 10 4	328 10 4
Oakes' to Cox's River			1893	1,682 1 2	713 8 10
Old Burra Road to Michelago			1886	1,585 11 9	92 7 11
Old Burra Road at Moore's to Naylor's			1896	25 0 0	25 0 0
Old Marulan to Oallen Ford			1895	470 4 4	201 1 5
Oberon to Caves Road			1888	3,318 17 9	144 15 7
Oberon to Jenolan			1877	5,742 10 4	312 15 3
Oberon to Shooter's Hill			"	4,738 15 8	107 6 10
Oberon to Swatchfield			1895	450 7 8	140 8 7
O'Connell to Beaconsfield			1879	5,243 16 1	214 15 10
O'Connell to South Apsley			1885	2,694 17 3	124 3 2
O'Connell to Oberon			1879	8,166 3 6	392 13 2
O'Connell Road to Cooper's Overbridge			1896	18 8 6	18 8 6
Orange to Pinnacle			1884	1,627 9 0	113 18 10
Orange to Ophir			1864	5,243 16 9	159 17 6
Orange to Warne			1896	180 0 0	180 0 0
Orange to Canobias			1881	4,363 2 5	258 4 4
Orange to Forbes			1886	99,188 12 4	1,744 10 2
Orange and Cargo Road to Kite's Swamp to Amaroo Railway Station			1896	99 18 7	98 18 7
Orange to Carcoar			"	249 9 10	249 9 10
Orange to Icely			1881	3,646 19 4	200 1 8
Orange to Cargo Road to German's Hill to Canobias			1896	39 0 0	39 0 0
Orange to Cargo			1888	3,613 14 10	185 0 3
Old Canterbury Road, Petersham, to Ashfield			1889	1,609 16 7	116 3 0
Old Castle Hill to Government Reserve			1896	17 0 0	17 0 0
Old Windsor Road, <i>via</i> Pearce's, to Blacktown Road			"	38 3 6	38 3 6
Old Gap Road, near Mundooran	Maintenance, repair, and construction.	Consolidated Revenue.	"	38 0 0	38 0 0
Old Warri Road, <i>via</i> Manar, to Mulloon			"	44 6 8	44 6 8
Old Mila towards Forest Reserve			"	8 0 0	8 0 0
Old Junee to Merrulebale			"	100 0 0	100 0 0
O'Keefe's Lane to Ettawongla Railway Station			"	21 6 6	21 6 6
Possum Shoot to Cooper's Shoot			1887	10,082 2 2	92 12 6
Possum Brush to Forster Road			1891	762 13 7	21 4 0
Possum Shoot to Binnaburra			1896	192 13 10	192 13 10
Pearson's to Trimble's			"	19 12 8	19 12 8
Pimlico to Wardell and Ballina Road			1889	479 16 10	54 17 6
Pimlico Road to Emigrant Creek Point			1890	327 14 8	91 13 0
Pokolbin Hills to Cessnock Road			1895	381 13 2	140 0 0
Pokolbin Hills and Cessnock Road to Cessnock and Annandale Road			"	104 0 0	74 0 0
Palmer's Island Roads			1890	1,582 7 1	284 18 9
Palmer's Plain to South Gundurimbah			1894	804 5 9	107 18 7
Pilliga to Walgett			1893	1,517 18 3	274 11 8
Pilliga, <i>via</i> Buglebone, to Eurie			1894	610 19 6	115 0 0
Peterkin's to Warrell Creek Ferry			1889	1,196 5 6	120 0 6
Punt Bridge, <i>via</i> Wamberal, to Tuggerah Lakes			1893	1,435 12 7	29 19 10
Port Macquarie to Tacking Point			1886	705 18 10	34 7 0
Port Macquarie to Waleha			1872	49,492 3 9	850 10 6
Pappenburra Creek to Cowal			1888	2,146 19 5	173 10 9
Pint-pot Creek to Chandler River			1893	404 13 0	106 13 9
Pint-pot to Kangaroo Hills			1896	109 6 4	109 6 4
Pocket to Blindmouth			1894	854 15 8	184 15 8
Pearce's, <i>via</i> Behan's, to Eatonsville			1895	260 2 6	123 2 6
Pearce's Creek to Booyong Railway Station			1896	37 5 6	37 5 6
Paterson to Vacey			"	196 13 8	196 13 8
Pitnacree Bridge to Dunmore Bridge			1895	261 5 0	134 0 0
Punkalla to Narooma			1896	37 10 0	37 10 0
Pambula to Bald Hills			1890	174 18 0	9 9 0
Pambula to New Buildings			1896	439 7 10	439 7 10
Pambula to Merimbula Junction			1867	4,698 19 0	309 17 0
Pambula to Back Creek			1896	128 19 11	128 19 11
Picton, <i>via</i> Oakes, to Werombi			1874	17,557 10 9	356 9 7
Picton Lakes Railway Station to Bargo River			1896	94 15 4	54 15 4
Perico to Wog Wog			1889	1,114 11 8	95 11 4
Prahran to Snowy Plain			1890	1,570 2 9	244 9 3
Perth to Mount Evenden			1895	294 18 2	131 18 6
Perth, <i>via</i> Charlton, to Rockley			"	1,029 15 3	338 19 6
Phillips' to Solferino			"	338 0 0	233 0 0
Parkes to Coradgery			1888	2,012 12 11	179 13 10
Parkes to Balderogery			1887	1,763 16 0	47 5 6

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair	Fund from which the Expense defrayed	When Com-menced	If Unfinished, Amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—continued.					
Parkes, <i>via</i> Alce Town, to Peak Mill...			1895	2,057 15 11	952 18 0
Parkes, <i>via</i> Trundle, to Condobolin			1884	10,034 5 11	487 17 6
Parkes to Condobolin Railway Roads in approach ..			1896	427 13 6	427 13 6
Parkes to Manildra			1895	651 3 1	270 17 6
Penrith, <i>via</i> Castlereagh, to Blacktown Road, at Larras Grant ..			1894	535 10 1	185 4 0
Portland Ferry, <i>via</i> Mitchell's, to Wiseman's Ferry			1895	192 19 3	73 6 0
Portland Ferry, <i>via</i> Hall's, to Sackville Ferry Road			"	227 11 2	91 7 6
Portland Ferry to Leets Vale Road			1896	50 0 0	50 0 0
Parramatta to Pennant Hills			1885	1,378 12 9	93 5 0
Parramatta Park to Toongabbee Creek			1896	125 0 0	125 0 0
Parramatta, at East end of Broken Back Bridge, <i>via</i> Windsor and Richmond, to Richmond Bridge			1889	6,675 4 3	893 16 11
Pearce's Corner to Peniant Hills			1884	2,885 8 1	155 17 2
Pearce's Corner to Brooklyn Railway Station			1894	1,016 5 6	240 4 3
Pearce's Corner to Berowra Creek			1885	654 8 1	22 1 0
Pennant Hills Road to Mould's Corner			1892	666 7 11	97 19 0
Pennant Hills to Hornsby Cutting Down Hill			1896	125 11 3	125 11 3
Pennant Hills to Carlingford			1895	136 0 0	106 0 0
Pennant Hills Road to Thornleigh Quarry			"	48 8 10	27 15 8
Pennant Hills Road to Beecroft Station			"	68 2 0	18 2 0
Pipei's Flat to Sunny Corner			"	299 0 9	252 14 3
Prospect to Richmond			1896	254 8 0	254 8 0
Petersham to Abattoirs			1886	5,432 10 7	385 19 7
Park Road			1895	200 0 0	100 0 0
Page's Ferry to Wheeney			1896	26 12 0	26 12 0
Penshurst to Alleyn River			"	80 0 0	80 0 0
Pokolbin Village Reserve to M'Donald's			"	100 0 0	100 0 0
Paynes Bridge up Stockyard and Bagnell's Creeks			"	15 0 0	15 0 0
Pretty Pine to Moulamein			"	254 9 0	254 9 0
Public School at Kendall to Logan's Crossing			"	24 10 6	24 10 6
Parsonage at Castle Hill to Windsor Road			"	10 0 0	10 0 0
Pennant Hills Road towards Tunks			"	10 0 0	10 0 0
Quirindi to Gunnedah			1894	573 3 3	143 1 10
Quirindi, <i>via</i> Bundella, to Bomera			"	5,861 5 2	813 8 4
Quirindi, up Jacob and Joseph Creeks			1879	1,407 8 2	142 12 3
Quirindi to Werris Creek			1891	192 19 6	40 2 6
Quirindi to Warrah Ridge			1896	33 18 8	33 18 8
Quirindi, towards Borah Creek			1894	275 13 4	136 15 5
Quirindi to Willow-tree			"	513 15 4	132 14 7
Quilkie's, down Taylor's Arm, South Side			"	372 3 11	108 9 0
Quipolly Platform to Lowe's Creek			1895	13 17 0	5 19 0
Quambone to Warren			1894	346 2 7	73 5 8
Queanbeyan to Uriarra and Teamas Road	Maintenance, repair, and construction.	Consolidated Revenue.	1881	3,052 3 3	162 18 11
Queanbeyan to Gundaroo			1874	2,551 6 0	170 0 8
Queanbeyan to Gudgenby			1891	880 3 0	181 2 1
Queanbeyan to Ginninderra Road to Road Queanbeyan to Uriarra Post Office			1896	27 16 10	27 16 10
Queanbeyan to Ginninderra			1878	10,028 6 1	168 19 8
Queanbeyan to Bradwood			1896	279 8 0	279 8 0
Reddcliffe's to Brunswick River			1892	1,827 2 11	116 9 3
Red Range Road to Bear Hill			1894	565 18 6	153 18 7
Rous Factory, <i>via</i> Beeson's, to Wardell Road			1890	1,767 1 6	27 13 0
Road up Left Bank, Wilson's River			1894	372 0 4	91 0 0
Red Hill to Kerr's			1892	1,233 10 11	236 1 11
Road up Forbes River			1896	61 6 3	61 6 3
Rockvale to Kookabookra			1890	750 2 1	99 15 6
Rocky Creek to Terry Hie Hie			1892	752 3 10	26 9 5
Rothbury Public School, Allandale, road to			1894	130 0 0	40 0 0
Road from West Corner of M'Donald's to Cessnock			1895	46 15 8	16 10 0
Rolland's Plains to Dungay Creek			1892	2,990 6 11	144 4 0
Rolland's Plains to Ballingarra Wharf			1895	148 9 9	74 5 6
Rawden Island Roads			1885	1,108 9 1	103 18 0
Raymond Terrace and Stroud Road to Saltash			1893	811 6 6	184 13 0
Raymond Terrace and Morpeth Road to Martin's Wharf			1891	553 0 9	56 17 0
Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road (Miskell's Road)			1890	194 4 10	36 15 0
Raymond Terrace and Stroud Road to Raymond Terrace and Clarence-town Road (Caswell's Road)			1891	328 9 2	67 9 0
Raymond Terrace by East side Williams River to Seaham			1884	3,134 11 1	380 9 1
Raymond Terrace to Morpeth			1891	4,119 19 4	324 6 9
Raymond Terrace and Hinton Road to Seaham			1896	65 5 6	65 5 6
Raymond Terrace and Morpeth Road to East Maitland			1894	4,119 19 4	314 0 1
Raymond Terrace to Mount Kanway			1896	94 16 6	04 16 6
Raymond Terrace to Williamstown			1894	401 19 5	62 15 6
Raymond Terrace and Morpeth Road to Tarro... ..			1896	120 0 0	120 0 0
Redbank to Merregoen			1894	164 1 0	50 0 0
Roads on left bank, Macleay, Skillion Flat to Five-day Creek			"	802 13 2	230 4 7
Rutherford to Scotch Corner			1895	238 7 4	118 7 4
Rutherford to Scotch Corner, Road <i>via</i> Hillsborough and Luskintyre Road			"	137 10 9	49 10 9
Rutherford and Telara to Fishery Creek and Teggs			1896	40 0 0	40 0 0
Road to Thone Creek			1805	430 4 8	228 11 0
Ridgeway's, <i>via</i> Monkerai, up Karuah River			"	503 5 6	91 14 0
Road through Warren to Savell's			"	90 6 1	25 15 6
Road through Paterson's			"	268 13 3	131 5 0
Road through Harbord Estate			"	68 0 4	29 8 0

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When Com-menced.	If unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1895, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—continued.					
Ray's Road Carlingford			1896	38 5 8	38 5 8
Round Corner at Dural to Rouse Hill			1894	149 0 0	84 0 0
Round Corner at Dural to Wiseman's Ferry... ..			1895	550 1 3	329 5 5
Ryan's to the Border			1896	186 10 0	40 17 8
Redbournberry Bridge to Dyrning			1896	50 0 0	50 0 0
Rouchel Store to Stoney Creek			1895	.....	.....
Rouchel P S, up Back Creek, from Road Aberdeen to Scrumlow ..			1896	26 13 9	26 13 9
Rob Roy to Reedy Creek			1895	449 19 6	269 19 6
Road up South Branch, Orara River			1896	164 3 0	50 3 0
Road up Right Bank, German Creek			"	69 2 0	9 2 0
Road between Nimbea Road and Goolmangor Creek			1896	53 3 11	53 3 11
Robertson, <i>via</i> Macquarie Pass, to Glenquarry			1890	2,844 0 1	464 19 9
Robertson to the Cemetery			1895	103 19 3	57 19 3
Robertson to Fountaindale			1896	82 3 8	82 3 8
Richlands to Wombeyan Caves			1887	1,142 17 9	95 12 0
Rock Station, <i>via</i> French's Park, to Green's Gonyah			1894	499 12 0	135 12 8
Raley's Crossing, <i>via</i> Batlow, to Bago			1892	640 8 8	93 18 0
Runnymede to Buckenboursa			1894	163 12 9	32 11 9
Rock Station to Urana			1883	11,043 19 5	233 7 4
Rosewood to Humula			1891	1,232 0 11	39 8 0
Run of Water to Winderradean			1895	342 19 9	159 7 4
Run of Water to Parkesbourne			1887	517 7 2	24 18 8
Rous Hill and Dural Road to Kenthurst to Fisher's			1896	75 0 0	75 0 0
Rou-e Hill to Schofield's Platform			1888	958 2 5	89 19 3
Richmond towards Dr. Clarke's Bridge			1896	29 3 8	29 3 8
Richmond Bridge to King's Road			1888	8,715 2 8	829 15 4
Richmond to Cornwallis			1896	23 14 8	23 14 8
Rooty Hill Station to Blacktown Road			1895	200 0 0	100 0 0
Reservoir to Cadia			1896	266 15 8	266 15 8
Rydal to Hampton			1894	2,302 1 11	198 5 11
Rankin's Bridge to Monkey Hill			1896	156 18 6	156 18 6
Rockley to Trunkay			1874	5,599 11 11	141 15 0
Rockley to Swallow Nest			1880	2,072 9 5	60 8 0
Rylstone to Bylong			1886	3,106 1 9	228 16 0
Rylstone to Norongo			1895	88 11 10	79 9 10
Rylstone, <i>via</i> Bogie, to Capertee			"	302 19 9	84 9 4
Road past Callan Park Asylum			"	140 0 0	35 0 0
Randwick Toll-gate to La Perouse ..			1893	1 973 8 5	309 7 8
Randwick and Coogee Roads			"	3,750 0 0	1,000 0 0
Roads within limits of Hurstville, Rockdale, Canterbury, &c. ..			1894	4,827 13 4	1,156 13 4
Reedy Flat to Orange and Cadia Road			1895	68 7 0	18 4 0
Roslyn Road to Chain of Ponds			"	116 19 1	73 0 5
Reidsdale to Warrumbucca			"	56 10 10	43 15 10
Raby to Minto	Maintenance, repair, and construction.	Consolidated Revenue	1896	10 2 6	10 2 6
Rhine Falls to Bolaro			1895	159 2 0	100 0 0
Redbournberry Bridge to Scott's Flat			"	97 17 4	65 17 4
Reedy Creek to Casalis			1896	402 10 11	402 10 11
Road to Wallamba Church and School			"	11 0 0	11 0 0
Roads in vicinity of Whiteman's Creamery			"	23 0 0	23 0 0
Round Mountain Road			"	29 16 6	29 16 6
Road along Byron Bay Racecourse Reserve towards Tintenbar ..			"	15 0 0	15 0 0
Road from Municipal Boundary in Kemp-street, Kempsey, to Frederickton Road			"	36 18 8	36 18 8
Road from Section 152, parish Castlereagh, to Nepean Road ..			"	75 0 0	75 0 0
Riverslea to Wyangala			"	100 0 0	100 0 0
Road from south-east corner of portion 108, Rous towards Henty ..			"	39 7 6	39 7 6
Road from junction with road, Urana to junction with Henty, Mynyabla Road ..			"	19 10 0	19 10 0
Road between Camden to Oaks Road and Cawdor to Westbrook Road			"	9 0 0	9 0 0
Road running east of Walla Walla Railway Station			"	21 15 0	21 15 0
Road off Tunks Road towards Shields			"	5 0 0	5 0 0
Rocky Hill, Blacktown Road towards South Creek			"	10 0 0	10 0 0
Road off Haven Road towards works			"	10 0 0	10 0 0
Road from Oaks to Old Windsor Road			"	15 0 0	15 0 0
Road from Toongabbie Public School towards Railway Station... ..			"	15 0 0	15 0 0
South Lismore to Wyalah			1887	2,811 1 10	425 14 6
South Lismore, Coraki Road to Nixon's			1896	39 12 10	39 12 10
Swan Bay to New Italy			1890	1,597 6 5	170 8 6
Swan Bay to New Italy Road to farms in New Italy			1896	35 0 0	35 0 0
Southgate to Flood Reserve			1894	120 2 6	19 15 10
Shark Creek, at McNaughton's, and Broom's Head ..			1896	34 6 3	34 6 3
South Grafton to Ulmarra			1886	9,314 18 0	193 10 0
South Grafton to Perrett's			1890	13,845 14 3	1,491 15 8
South Grafton to Perrett's, alteration at Clougher's Creek ..			1896	226 12 7	226 12 7
South Grafton to Rushforth			1888	843 19 6	107 7 11
South Grafton to Moonee... ..			1892	5,869 18 1	1,315 11 1
Stoney Pinch up Stockyard Creek			1894	439 19 9	102 17 10
Stoney Pinch to Smith's Creek			1890	281 1 9	25 13 0
Stony Creek to Lane Cove Road (Telegraph Road)			1896	41 12 0	41 12 0
Stoney Creek to Murray's Flat			1895	37 16 0	25 7 0
Stoney Creek to Morton's Creek			1892	297 14 11	80 13 0
Salisbury Plains to Kentucky ..			1887	808 18 5	69 3 3
Stewart's Brook to Top Camp ..			1896	78 5 0	78 5 0
Seaham Punt by East side Williams River, to Clarence town ..			1896	86 3 0	86 3 0
Stroud to Dungog ..			1876	7,333 9 8	1,193 19 0
Stroud Road to New Wharf... ..			1891	435 15 6	25 8 0
Stewart Town to Monkerawa Road ..			1895	100 0 0	40 0 0
Stockton to Saltash ..			1894	2,675 9 9	581 14 3

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When Com-menced	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
ROADS AND BRIDGES—continued.					
Seven Oaks to Trial Bay			1882	£ s. d. 14,273 11 1	£ s. d. 658 9 11
Saltash to Nelson's Bay			1894	523 4 8	267 17 8
Sandy Creek to Mount Vincent			1892	1,092 19 1	395 9 5
Sandy Creek to Millfield			1893	477 10 8	166 3 2
Sandy Hollow to Weddin Creek			1894	102 3 0	24 14 0
Scone, Merriwa Road, up Middle Creek			1893	420 2 10	130 16 10
Scone to Demison Diggings			1879	7,763 10 0	24 9 6
Scone to Moonan Brook			1896	332 19 3	332 19 3
Scone to Bunnan			1877	7,820 1 2	193 3 4
Scotch Creek Road			1891	564 8 5	30 0 0
Singleton and Jerry's Plains Road to Warkworth			1896	29 0 0	29 0 0
Singleton <i>via</i> Warkworth, to Jerry's Plains			1890	1,851 10 4	124 1 0
Singleton to Brandy Creek			1896	50 0 0	50 0 0
Singleton to Cooper's Flat			1884	5,660 5 11	365 11 0
Singleton <i>via</i> Maison Dieu, to Jerry's Plains			1896	132 5 6	132 5 6
Singleton <i>via</i> Whittingham Reserve to Broke			"	109 11 1	109 11 1
Sherbrook to Wabro Creek and Willi Willi			1894	598 18 10	164 13 9
Stonehenge to Graham's Valley			"	128 11 4	25 7 6
Synnot's to Funnell's (Jigger Creek Road)			1888	2,993 14 7	286 18 0
Sedgefield, <i>via</i> Glendon Bridge, to Gresford Road			1894	66 5 0	28 2 0
Sharp's, up East Bank Orara River			"	680 17 7	257 2 2
Saddler's Creek Road			1895	127 3 4	48 3 6
Solway's to Ginerol			"	105 19 6	26 0 0
Stockinbinal to Grogan			"	45 0 0	119 14 6
Sutton Forest to Main South Road			1887	830 0 1	58 11 11
Sutton Forest <i>via</i> Exeter to Foster's Gate			1896	326 10 7	326 10 7
Sutton Forest to Bundanoon			1882	2,852 0 8	63 1 9
Sergeant's Point, <i>via</i> Charley's Forest, to Wog Wog			1894	482 15 9	129 2 7
Sergeant's Point to Clyde Road			1887	791 9 9	26 14 4
Sergeant's Point to Clyde Road at Mongarlom, to Budawang			1896	10 0 0	10 0 0
Southern Road, Main			1857	701,406 7 2	5,549 5 11
South Creek to Luddenham			1894	543 4 6	78 16 6
Saunders' Corner to Kenthurst			1895	92 15 9	67 13 9
Sofala to Rylstone, at Moore's, to Warrangania			1896	37 0 0	37 0 0
Sofala to Rylstone			1878	8,871 17 2	201 3 7
Sofala to Palmer's Oakey			1896	70 14 8	70 14 8
Spring Terrace to Long Swamp			1887	1,744 18 1	69 9 0
Spring Hill Station to Orange and Cadia Road			1879	2,575 12 3	81 18 5
South Head Roads			1888	35,602 10 0	2,500 0 0
Sydney to Bank's Meadow			1894	2,277 5 5	1,989 8 2
Sydney, <i>via</i> Dam at Cook's River, to "Half-way House"			1876	90,018 4 3	2,963 0 1
Stanmore Road from Enmore Road to Canterbury Trust Road	Maintenance, repair, and construction.	Consolidated Revenue.	1894	1,393 19 0	118 19 0
St Mary's to Blacktown Road <i>via</i> Llandilo			1895	269 16 7	89 13 0
St. Mary's to Orphan School Road			"	119 18 0	19 18 0
Shadforth to Wiley's Junction			1896	104 5 4	104 5 4
Sewer Road, Botany			1895	580 6 10	350 8 11
South Head Road, at Watson's Bay, to Military Reserve Gates			"	101 16 8	35 16 8
Stewart Town to Golden Gully			"	60 19 5	0 10 9
Stanthorpe Road, <i>via</i> Tangoria, to Singleton and Gresford Road			1896	54 0 0	54 0 0
St. Albans to Mount Manning			"	108 8 0	168 8 0
St Albans Common to "Broad and Harrington Arms"			"	21 0 0	21 0 0
St Albans, <i>via</i> Sheen's and Wright's Creek, to Book's Ferry			"	84 0 0	84 0 0
St. Alban's, up McDonald River			"	167 0 0	167 0 0
Sternbeck to Wiseman's Ferry			"	21 0 0	21 0 0
Slack's Creek to Middlingbank			"	228 4 8	208 4 8
Stoney Creek to Picton Municipality			"	70 0 0	70 0 0
Sylvania to Loftus Junction			"	52 10 9	52 10 9
Sylvania to Port Hacking			"	175 14 11	175 14 11
Seven Hills Road to Vardy's Grant			"	25 0 0	25 0 0
Springwood to the Hawkesbury			"	150 0 0	150 0 0
Sackville Road, near Ebenezer and Page's Ferry, to Maroota			"	42 12 2	42 12 2
South-west end of Narara Railway Platform to Old Mangrove Creek			"	35 0 0	35 0 0
Shark Island to Highlands, through J. Loughnan's			"	40 0 0	40 0 0
Sixteen-mile Tank to Wyalong			"	394 10 4	394 10 4
Sutton Forest Road to Stone-quarry Creek			"	97 7 8	97 7 8
Stone-quarry Creek Road, &c, towards Meryla			"	47 3 2	47 3 2
Toohy's Mill to Hogan's			1892	955 17 7	147 19 0
Trial Bay, towards Smoky Cape			1893	86 8 4	26 18 0
Trial Bay to South West Rocks			1895	92 5 6	23 17 6
Two-mile Creek to Newrybar			1889	413 6 4	79 2 6
Tumbulgum to Tweed Heads			1894	663 18 4	205 10 3
Telegraph Point to Hack's			1896	8 0 0	8 0 0
Tabulam to Myall Creek			1892	3,189 8 10	557 17 7
Thorburn to English's			"	452 19 1	104 2 0
Thorburn to Kelly's			1891	437 15 3	89 8 3
Tucki to Munro's Wharf			1894	288 18 5	138 4 5
Tucki to Rous			1891	1,263 16 0	259 13 10
Tuckombil to Rous			1894	394 10 6	220 8 6
Tutenbar to Pearce's Creek			1896	96 8 4	96 8 4
Tintenbar to Binna Burra			"	300 13 10	300 13 10
Tintenbar to Alstonville			1883	5,258 14 8	328 4 9
Tintenbar to Toohy's Mill			1884	2,483 18 11	147 9 7
Tenterfield to Scrub			1885	1,721 1 9	149 2 9
Tenterfield to Wallangra			1888	2,073 17 0	108 10 0
Tenterfield to Bonshaw			1878	16,862 5 5	639 18 9
Tenterfield to Swamp Oak Creek			1894	289 10 5	166 1 6

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When Com- menced	If Unfinished, amount of Expenditure to 30 June, 1897	Amount expended from, 1 July, 1896, to 30 June, 1897.
				£ s d	£ s. d.
ROADS AND BRIDGES—continued.					
Tenterfield to Ballina			1891	40,069 6 1	4,465 11 7
Tent Hill to Table-land			1888	1,644 4 1	108 17 0
Thompson's, up Dairy Arm			1896	38 0 0	38 0 0
Tingha to Elsmore			"	264 11 3	264 11 3
Tweed River at Kyle's, to North Arm at Quain's			"	25 0 0	25 0 0
Timonee Road to Failford			1894	607 16 0	201 0 0
Timonee to Old Bar Reserve			1895	128 16 0	119 14 0
Timonee to Wingham Ferry			1876	2,981 11 5	129 16 11
Timonee to Killawarra			1892	402 14 10	50 0 0
Timonee to Bootawah			1895	178 3 11	54 5 6
Taree Ferry to Glenthorpe Wharf			1896	17 17 8	17 17 8
Taree towards Tonerury			1883	3,693 4 10	320 0 6
Taree to Wingham			1892	1,172 15 10	137 13 6
Trangie to Collic			1895	341 1 2	199 1 2
Ten-mile Hollow to Mangrove Creek			1896	0 3 4	0 3 4
Trangie to Nevertire			1895	437 7 9	385 7 9
Twelve-mile, Stroud Road, to Sawyer's Point			1892	788 7 1	119 11 1
Timor to foot of Crawney			1896	66 18 6	66 13 6
Top Bingera Road			1895	78 4 9	41 12 9
Toralba to Cockle Creek			"	127 5 5	88 3 2
Tuggerah Beach Road to Selections east of Matcham's			1896	34 0 0	34 0 0
Tamworth to Nundle			1878	23,694 9 5	618 18 3
Tamworth to the Forest			1883	592 19 11	28 6 8
Tamworth to Barraba			1891	14,079 13 7	1,908 18 2
Tamworth to Werris Creek			1896	149 19 7	149 19 7
Tamworth, via Moore Creek, to Attunga			1878	2,123 16 10	180 0 0
Tamworth to Somerton			1891	2 702 0 3	295 9 0
Teven to Ferry, south side			1894	333 2 7	109 13 0
Tatham to Myrtle Creek			1891	78 18 4	187 18 9
Tallaganda Crossing up Jerrabut Gully			1894	190 5 10	56 8 5
Tyagarah to Boyle's			1895	386 13 0	111 11 6
Topfier's to Dufficey's			"	51 15 0	27 0 0
Turramurra to Bobbin Head			"	347 18 8	112 11 8
Tea Gardens to Alicetown			"	160 11 10	120 11 10
Thirlmere to Bargo River			1892	457 5 4	75 5 0
Towrang, via Greenwich Park, to Long Reach			"	2,947 15 6	220 18 4
Towrang to Arthursleigh			1896	77 9 6	77 9 6
Taralga to Rockwell			1891	2,371 0 6	210 11 5
Taralga, Rockwell Road, to the Cemetery			1896	43 17 3	43 17 3
Taralga to Bummaroo Ford			1895	98 17 2	87 1 2
Taemas Bridge to Brindabella			1891	2,122 13 9	216 6 11
Turlingah to Nerrigundah			1895	55 12 0	24 10 0
Turlingah to Tuross Heads			"	86 1 10	69 1 10
Tarago to Bradwood			1866	88 181 15 0	864 4 10
Termel Post-office to Milton			1891	1,174 13 2	122 12 3
Towamba to Bondi Road to the Cemetery			1896	32 19 0	32 19 0
Towamba to New Buildings			1894	1,198 2 4	122 17 0
Towamba to New Buildings Road to Towamba to Bondi Road			1896	48 0 1	48 0 1
Towamba to Bondi			1887	2,001 18 6	129 0 1
Turner's Store, via Limburn, to Blackman's			1896	30 0 0	30 0 0
Tocal to Paterson			"	62 14 6	62 14 6
Tharwa to Tiddinbilly			1890	399 7 9	54 9 5
Town's Road from Black's towards Town's			1896	5 0 0	5 0 0
Thurroul to Public School			1895	37 7 6	19 16 0
Tourist's Road to Parish's Farm			1896	14 10 0	14 10 0
Tumut, via the Plains, to Jones' Bridge			1891	993 18 3	124 1 8
Tumut up the Goobargandra River			1896	39 18 0	39 18 0
Tumut, via Piper's, up Bembowhe Creek			1894	229 6 8	57 12 0
Tumut to Kiandra			1873	13 373 6 5	597 13 5
Tumut, via Brungle, to Gundagai			1870	6,707 3 3	497 12 4
Tumut to Adelong			1868	14,487 17 1	253 3 5
Tumut to Tomorroma			1891	1,162 7 6	313 12 7
Tumut to Lac-ma-lac			1871	3,136 12 11	277 15 9
Tumut to Gundagai			1864	28,308 5 11	1,093 7 1
Temora to Wyalong			1887	11,461 2 8	1,346 19 4
Temora to Wyalong "Relief Works"			1896	28 0 0	28 0 0
Temora to Junee Junction			1888	2,525 16 2	354 4 11
Temora to Junee Junction, near Cooney, to Merulebale			1896	49 8 1	49 8 1
Temora to Mandamar			1894	839 14 2	210 8 6
Temora to Trungley			1896	160 15 0	160 15 0
Tumbarumba to Courabyra			1893	401 15 5	35 14 6
Tumbarumba, via Tooma, to Walaregang			1878	17,840 16 1	368 17 4
Tumbarumba to Bago			1890	2,167 14 8	249 2 3
Tumbarumba to Upper Burra			1894	140 14 0	16 15 0
Tumbarumba to Jingellic			1882	14,254 3 8	241 1 7
Tumbarumba to Little Billabong			1876	24 610 10 1	656 16 4
Tooma to Walaregang			1896	201 0 2	201 0 2
Thompson's Creek to Portland			1894	349 2 2	149 0 2
Tuena Road to Sherwood			1893	256 17 6	38 1 4
Tarana to Oberon			1888	3,731 13 0	359 0 3
Tarana towards Rydal			1895	206 17 8	44 6 10
Tarana to Rydal Road to the Meadows, via Honeysuckle Falls			1896	12 9 0	12 9 0
Tallawang Road to "Goodman Inn"			1893	403 3 5	77 13 6
Treweek's to Lewis Ponds			1895	257 19 4	128 5 4
Tallywaka Embankment Fencing			1896	44 10 0	44 10 0
Tabrabucca to Hamond's			"	78 4 10	78 4 10

Maintenance, repair, and construction. Consolidated Revenue.

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When commenced.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—continued.					
Tomki Estate Road, through from Tatham, Lismore Road.....			1896	7 8 9	7 8 9
Thalaba, via Major's Creek, to Stroud			"	33 6 0	33 6 0
Taylor's Flats, via Bolong and Phillis Creek, to junction with Burrows, Narrawa Road			"	20 12 6	20 12 6
Tarraganda to Reedy Swamp			"	108 0 0	108 0 0
Thirlmere, via Westbourne Avenue, across Noonan's Bridge, to Howarth's Farm			"	14 10 0	14 10 0
Toongabbie Post Office and Public School and Church towards Railway			"	30 0 0	30 0 0
Uralla to Bundarra			1879	21,140 5 1	274 11 6
Ulmarra to Yamba			1893	3,918 17 7	838 10 2
Ulmarra to Corindi			1887	1,611 9 10	171 5 9
Uralla, via Balala, to Kingstown.....			1881	3,471 2 0	129 12 3
Uralla, via Gostwycke, to Rockwood			1894	245 16 2	75 13 10
"Union Inn," Rutherford, to Melville Ford			1885	811 7 6	50 15 4
Union Church to Southgate Wharf.....			1889	2,426 15 10	68 5 8
Underbank to Upper Chichester.....			1896	107 13 0	107 13 0
Underbank to Upper Williams.....			1893	355 5 7	134 11 7
Umbango, via Oberne, to Tarcuita			"	777 9 10	79 1 0
Ulundry to Obley			1894	178 7 0	96 7 0
Urana to Boree Creek			"	85 1 4	42 0 0
Urana to Brookong Diggings			1896	9 0 0	9 0 0
Upper Dartbrook and Sparke's Creek Road			1895	242 17 4	54 2 10
Upper Dartbrook to Upper Wybong			1896	13 8 0	13 8 0
Upper Lansdowne Roads			"	365 5 0	365 5 0
Upper Road to Eastwood			1892	1,041 0 0	175 0 0
Upper Picton to Windmill Hill			1895	26 8 0	14 0 0
Upper Karaah Flat to Wingham-Nowendoc Road			"	60 0 0	30 0 0
Upper North Creek to Byron Bay Road			1896	24 19 1	24 19 1
Upper Camden Haven to Laurieton, road up Black's Creek to Perrott's C.P.			"	36 0 8	36 0 8
Upper Boggy Creek Road.....			"	14 2 2	14 2 2
Violet Dale up Dumaresq Creek			1894	243 9 3	81 4 4
Vacey to Gresford			1896	283 13 2	283 13 2
Vacey to Summer Hill			"	67 0 0	67 0 0
Vineyard School to Pitt Town Common.....			"	37 8 4	37 8 4
Woodfordleigh to Tynedale.....			1895	794 4 2	67 1 5
Wyrallah to Rous			1888	8,934 6 4	271 6 6
Webster's to Flood's			1896	80 0 0	80 0 0
Wee Talaba, via Angledool, to Goodooga			1893	326 6 4	87 0 1
Wardell, Rous Road, to Alstonville.....			1891	974 1 5	60 14 3
Wardell to Rous.....			1895	1,060 0 3	479 7 0
Wardell to Emigrant Creek Bridge	Maintenance, repair, and construction.	Consoli- dated Revenue.	1890	1,394 10 2	206 0 10
Wardell to the Beach			1891	514 14 2	6 10 0
Woodburn to Bungawalbyn Ferry			1892	1,111 1 5	151 0 0
Woodburn to Evan's River Heads			1895	72 18 9	23 16 9
Woodburn to Tucki			1891	2,915 1 2	461 19 3
Woodburn, Wardell Road, to the Beach			1896	18 10 3	18 10 3
Woodburn to Boundary Creek.....			"	302 9 0	302 9 0
Woodburn to Boundary Creek at Blanche's			"	17 6 0	17 6 0
Woodburn to Dungarubba			1891	1,404 3 6	160 14 0
Woodburn to the Gap (Iluka Road)			1893	429 1 9	92 16 4
Waterview to Ramornie			1891	284 2 9	79 19 6
Walla Walla Roads			1895	113 0 0	40 0 0
West Branch, Orara River, to Buchanan's			1891	974 12 2	145 10 0
Whiteman's Creamery to Whiteman's Bridge			1896	52 10 0	52 10 0
Warialda to Bogamildi			1894	595 8 1	211 4 8
Warialda to Inverell.....			1896	903 12 11	903 12 11
Warialda to Yetman			1876	9,420 5 8	210 19 0
Warialda to Gunyerwarialdi			1879	5,590 11 10	282 11 8
Warialda, via Gragin, to Reedy Creek			1886	1,038 3 2	71 8 8
Warialda, via Ezzie's, to Moree			1876	25,492 9 4	124 1 0
Wilson's Downfall to Rivertree			1887	4,850 3 3	171 5 8
Wilson's to Sneath's			1896	71 0 0	71 0 0
Wellingrove to Strathbogie and Bonshaw			1889	2,017 18 5	36 7 0
Wandsworth to "Old Ben Lomond Inn"			1888	1,193 5 2	50 1 0
Wallangra to Strathbogie.....			1894	363 18 2	190 4 2
Wallangra to Boggabilla			1895	1,312 12 1	1,068 13 8
Walgett to Combogolong			1892	639 10 1	84 18 2
Walgett to Goondabloui			1896	300 0 0	300 0 0
Walgett Road, to Wee Waa, to Pian Creek			1894	315 7 3	22 14 6
Walgett, via the Springs to Brewarrina, Goodooga Road			1896	195 5 9	198 5 9
Walgett, via Goodooga, to Brenda			1893	1,772 11 10	369 12 10
Walgett to Corinda			1896	121 16 3	121 16 3
Walgett towards Brewarrina			1894	269 8 0	109 0 0
Walcha Road to Walcha			"	919 18 11	199 1 6
Walcha Road to Niangla			1896	200 0 0	200 0 0
Walcha to Emu Creek			1893	226 19 7	37 16 3
Walcha to Eulo			1892	941 8 7	200 0 0
Walcha to Aberaldie			"	327 6 5	90 0 0
Wingham, up Cedar Party Creek.....			1882	2,710 16 5	212 3 3
Wingham and Nowendoc Road to Karaak Flat			1884	708 4 8	39 11 4
Wingham, via Brimbin, to Lansdown.....			1885	778 10 6	34 19 6
Wingham to Nowendoc			1883	17,511 9 5	965 17 6
Wingham, via Ashlea, to Kelvin Grove.....			1876	3,740 14 2	201 16 0
Wingham, via Bungay, to Bo Bo Creek			1895	86 7 6	48 0 0

RETURN OF EXPENDITURE ON PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When Com-menced	If Unfinished, amount of Expenditure to 30 June, 1897	Amount expended from 1 July, 1896, to 30 June, 1897
ROADS AND BRIDGES—<i>continued.</i>					
Wilson's River, <i>via</i> Bar Scrub, to Walcha			1877	£ 3,537 11 4	£ 198 1 9
Wauchope to Beechwood			1890	406 16 2	78 6 9
Wauchope to Heron's Creek			1892	1,794 3 9	259 19 7
Wyong, <i>via</i> Tuggerah Lakes Platform, to Water Reserve No. 76			"	828 1 0	78 13 10
Woodbury's to Yarramalong			1896	345 19 5	345 19 5
Wyong to Allison's			"	150 0 0	150 0 0
Warkworth to Putty			1879	11,543 1 3	675 0 0
Warkworth, <i>via</i> Bulga to Holmes Creek			1896	43 14 3	43 14 3
Wollombi to Cessnock			1893	3,216 1 4	530 1 10
Wollombi and Wyong Road to Olney Reserve			1896	105 14 3	105 14 3
Woy Woy to Blackwall			1894	130 7 1	67 15 7
Wollombi Road to Ellalong			1895	167 3 8	71 16 8
Wollombi to Congewai			1890	1,779 17 11	228 8 2
Wollombi Road to Howe's Valley			1896	36 5 3	36 5 3
Wollombi up Yango Creek			1892	646 9 6	51 15 0
Wollombi up Narone Creek			1896	31 1 0	31 1 0
Wiseman's Ferry to Broke			"	848 7 7	848 7 7
Wiseman's Ferry to Mouth Mangrove Creek			"	156 6 0	156 6 0
Wallsend to Gosford Road, at Cooranbong			1878	12,024 2 4	464 16 7
Wallsend to Sandgate Cemetery			1884	356 1 0	76 4 9
Wallsend to Lake Macquarie			"	773 15 8	125 17 1
West Wallsend Relief Works			1895	320 7 6	58 0 0
West Maitland to Dunmore			1883	4,044 2 10	237 9 4
West Maitland to Mulbering Creek			1894	250 0 0	150 0 0
West Maitland to Cessnock			1892	3,271 17 10	1,043 7 5
West Maitland, <i>via</i> Louth Park, to East Maitland			1894	250 0 0	100 0 0
Waratah towards Maitland			1882	14,515 1 3	761 4 9
Woodtown towards Quirindi			1896	45 9 0	45 9 0
Wallabadah to Quirindi			1878	5,619 12 5	241 16 2
Wallabadah to Nundle and Swamp Creek			1882	6,483 2 0	216 13 2
Woolamon to Cadells			1892	144 0 1	20 17 0
Werris Creek Gap to Railway Station			"	120 5 7	20 0 0
Walcha to Nowendoc			1879	5,460 7 9	397 14 10
Walcha to Uralla			1877	4,866 5 2	43 14 9
Walcha to Port Macquarie			1895	445 7 4	445 7 4
Waterfall to Otford Hill			1890	1,500 15 2	246 7 11
Waterfall to Otford Hill Deviation at Helensburgh Railway Station			1896	202 13 0	202 13 0
Wheeo towards Crookwell			1884	4,543 19 5	95 10 1
Wheeo to Binda			1877	2,508 10 11	54 19 6
Wheeo to Reid's Flat			1896	81 15 0	81 15 0
Wheeo Post Office to Gunning			1888	1,557 6 3	111 10 3
Wallen's Gap, <i>via</i> Ballalaba, to Oranmer			1875	1,927 1 3	81 10 11
Waroo, <i>via</i> Boambolo, to Cavan Gap			1891	766 7 5	90 14 6
Wyndham to Burrogate			1892	243 10 0	44 18 0
Wellesley's, <i>via</i> Craigie, to the Border			1896	74 7 0	74 7 0
Wilton Post Office to Maldon			"	7 15 0	7 15 0
Wendowie, up east bank Gilmore Creek			1891	668 0 4	83 10 6
Wendowie School, up west bank Gilmore Creek			1894	206 9 8	52 9 0
Wagga Wagga, <i>via</i> Railway Line, to Narrandera Crossing, Cowabee Creek			1896	12 18 7	12 18 7
Wagga Wagga to Gillenbah			1892	2,769 18 2	379 13 6
Wagga Wagga to Gregadoo			1891	1,078 13 0	128 12 5
Wagga Wagga to Gregadoo Road, along west side Lake Albert			1896	35 0 0	35 0 0
Wagga Wagga to Coolamon			1892	871 4 3	102 8 1
Wagga Wagga and Coolamon Road, near Coolamon, to Tooyal			1896	15 16 0	15 16 0
Wagga Wagga to Wantabadgery			1892	963 13 8	199 6 1
Wagga Wagga to Cookardina			"	1,334 19 10	80 10 0
Wagga Wagga, <i>via</i> Sandy Creek, to Rock Station			1893	559 11 8	86 6 2
Wagga Wagga to Kyamba			1881	12,536 17 0	378 15 5
Wagga Wagga to Narrandera			1864	16,377 8 9	149 7 0
Wagga Wagga to Junee			1892	507 12 2	89 9 9
Wagga Wagga-Narrandera Road, at F R, 1,421 to Devlin's Siding			1896	15 0 0	15 0 0
Wagga Wagga, <i>via</i> Railway Line, to Narrandera			"	108 5 0	108 5 0
Walla Walla to Henty			1895	29 16 0	14 16 0
Widdin Creek to Walla			1894	119 13 9	44 13 9
Whitton Station to Cudgellico			1892	7,141 7 9	624 17 4
Wilgoa to Wandello			1896	40 0 0	40 0 0
Wombat, <i>via</i> Kingsvale, to Young Municipal Boundary			1894	237 12 8	82 10 8
Wombat to Wallendbeen			"	136 13 4	39 4 0
Wallendbeen to Stockmblingal			"	533 18 10	219 18 10
Welaregang to Tintaldra			"	160 13 9	48 0 3
Wentworth to South Australian Border			1885	1,377 13 6	4 0 0
Wentworth to Euston			1896	41 0 9	41 0 9
Wolumla to Yurramie			1895	83 7 0	36 1 0
Wentworth Falls to Burragorang			"	1,428 8 9	591 9 4
Wimbledon to Fitzgerald Valley			1896	35 0 0	35 0 0
Worboys to Spring Terrace			"	67 6 0	67 6 0
West Portland to Comleroy Road			1888	820 5 9	78 1 9
Windsor, <i>via</i> Cornwallis, to Richmond			1896	72 9 10	72 9 10
Windsor to Bull Ridge			1895	305 19 11	169 19 11
Windsor, <i>via</i> Sackville, to Wiseman's Ferry			1883	10,548 12 6	599 4 1
Windsor Road, to Model Farm			1896	22 8 0	22 8 0
Windsor to Blacktown Road			1896	21 14 9	21 14 9
Windsor to North Dural, between Pitt Town and Cattai			1895	111 12 10	8 19 8
Windsor Road to Mulgrave Station			1896	23 5 0	23 5 0
Wiseman's Ferry to Singleton Mill			1889	603 5 1	82 18 8

Maintenance, repair, and construction. Consolidated Revenue.

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When com- menced	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.
ROADS AND BRIDGES—continued.					
Wiseman's Ferry, through Leet's Vale to Dargle's Farm			1896	20 7 4	20 7 4
Windeyer to Queen's Pinch			1892	898 2 5	164 17 6
Windeyer to Queen's Pinch, at Campbell's Crossing			1896	40 1 0	40 1 0
Wallerawang to Mudjee			1857	171,840 17 3	904 0 0
Wallerawang to Rydal			1893	367 7 2	75 7 3
Wallerawang to Henderson's Gate			1896	20 9 8	20 9 8
Walli to Woodstock			1888	1,531 17 10	159 13 0
Woodstock to Canowindra			1891	2,390 17 2	472 16 7
Woodstock to Mt. McDonald			1883	5,975 1 11	314 11 6
Woodstock to Kangaroo Flat			1896	53 9 3	53 9 3
Wall's Junction to Botobolar			1884	1,065 0 0	81 18 1
Wellington to Ulundry			1894	945 2 6	24 19 10
Wellington to Woolamon			1890	2,155 7 3	291 15 8
Wellington to Cobborah			1882	6,264 14 6	663 6 1
Wellington to Cobborah, at Comobella towards Wellington			1895	40 0 0	40 0 0
Wellington to Mumbal and Burrendong Road			1880	5,774 13 11	54 8 0
Wilcannia to Ivanhoe			1892	2,049 18 0	208 15 9
Wilcannia to Wentworth			1888	2,185 3 5	275 4 10
Wilcannia to Wompah			1892	2,917 5 7	573 15 6
Wilcannia to Wompah (Coally Flat Embankment)			1896	190 18 0	190 18 0
Wilcannia to Cockburn			1890	3,280 4 10	223 4 0
Wilcannia to Bourke—Repairs to Crossings			1896	14 6 0	14 6 0
Western Road—Main			1857	618,043 15 9	9,630 11 8
Wellington to Ponto			1891	1,534 2 5	252 3 9
Wilberforce to Pitt Town			1895	104 5 6	83 15 3
Wellington to Goolma				1,018 7 5	544 16 2
Wilcannia to Wansaring				104 5 0	29 0 3
Wall's to Bowning				34 4 6	17 17 0
Warne to Mumble				121 12 10	80 0 0
Warne Road to Kerr's Creek			1896	55 19 0	55 19 0
Wilberforce to Argyll Reach			1895	100 0 0	50 0 0
Wybong to Brogheda Road			1896	34 17 9	34 17 9
Wallerobba to Brookfield and Branch, via German Bridge to Clarence town and Dungog Road				120 0 0	120 0 0
Wallerobba and Dungog Road to Cox's Creek				27 0 0	27 0 0
Webber's Creek to Paterson and Matland Road				30 0 0	30 0 0
West Matland up right bank Hunter River (Oakhampton Road)				180 3 8	180 3 8
West Matland, via Glenarvon to East Matland and Paterson Road				42 0 0	42 0 0
Woolong to head of Sandy Creek				25 0 0	25 0 0
Waddell's Orchard, via White's Falls to Great North Road				67 0 0	67 0 0
Woodville Road to Fairfield Station				37 15 4	37 15 4
Woolgoolga to the Bay				248 0 0	248 0 0
Wahroongah, eastward to Burn's Road				227 10 0	227 10 0
Williamstown to Medowie	Maintenance, repair, and construction.	Consoli- dated Revenue.		31 0 0	31 0 0
Wollar to Ulan				55 7 4	55 7 4
Wollar to Barragan				38 7 4	38 7 4
Wallace to Hareld Railway Station				74 14 5	74 14 5
Windellama to the Spa and Jessep Mines				39 11 6	39 11 6
Wigley's Road from Cobar Road to Wigley's				5 0 0	5 0 0
Windsor Road, at Leath's towards Kellyville				10 0 0	10 0 0
Windsor Road, at Rous Hill to Rook's Farm				10 0 0	10 0 0
Yarrowford to Ranger's Valley			1881	2,365 15 11	40 18 11
Young Wallsend to Minmi			1890	2,008 16 1	169 0 8
Yarraman to Back Creek			1891	244 13 7	14 16 5
Yass to Fairfield Bridge			1895	6,134 3 3	230 0 0
Yass, via Wee Jasper to Tumut			1892	3,147 1 7	1,490 3 3
Yass, via Jerriwa to Dalton			1894	528 18 0	105 13 0
Yass to Woolgarlo			1875	4,167 3 3	158 17 0
Yass to Dalton and Burrowa Road			1890	510 11 0	87 8 1
Yass to Black Range			1885	339 1 4	36 8 0
Yass to Wargelia			1896	78 16 0	78 16 0
Yass to Near Gundaroo			1882	9,590 1 5	285 1 7
Yass to Near Gundaroo Road to Road Murrumbateman to Ginninderra			1896	67 19 0	67 19 0
Yass Road to Cullinga				35 8 4	35 8 4
Young to Koorawatha			1892	335 15 9	87 14 4
Young, via Moppity to Burrowa and Cunningham Road			1880	1,858 11 10	180 8 0
Young to Murrumburrah			1889	2,118 4 3	84 1 6
Young to Jerrybang and Bumbaldry			1892	600 0 9	156 1 8
Young, via Morangarell to Marsden			1887	6,483 13 4	392 6 7
Young to Burrowa			1876	13,764 15 5	198 17 4
Young to Temora			1883	9,009 6 6	300 0 0
Young to Grenfell			1888	7,875 18 2	634 13 11
Yambla Station to Jingelhe			1892	4,691 13 0	835 10 0
Yerong Station to Urangelme			1888	2,874 5 11	354 12 1
Yerong Creek to Mangoplah			1894	114 5 10	45 0 0
Yerong Station to Urangelme, at Young Cemetery to Mittagong			1896	22 11 0	22 11 0
Yarramundi, via Enfield to Wilberforce and Pitt Town Road			1883	2,308 8 2	242 7 11
Yarramundi to Richmond			1896	71 9 1	71 9 1
STREETS.					
Narrari-street, Bermagui					10 0 0
Geddes-street, Warialda					12 15 0
Hope-street, Warialda					15 0 0
Copeland street East, Beecroft					9 9 0
Helensburgh West—Clearing					34 0 0
Myers-street, Wilcannia, in approach to Wilcannia Bridge					272 4 0

'97

RETURN OF EXPENDITURE ON PUBLIC WORKS—*continued.*

Work, and where situated	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When commenced	If Unfinished, amount of Expenditure to 30 June, 1897	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.
STREETS—<i>continued.</i>					
Russart-street, Lyndhurst			1896	...	6 6 6
Maude-street, Barraba			"	...	29 0 0
Young-street, Brewarrina			"	...	143 9 9
High-street, Lawrence, Clearing			"	...	3 19 8
Hillgrove Hospital, Street leading to			"	...	20 3 3
Primrose-street, Wingham			"	...	10 11 6
Rifle-street, Clarencetown			"	...	75 17 0
Fop-street, Walgett			"	...	400 0 0
Neild-street, Wyalong			"	...	300 9 0
Louee-street, Rylstone			"	...	58 0 0
SUNDRIES.					
Compensation to A. J. Single			"	...	400 0 0
Centennial Park Relief Works			"	...	419 0 11
Church and School Lands, Randwick Trust Fund			"	...	3,634 2 0
Expenses of Punts			"	...	10,164 12 10
Incidental Expenses			"	...	3,596 5 7
Lighting Belmore Bridge			"	...	50 0 0
Gratuity, Retrenched Officers			"	...	243 19 5
Establishment, Salaries			"	...	12,396 3 4
Salaries, Equipment, and Travelling Allowances			"	...	43,625 8 0
Compensation to Mrs. J. H. Gordon			"	...	500 0 0
Compensation to Dennis Hall			"	...	126 0 0
Special Grants to Country and Suburban Municipalities (as per Statement.)*			"	...	61,145 19 1
Clearing Scrub, Rifle Range, Randwick			"	...	141 17 9
Bridge Material			"	...	8 13 4
Boring Supplies			"	...	3 5 8
Boiler and Steam Winch—Repairs			"	...	17 15 11
Bridge Store Account			"	...	273 12 7
Testing Timber Joints			"	...	5 1 4
Weathering Gear for Bridges			"	...	31 5 6
Purchase of Metal from Railway Commissioners			"	...	1,000 0 0
AMOUNTS issued to Municipalities for Maintenance of MINOR ROADS within their Limits.					
<i>As per Statement</i> *			"	...	7,926 13 1
Armistale Council			"	...	44 0 0
Ballina			"	...	22 0 0
Cobar			"	...	38 0 0
Cabramatta and Canley Vale			"	...	43 10 0
Deniliquin	Maintenance, repair, and construction.	Consolidated Revenue.	"	...	38 10 0
Liverpool			"	...	20 0 0
Morpeth			"	...	34 10 0
Moama			"	...	30 10 0
Penrith			"	...	15 0 0
St. Mary's			"	...	16 5 0
Wentworth			"	...	3 0 0
Work done for other Departments			"	...	1,768 14 5
PUNTS.					
Ryde Punt—Approaches			"	...	17 17 6
Macksville Punt and Approaches			"	...	119 14 6
Boat at Mookerawa Creek, Macquarie River			"	...	2 13 2
Punt, Hawkesbury River, at Windsor			"	...	323 12 9
Teven Ferry—Approaches			"	...	71 15 0
Port Hacking Punt—Repairs			"	...	3 0 0
Murwillumbah—New Punt			"	...	237 0 2
Boat at Keepit			"	...	8 8 0
George's River Ferry—Approaches			"	...	1 1 0
Byrnes' Point Ferry—Waiting-shed			"	...	12 9 6
Tynedale Punt—Approaches			"	...	16 16 0
Wyong Ferry—Approaches			"	...	1 12 2
Timonee Punt—Approaches			"	...	385 17 2
Raymond Terrace Ferry—Approaches, Miller's Forest Side			"	...	768 10 1
" " Fresh Water Supply			"	...	87 8 0
Ferry-house, Raymond Terrace—Alterations			"	...	146 5 0
Shp and Shed, Woodburn Punts			"	...	98 0 3
CAUSEWAYS					
Baerami Creek—Causeway			"	...	25 12 0
Mulga Creek, Byrock to Bourke Cobar Road			"	...	59 19 0
Causeway, Wallamanjara towards Warrangong			"	...	19 19 0
Causeway, Kean's Gully, Main South Road			"	...	73 19 3
Causeway, McLaughlin's Creek, at Sutton			"	...	64 2 6
Boggabri in Approach			"	...	35 6 0
CULVERTS.					
Culvert, Alcorn's Creek			"	...	80 3 0
" Bragoot Lake Crossing, Bega to Bermagui			"	...	200 0 0
" Brady's Cowal Metalling Approaches			"	...	44 0 0
" Blacktown Road			"	...	25 0 0
" Berrigan Creek, Shands to Berrigan			"	...	25 0 0
" Botany Road, Waterloo			"	...	146 16 10
" Hamilton's, Main South Coast Road			"	...	24 5 0
" Hinton, Mount Kanwary, on road			"	...	81 19 2

* Statement herewith

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When commenced.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.
CULVERTS—continued.					
Culvert in Lane, near Trangie Railway Station			1896	.....	123 18 0
„ Llandilo to Blacktown, on road			„	4 12 0
„ Middle Creek, Cannonbar to Pine Range			„	212 16 6
„ Morpeth, on railway line			„	31 2 6
„ near Aberfoil, Road Guyra to Oban			„	41 19 4
„ near Kingswood, Main West Road			„	116 14 7
„ North Creek, Braidwood to Nerriga			„	50 0 0
„ on road, Tenterfield, <i>via</i> Griffith's and Rigney's farms towards the Mole			„	44 19 0
„ over Cowal, at Gordie's Gate, Grangee to Collie			„	74 19 0
„ on road, Milson's Point, <i>via</i> Lane Cove to Peat's Ferry			„	5 2 0
„ Payling Yard Creek			„	47 2 0
„ Sheep Station Creek, Cootamundra to Gundagai			„	30 0 0
„ Hutching's Gully			„	118 18 4
„ Hinton to Mount Kanway			„	81 19 2
„ Slaughter House Creek			„	28 0 0
FOOTBRIDGES.					
Footbridge, Burrangong Creek			„	44 0 0
„ Karuah River, Gorton's Crossing			„	14 10 0
„ Jembaicumbene Creek			„	71 4 5
„ Back Creek			„	20 0 0
„ Yetman			„	84 5 8
„ Lett's Creek, Hartley Vale to Lithgow			„	101 13 3
„ Rocky River, Glen Elgin			„	17 6 0
„ Bega River, Auckland			„	96 9 0
„ Bargo River			„	25 0 0
„ Meadow Creek			„	10 0 0
„ Quirindi Creek, at Wallabadah			„	63 11 6
CONSTRUCTION AND REPAIR OF BRIDGES.					
Albury			„	339 14 11
Armidale			„	408 6 7
Bourke			„	639 9 0
Blayney			„	44 4 4
Bega			„	235 13 4
Ballina			„	5 0 0
Bombala			„	69 18 11
Braidwood			„	23 15 0
Bathurst			„	291 10 1
Bellingen			„	33 15 9
Campbelltown			„	38 0 0
Cowra			„	247 14 3
Casino			„	392 15 1
Crookwell			„	30 11 5
Cootamundra			„	494 19 10
Coona			„	35 10 0
Dubbo			„	271 10 8
Deniliquin			„	118 7 5
Forbes			„	911 6 8
Grafton			„	80 19 4
Gosford			„	30 8 1
Goulburn			„	120 12 11
Glen Innes			„	140 5 2
Hay			„	383 5 0
Inverell			„	9 7 2
Kiama			„	741 11 5
Kempsey			„	505 4 4
Lismore			„	273 14 11
Macleay			„	68 18 8
Murwillumbah			„	330 0 1
Maitland			„	1,127 15 6
Muswellbrook			„	202 10 10
Moree			„	363 1 4
Mudgee			„	79 1 2
Moss Vale			„	195 1 3
Metropolitan			„	526 11 4
Narrabri			„	182 5 6
Newcastle			„	201 12 5
Orange			„	506 1 1
Parramatta			„	213 16 9
Port Macquarie			„	336 4 5
Queanbeyan			„	289 18 0
Quirindi			„	415 8 6
Richmond			„	401 19 0
Stroud			„	420 18 7
Tumut			„	280 1 5
Taree			„	182 12 8
Tamworth			„	613 4 2
Tenterfield			„	124 11 11
Tumbarumba			„	19 8 3
Wollombi			„	86 1 10
Walgett			„	517 10 1
Warialda			„	95 3 6
Wagga Wagga			„	145 16 10
Yass			„	288 2 5
Young			„	384 1 2

Maintenance, Consolidated Revenue, repair, and construction.

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair	Fund from which the Expense is defrayed	When commenced.	If Finished, actual amount of Expenditure	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
				£ s. d.	£ s. d.	£ s. d.
BRIDGES—continued.						
Bridge, Aston's Creek, Delegate to Bombala			1896	163 9 9	.. .. .	163 9 9
" Brusby Creek			"	52 10 0	.. .. .	52 10 0
" Broken Back Creek, Congarni to Port Macquarie.			"	168 1 9	.. .. .	168 1 9
" Black and Deep Creeks, Cessnock to Allandale			"	511 13 4	.. .. .	511 13 4
" Bega River, at Bega—Repairs			"	156 7 3	.. .. .	156 7 3
" Black Gully Creek, Moree, <i>via</i> Goonal to Mogil Mogil			"	325 10 9	.. .. .	325 10 9
" Broadwater			1895	853 3 2	.. .. .	742 19 10
" Baronne Creek, Coonamble to Gilgandra			"	244 17 8	.. .. .	172 17 8
" Bril Bril Creek, Ennis to Glen Esk, Upper Plains			1896	249 2 0	.. .. .	249 2 0
" Brown's Creek, Carcoar to Milthorpe and Cadia			"	193 6 2	.. .. .	193 6 2
" Beckett's Creek and Approach			1895	151 2 5	.. .. .	147 14 8
" Brian's Bridge over Cuddie's Creek			1896	274 6 7	.. .. .	274 6 7
" Black Bob's Creek			1895	541 17 2	.. .. .	331 12 8
" Belford Creek			"	225 2 0	.. .. .	30 2 0
" Brewer's Creek, Wilcannia to Wentworth Falls			1896	162 0 0	.. .. .	162 0 0
" Belongil Creek			1895	144 0 0	.. .. .	109 0 0
" Black Creek, Tenterfield to Tabulam			"	649 0 1	.. .. .	537 11 1
" Boomerang Creek			"	118 11 5	.. .. .	68 17 5
" Cattai or Murphy's Creek, Rous Hill to Dural			1896	458 2 1	.. .. .	458 2 1
" Carore Creek			1895	695 3 3	.. .. .	560 18 3
" Cattai Creek, McGrath's Hill to Maroota			1896	653 7 7	.. .. .	653 7 7
" Croaker's Waterholes, Dunmore to Clarencetown			"	255 16 11	.. .. .	255 16 11
" Chittaway			1895	147 11 0	.. .. .	147 11 0
" Curban Creek			"	78 12 2	.. .. .	50 12 2
" Catherine Hill Bay			1896	269 8 8	.. .. .	269 8 8
" Cuttaburra Creek			1894	4723 12 7	.. .. .	963 8 5
" Cooper's Creek, Bega to Bembooka			1895	636 0 6	.. .. .	351 1 6
" Cooper's Creek, Clunes to Staggs			1896	33 0 0	.. .. .	33 0 0
" Cowra—Maintenance			1895	172 10 4	.. .. .	118 5 4
" Cungegong Creek			"	186 10 4	.. .. .	133 4 4
" Cudgegong Creek			"	1,073 9 9	.. .. .	673 17 8
" Charity Creek, Tarce			"	887 4 10	.. .. .	730 4 10
" Cedar Party Creek, at Barnes' Crossing			"	1,565 14 3	.. .. .	1,466 14 3
" Cedar Creek, Thirlmere to Lakesland			1896	154 17 6	.. .. .	154 17 6
" Cabramatta Creek			1895	278 17 0	.. .. .	220 5 0
" Dingo Creek, at Rocky Crossing			1896	547 9 7	.. .. .	547 9 7
" Double Creek, Mam South Coast Road			1895	1,547 14 7	.. .. .	302 12 8
" Duren's Creek, Gosford to Cooranbong			1896	262 10 3	.. .. .	262 10 3
" Doctor's Creek			1895	548 3 1	.. .. .	546 18 1
" Eleven-mile Creek, Tenterfield to Ballina			1896	308 8 6	.. .. .	308 8 6
" Flat Rock Gully			1895	256 9 8	.. .. .	158 9 8
" Fox under the Hill			"	151 2 7	.. .. .	151 0 5
" Gulches in Hoile's portion 1 and 2, Colo River			1896	397 1 4	.. .. .	397 1 4
" Gundary Creek, near Goulburn			"	598 12 1	.. .. .	598 12 1
" Guilfoyle's Creek			"	141 5 3	.. .. .	141 5 3
" Hyndman's Creek			1895	418 15 9	.. .. .	353 15 9
" Hay, Footway			1896	10 16 0	.. .. .	10 16 0
" Herriott's Creek			1895	625 18 4	.. .. .	580 13 9
" Ironworks Creek, Great South Road			1896	311 12 4	.. .. .	311 12 4
" Jerrabat Gulla			1895	548 19 0	.. .. .	348 2 8
" Korea Creek, Main South Coast Road			1896	257 4 5	.. .. .	257 4 5
" Kangaroo River, Old Bridge			"	20 16 10	.. .. .	20 16 10
" Kelaher's Creek, Walgett to Pian Creek			"	194 8 2	.. .. .	194 8 2
" Laing's Creek			"	219 9 9	.. .. .	219 9 9
" Lachlan River, at Narrawa			"	1,531 10 6	.. .. .	1,531 10 6
" Lamb's Creek			1895	284 12 3	.. .. .	23 17 6
" Little Dark Creek, Newcastle to Murni			1896	142 18 8	.. .. .	142 18 8
" Lachlan River, at Inglewood			"	997 5 2	.. .. .	997 5 2
" Mann River			"	1,567 5 0	.. .. .	1,567 5 0
" Moore's Creek			"	330 0 0	.. .. .	330 0 0
" Muckerawa Creek			"	355 12 2	.. .. .	355 12 2
" Myrtle Creek, Casino to Lawrence			"	1,194 10 7	.. .. .	1,194 10 7
" Mooki River, Walhallow			"	586 11 3	.. .. .	442 11 3
" Mattaganah Creek			1895	1,145 8 7	.. .. .	849 12 7
" McLeod's Creek, Murwillumbah to Cudgen			1896	198 19 4	.. .. .	198 19 4
" Mehi River			1895	907 13 1	.. .. .	893 10 1
" Marone Creek, Tucki to Rous			1896	331 11 2	.. .. .	331 11 2
" Middle Arm			"	80 0 0	.. .. .	80 0 0
" Moule's Main Flat			"	238 13 9	.. .. .	238 13 9
" Nunnock Creek			"	901 9 8	.. .. .	901 9 8
" Nepean River, at Menangle			"	18 13 0	.. .. .	18 13 0
" Narrawalla			1895	447 2 1	.. .. .	390 8 1
" Nowra—Repairs			1896	147 11 6	.. .. .	147 11 6
" Norths			"	82 17 4	.. .. .	82 17 4
" Old Walgett—Repairs			1895	32 0 0	.. .. .	13 0 0
" Old Man Creek, Wagga to Gillenbah			"	471 4 0	.. .. .	60 4 0
" Orara River, near Keranghi			"	604 17 11	.. .. .	85 14 3
" Orara River, at Coutts' Crossing			1896	29 0 0	.. .. .	29 0 0
" Oakey Creek, Chandler's Bridge to Kempsey			"	39 10 0	.. .. .	39 10 0
" Oolong Creek, Dalton			1895	621 2 10	.. .. .	271 2 10
" Pitt Town, No. 1			1896	282 1 4	.. .. .	282 1 4
" Pearce's Creek			1895	205 17 6	.. .. .	247 5 6

Maintenance, repair, and construction. Consolidated Revenue.

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed	When commenced.	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1886, to 30 June, 1897.
				£ s. d.	£ s. d.	£ s. d.
BRIDGES—continued.						
Bridge, Pambula River, at Pambula.....			1896	332 12 0	.....	332 12 0
" Pelican Creek, Coraki to Wyrallah.....			"	14 10 0	.....	14 10 0
" Roberts' or Boggy Creek			"	146 6 8	.....	146 6 8
" Rhones' Creek			1895	408 15 6	.....	66 13 6
" Ropes' Creek			1896	429 10 4	.....	429 10 4
" Snake's Creek, Tenterfield to Ballina			"	416 1 10	.....	416 1 10
" Sandy Creek, Cooranbong to Newport			"	484 17 10	.....	484 17 10
" Sandy Creek, Tumut to Adelong.....			"	235 7 9	.....	235 7 9
" Sugarloaf Creek, Wollombi to Yango.....			"	203 4 3	.....	203 4 3
" Saucy Creek, Bombala to Delegate			"	803 10 8	.....	803 10 8
" Saltwater Creek, Mullimbimby to Byron Bay			1895	305 6 6	.....	54 13 10
" Spickett's Creek.....			1896	142 6 4	.....	46 6 4
" Southgate			1895	489 4 1	.....	477 10 1
" Tyndall's Gully, Great West Road.....			1896	108 10 0	.....	108 10 0
" Tyndall's Gully, No. 3			"	418 12 8	.....	418 12 8
" Thalaba Creek			"	674 15 5	.....	674 15 5
" Taylor's Creek			1895	410 18 11	.....	181 18 11
" Tucki Creek, Tucki to Rous.....			1896	223 3 7	.....	223 3 7
" Two-mile Creek, at Bigga.....			"	210 19 3	.....	210 19 3
" Vogt's Gully, Kelsohshiel to Little Forest			"	112 2 2	.....	112 2 2
" Wilber Creek			"	208 5 4	.....	208 5 4
" Wongewomble Creek.....			"	154 18 5	.....	154 18 5
" Warung Creek, at Home Valley			"	58 15 0	.....	58 15 0
" Wakool			1895	482 5 2	.....	379 10 2
" Woolway Creek, Cooma to Buckley's Crossing			1896	1,338 5 1	.....	1,338 5 1
" Whiskin's Gully			1895	175 4 8	.....	174 8 8
" Wyong Creek, Gosford to Cooranbong			1896	1,387 15 10	.....	1,387 15 10
" Wickham and Approach			1894	392 7 2	.....	59 14 6
" Windsor—Repairs			"	2,189 3 3	.....	1,691 17 7
" Yardley's Creek, Kangaroo Valley to Nowra			1896	137 14 2	.....	137 14 2
" Apsley River, Fitzroy-street, Walcha.....			"	.....	98 9 11	98 9 11
" Adelong, Lithgow .....			"	.....	1 2 6	1 2 9
" Abercrombie .....			"	.....	134 18 2	134 18 2
" Barwon, Brewarrina—Repairs			1892	.....	1,309 10 3	581 8 11
" Baker's Creek, Limeburner's Creek to Krumbach.....			1896	.....	128 3 0	128 3 0
" Balranald			1893	.....	1,398 10 6	487 8 4
" Barnes' Gully.....			1896	.....	0 4 0	0 4 0
" Bundarra			1895	.....	426 1 11	292 11 11
" Beardy River, Glen Innes to Red Range	Maintenance, repair, and construction.	Consolidated Revenue.	1896	.....	364 11 0	364 11 0
" Berrima River, Wingecarribee .....			"	.....	1,187 14 2	1,187 14 2
" Borambil Creek, Muswellbrook .....			"	.....	45 19 0	45 19 0
" Borambil Creek, Quirindi .....			"	.....	47 19 6	47 19 6
" Ballacodyn Creek .....			"	.....	127 10 0	127 10 0
" Belabula River, Carcoar			1895	.....	756 6 5	525 3 1
" Beardy River, West Approach			1896	.....	60 0 0	60 0 0
" Barrington			1895	.....	3 8 9	0 5 0
" Collarendabri .....			"	.....	22 19 4	12 1 0
" Camden Haven			1896	.....	139 8 10	139 8 10
" Cato Creek .....			"	.....	306 10 4	306 10 4
" Carr's Gully .....			"	.....	93 1 0	93 1 0
" Cosgrove Creek			1895	.....	150 9 9	2 11 0
" Cooperbrook—Maintenance .....			"	.....	288 1 7	196 1 9
" Campbell River—Approach.....			"	.....	195 0 8	93 13 0
" Dingo Creek, at Tetsell's .....			"	.....	163 0 5	48 3 3
" Dummore.....			1896	.....	59 7 10	59 7 10
" Deniliquin .....			"	.....	2 16 0	2 16 0
" Dalgetty .....			"	.....	2 12 0	2 12 0
" Erina Creek—Repairs			1892	.....	460 12 5	52 11 8
" Flanagan's Creek, Main South Coast Road			1896	.....	111 10 4	111 10 4
" Farmer's Creek, Lithgow.....			1895	.....	211 17 6	157 7 6
" Fitzroy, Windsor			1896	.....	17 12 7	17 12 7
" Grattai Creek—Approach compensation .....			"	.....	10 17 6	10 17 6
" Gundagai			1895	.....	55 1 9	3 1 9
" Glebe Island—Repairs			1896	.....	450 1 3	450 1 3
" Gum Creek, Hay to Darlington Point .....			"	.....	9 13 0	9 13 0
" Governor's Hill, Goulburn—Repairs .....			"	.....	4 1 10	4 1 10
" Hammer's Creek			1895	.....	454 11 6	453 9 8
" Hampden River, Wagga—Approach			1896	.....	130 0 0	130 0 0
" Hay—Repairs			1891	.....	2,361 2 0	114 0 0
" Howlong			1896	.....	197 7 3	197 7 3
" Hawksview—Repairs			1895	.....	18 10 8	15 19 11
" Iron Cove—Repairs .....			"	.....	103 18 3	55 15 4
" Inverell .....			"	.....	18 8 9	8 4 0
" Irving, Casino			1896	.....	62 4 11	62 4 11
" Jones .....			"	.....	52 0 0	52 0 0
" Kingswood .....			"	.....	31 1 2	31 1 2
" Limestone Creek .....			"	.....	33 4 10	33 4 10
" Lane Cove and Parramatta—Repairs.....			1895	.....	1,859 4 0	1 5 9
" Little Hartley Creek, Great West Road			1896	.....	324 15 7	324 15 7
" Lanes .....			"	.....	35 2 2	35 2 2
" Little Malabah .....			"	.....	122 7 4	122 7 4
" Mulwala			1894	.....	84 6 7	21 18 7
" Marengo Creek			1895	.....	468 8 5	8 2 10

RETURN OF EXPENDITURE ON PUBLIC WORKS—continued.

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Com-menced.	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
BRIDGES—continued.				£ s. d.	£ s. d.	£ s. d.
Bridge, MacDonal'd River, 1 and 2			1896	.....	114 2 6	114 2 6
" Macquarie River			"	.....	86 6 0	86 6 0
" Mountain Creek			"	.....	163 2 0	163 2 0
" Muscle Creek, Great North Road			"	.....	246 8 0	246 8 0
" Moruya Borings			"	.....	0 2 7	0 2 7
" on Main South Coast Road			"	.....	103 15 11	103 15 11
" Murray River, Mulwala (Approach)			"	.....	122 2 6	122 2 6
" North Bourke			"	.....	105 7 7	105 7 7
" Nimbo'y River			"	.....	148 7 3	148 7 3
" Noyeau River			"	.....	153 0 8	153 0 8
" Nepean River, Penrith—Repairs			"	.....	12 14 2	12 14 2
" Oyster Lake			1895	.....	705 0 6	6 13 2
" Oakey Creek, Narrabri to Pilliga			"	.....	482 8 0	10 8 0
" opposite Sea wall, Coogee Bay—Repairs			1896	.....	17 12 2	17 12 2
" Old Inverell—Repairs			"	.....	38 0 0	38 0 0
" Pymont—Repairs			"	.....	1,276 3 9	1,276 3 9
" Paynes			"	.....	31 5 10	31 5 10
" Parramatta—Repairs			"	.....	550 14 5	550 14 5
" Paterson River, at Vacey			"	.....	1c 8 0	10 8 0
" Parramatta River, at Rydalmere (Borings)			"	.....	29 13 1	29 13 1
" Peterkin's Creek			1895	.....	167 9 3	48 12 0
" Pitnacree			"	.....	70 0 0	42 0 0
" Paterson River, at Hinton			1896	.....	9 17 8	9 17 8
" Price's, Main South Coast Road			"	.....	58 14 5	58 14 5
" Reedy Creek, Great North Road			"	.....	66 4 0	66 4 0
" Rankin's, Bathurst—Repairs			"	.....	422 2 8	422 2 8
" Swansea			"	.....	56 16 7	56 16 7
" Smith's Creek			"	.....	239 3 4	239 3 4
" Six-mile Creek			"	.....	5 19 0	5 19 0
" Saltwater Creek, Wilson's River, via Bar Scrub to Walcha			"	.....	539 0 0	539 0 0
" South Creek			"	.....	391 3 9	391 3 9
" Singleton—Repairs			"	.....	10 13 11	10 13 11
" Tocumwal			"	.....	27 5 4	27 5 4
" Tamworth—Repairs			"	.....	5 14 5	5 14 5
" Tumbledown Creek—Land compensation			"	.....	18 11 7	18 11 7
" Tom Thumb Lagoon			"	.....	7 13 3	7 13 3
" Timber for bridges	Main-tenance, repair, and construction.	Consoli-dated Revenue.	"	.....	2,559 14 3	2,559 14 3
" Telegraphy Creek			"	.....	124 0 0	124 0 0
" Tuena—Repairs			"	.....	64 18 3	64 18 3
" Wentworth—Repairs			"	.....	37 17 4	37 17 4
" Wilcanni—Maintenance			1895	.....	523 0 5	55 0 4
" Waterworks, Botany			1896	.....	0 14 0	0 14 0
" Warren, Macquarie River			"	.....	36 8 0	36 8 0
" Adelong Creek, at Moore's Crossing			"	821 19 5	.....	821 19 5
" Bogan River, at Monkey			1895	1,173 9 3	.....	949 2 8
" Blaxland's Crossing, Nepean River			1896	1,332 18 1	.....	1,332 18 1
" Cuttaburra Creek (3)			"	2,064 13 7	.....	2,064 13 7
" Colombo Creek			"	576 2 10	.....	576 2 10
" Cooradigbee Creek			1895	1 624 15 1	.....	599 19 0
" Culgoa River, at Weilmoringle			1896	822 4 11	.....	822 4 11
" Denison Bridge, Bathurst—Protection of river bank			1895	1,591 0 0	.....	1,175 5 10
" Edwards' River, Deniliquin			"	3,845 6 2	.....	11 18 2
" Ellenborough River			"	1,796 4 10	.....	1,660 8 5
" Fall's Creek			1896	866 2 8	.....	866 2 8
" Fish River, at O'Connell			"	1,463 17 11	.....	1,463 17 11
" Gobarralong, Murrumbidgee River			"	1,877 9 7	.....	1,877 9 7
" Giant's Creek			"	652 2 11	.....	652 2 11
" Marra Creek, near Butterbone, Warren to Mount Harris			1895	1,125 14 9	.....	1,105 11 9
" Molonglo River, at Foxlow			1896	1,695 9 8	.....	1,695 9 8
" McIntyre River, at Inverell			1891	10,354 5 8	.....	884 18 11
" Namoi River, at Walgett			1895	3,239 4 0	.....	2,145 19 10
" Swan Hill			1892	8,720 3 6	.....	2,458 9 10
" Swan Hill—Caretaker's cottage			1896	159 10 0	.....	159 10 0
" Seven Hills—No. 1, near Station			"	315 4 6	.....	315 4 6
" Seven Hills—No. 2, near Station			"	215 5 8	.....	215 5 8
" Tantawanglo River			"	1,240 9 0	.....	1,240 9 0
" Tenterfield Creek, Manners-street, Tenterfield			"	1,110 12 8	.....	1,110 12 8
" Victoria, East Maitland, Wallis Creek			1894	3,915 13 11	.....	438 6 0
" Warrambool (3), Walget towards Brewarrina			1896	1,190 11 10	.....	1,190 11 10
" Windsor—Raising			1895	2,220 0 0	.....	1,630 10 8
" Bargo River, Main South Road			1896	.....	19 5 0	19 5 0
" Borow Bridge, Main South Road			"	.....	117 7 8	117 7 8
" Byron Creek, Possum Shoot to Brooklett			"	.....	10 8 0	10 8 0
" Coalbaggie Creek, Dubbo, Coonamble to Collie			"	.....	114 0 0	114 0 0
" Deep Creek, Moonee to Congarini			"	.....	0 7 6	0 7 6
" Dunmore, Paterson River			"	.....	81 5 4	81 5 4
" Gundagai—Reconstruction			"	.....	6,148 0 3	6,148 0 3
" Kangaroo River, Moss Vale			1895	.....	5,956 5 1	4,966 5 4
" Kempsey, Macleay River			1896	.....	0 7 6	0 7 6
" Morpeth, Hunter River			1895	.....	3,936 8 6	3,898 19 3
" Melville Ford			1896	.....	650 15 7	650 15 7

RETURN OF EXPENDITURE ON PUBLIC WORKS—*continued.*

Work, and where situated.	Whether Constructing or under Repair.	Fund from which the Expense is defrayed.	When Com-menced	If Finished, actual amount of Expenditure.	If Unfinished, amount of Expenditure to 30 June, 1897.	Amount expended from 1 July, 1896, to 30 June, 1897.
BRIDGES— <i>continued.</i>				£ s. d.	£ s. d.	£ s. d.
Bridge, Molongo River, at Burbong.....	Main-tenance, repair, and construction.	Loans and Consolidated Revenue.	1896	.....	5 4 5	5 4 5
„ Narran River at Angledoot or Yeramtab.....			„	.....	776 12 9	776 12 9
„ Narromine.....			„	.....	27 19 9	27 19 9
„ Page's River, near Blanford Station.....			„	.....	151 8 5	151 8 5
„ Queanbeyan River, at Queanbeyan.....			„	.....	22 11 11	22 11 11
„ Stonequarry Creek, Picton.....			1891	.....	2,167 12 5	2,061 3 9
„ Sandy Creek, Tenterfield to Ball na.....			1896	.....	398 16 9	398 16 9
„ Turon River, at Wallaby Rocks.....			„	.....	3,070 4 8	3 070 4 8
„ Tweed River, Murwillumbah.....			„	.....	123 18 0	123 18 0
„ Tur ss Estuary, Tronkatabella Bridge.....			„	.....	6 10 0	6 10 0
„ Wollindilly, at Rossi's.....			„	.....	1 7 10	1 7 10
„ Warrana Creek, Coonamble to Tunderbrine.....			„	.....	251 2 4	251 2 4
„ Wheeney Creek, at B'axland's Ridge.....			„	.....	2 6 10	2 6 10
„ Wuitton, over Lagoon.....			„	.....	12 2 0	12 2 0
ROADS.						
Road, Albion Park, <i>via</i> Macquarie Pass, to Robertson.....			„	.....	86 9 7	86 9 7
„ Fitzroy Falls, <i>via</i> Belmore Falls, to Robertson.....			„	.....	441 5 0	441 5 0
„ Grand Arch, Jenolan Caves, Road through.....			1895	.....	2,766 12 7	1,073 12 3
„ Main South Road, near Bowral, to Wombeyan Caves.....			1850	.....	1,920 5 9	120 18 10
„ Main West Road, Wood-blocking, between City boundary and Ghebe.....			1896	.....	2,370 6 9	2,370 6 9
„ Re-laying wood-blocks, King-street, Newtown.....			„	.....	3 10 0	3 10 0
Totals.....			.....	107,762 18 8	7,102,688 19 11	676,209 19 2

SUMMARY OF EXPENDITURE FROM 1ST JULY, 1896, TO 30TH JUNE, 1897.

	£	s.	d.
Loans.....	54,261	1	11
Revenue.....	620,180	2	10
Services for other Departments.....	1,768	14	5
TOTAL	£676,209	19	2

ROADS AND BRIDGES EXPENDITURE.

Year.	Expenditure by Officers of Department.		Expenditure by Trustees.		Expenditure by Municipalities.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1857	100,000	0 0					100,000	0 0*
1858								
1859	46,621	16 10					46,621	16 10
1860	114,585	18 5					114,585	18 5
1861	199,208	6 10					199,208	6 10
1862	85,641	4 0	50,000	0 0			135,641	4 0
1863	154,497	7 4	70,000	0 0			224,497	7 4
1864	185,248	3 11	70,000	0 0			255,248	3 11
1865	123,867	4 0	30,822	0 0			154,689	4 0
1866	109,075	12 8	39,731	0 0			148,806	12 8
1867	147,750	14 6	38,667	0 0			186,417	14 6
1868	140,086	10 4	36,923	0 0			177,009	10 4
1869	152,323	5 0	40,802	0 0			193,125	5 0
1870	141,863	2 4	40,336	0 0			182,199	2 4
1871	182,726	11 0	40,501	0 0			223,227	11 0
1872	144,257	5 6	34,728	0 0			178,985	5 6
1873	247,858	9 0	36,098	0 0			283,956	9 0
1874	257,366	5 8	41,524	0 0			298,890	5 8
1875	356,002	10 0	45,564	0 0			401,566	10 0
1876	366,802	14 0	37,153	0 0			403,955	14 0
1877	413,625	4 8	51,550	0 0			465,175	4 8
1878	497,032	17 5	24,280	0 0			521,312	17 5
1879	649,773	11 5	25,428	0 0			675,201	11 5
1880	614,708	11 3	28,800	0 0			643,508	11 3
1881	484,567	2 8	23,186	0 0			507,753	2 8
1882	577,212	4 1	24,722	0 0			601,934	4 1
1883	613,847	1 6	24,938	0 0			638,785	1 6
1884	750,584	1 10	27,722	0 0			778,306	1 10
1885	800,962	5 11	24,404	0 0			825,366	5 11
1886	628,379	4 5	28,414	0 4			656,793	4 9
1887	721,993	16 6	45,433	1 3			767,426	17 9
1888	663,928	14 10	31,503	0 0			695,431	14 10
1889	632,397	10 11	31,361	0 0			663,758	10 11
1890	770,808	18 10	34,500	0 0			805,308	18 10
1891	965,687	14 11	31,990	0 0			997,677	14 11
1892	859,027	13 11	30,605	0 0			889,632	13 11
1893	676,233	1 8	30,330	0 0			706,563	1 8
1894 to 30th June, 1895 (18 months)	800,620	2 9	30,034	0 0			830,654	2 9
1895-6	729,544	15 10	19,285	0 0	27,570	11 11	776,400	7 9
1896-7	588,910	7 1	9,910	1 10	77,389	10 3	676,209	19 2
Grand total	16,695,628	3 9	1,231,244	3 5	104,960	2 2	18,031,832	9 4

* Approximate.

STATEMENT of Loans and Revenue Expenditure from year 1888.

Year.	Loans.		Revenue.		Services for other Departments.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1888	8,656	4 10	686,775	10 0			695,431	14 10
1889	5,597	9 11	658,161	1 0			663,758	10 11
1890	21,970	10 10	783,338	8 0			805,308	18 10
1891	67,349	4 11	930,328	10 0			997,677	14 11
1892	82,327	5 8	807,305	8 3			889,632	13 11
1893	56,266	19 9	650,296	1 11			706,563	1 8
1894 to 30th June, 1895 (18 months)	33,061	13 3	797,592	9 6			830,654	2 9
1895-6	38,575	9 2	737,824	18 7			776,400	7 9
1896-7	54,261	1 11	620,180	2 10	1,768	14 5	676,209	19 2
	368,066	0 3	6,671,802	10 1	1,768	14 5	7,041,637	4 9

ACCOUNTS BRANCH.

RETURN of Expenditure on Municipal Roads, and of Special Subsidies granted to Municipalities.

Municipality.	Main and other Roads.			Extension of Minor Roads.			Unclassified Roads.			Special Subsidy— 5s in £ on General Rates			Totals.		
	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d
Armidale	42	10	0	46	0	0							88	10	0
Annandale										607	15	6	607	15	6
Ashfield										1,691	15	0	1,691	15	0
Albury				47	0	0				480	0	0	527	0	0
Alexandria										719	2	6	719	2	6
Auburn										330	10	6	330	10	6
Adamstown				7	0	0				92	15	3	99	15	3
Aberdeen	24	16	6	13	0	0				76	1	9	113	18	3
Burwood										910	17	0	910	17	0
Burkstown										77	8	6	77	8	6
Bathurst				36	0	0				641	3	6	677	3	6
Balmain										2,428	15	9	2,428	15	9
Blayney	50	18	4	66	0	0				104	0	0	220	18	4
Botany North										208	18	6	208	18	6
Berry				31	0	0				221	7	0	252	7	0
Broughton Vale										41	7	6	41	7	6
Balranald				15	0	0				74	0	0	89	0	0
Ballina	101	1	6	148	0	0				85	14	9	334	16	3
Bourke				18	0	0				338	1	6	356	1	6
Broken Hill										1,420	15	0	1,420	15	0
Bingera										48	12	0	48	12	0
Burrowa				38	0	0				90	14	3	128	14	3
Bega	33	0	10	66	0	0	10	0	0	173	12	6	282	13	4
Bowral				60	0	0				200	18	9	260	18	9
Braidwood				70	15	10				118	16	10	189	12	8
Bombala				37	0	0				54	13	0	91	13	0
Botany										212	6	3	212	6	3
Camden				90	0	0	9	0	0	115	0	0	214	0	0
Castlereagh				236	0	0	75	0	0	30	13	3	341	13	3
Cudgegong	136	18	8	500	0	0				182	11	6	819	10	2
Concord										299	14	0	299	14	0
Cooma	50	9	2	228	0	0				107	5	6	385	14	8
Carcoar										33	1	0	33	1	0
Campbelltown				63	0	0				81	13	3	144	13	3
Canterbury	240	0	0							261	12	3	501	12	3
Camperdown										500	11	6	500	11	6
Casino	182	0	10	269	0	0				111	18	9	562	19	7
Cobar				35	0	0				127	3	0	162	3	0
Coonamble				52	0	0				139	12	5	191	12	5
Cowra	56	1	2	116	0	0				198	9	3	370	10	5
Condobolin				100	0	0				83	1	0	183	1	0
Cootamundra				40	0	0				251	12	6	291	12	6
Coraki				46	0	0				53	8	6	99	3	6
Cabramatta and Canley Vale	39	0	0	28	0	0				60	1	0	127	1	0
Carrington										219	10	9	219	10	9
Cudal				93	0	0				41	1	6	134	1	6
Dubbo	7	15	1	26	0	0				281	13	6	315	8	7
Drummoyne										298	6	0	298	6	0
Darlington										291	8	9	291	8	9
Dundas	86	13	4							95	10	9	182	4	1
Deniliquin				140	0	0				225	6	6	365	6	6
Dungog				82	19	6				74	6	3	157	5	9
Enfield										200	5	9	200	5	9
Erskineville										435	7	6	435	7	6
Ermington and Rydalmere										67	7	6	67	7	6
Forbes	175	0	0	140	0	0				272	15	3	587	15	3
Fairfield and Smithfield										99	13	0	99	13	0
Five Dock										88	6	6	88	6	6
Glen Innes	346	19	1	55	0	0	60	0	0	240	17	3	702	16	4
Glebe										1,913	7	3	1,913	7	3
Goulburn	125	15	0	70	0	0				786	18	0	982	13	0
Grafton	62	8	7	68	0	0				414	2	0	544	10	7
Grenfell	10	0	0	13	0	0				76	15	0	99	15	0
Gerringong	280	18	4							120	6	6	401	4	10
Gulgong				274	12	6				111	4	9	385	17	3
Granville	41	13	4	43	0	0				597	3	3	681	16	7
Gunnedah				30	0	0				155	18	3	185	18	3
Greta	49	13	2	12	0	0				88	10	0	150	12	2
Gosford				65	0	0				41	16	6	106	16	6
Hurstville	437	10	0							485	16	6	923	6	6
Hunter's Hill										361	9	7	361	9	7
Hillston				52	0	0				62	11	0	114	11	0
Hamilton										395	7	0	395	7	0
Hay				44	0	0				292	14	3	336	14	3
Hill End				14	8	3				34	8	0	48	16	3
Inverell				367	2	6				219	2	6	586	5	0
Illawarra North				17	0	0				139	11	9	156	11	9
Illawarra Central										342	2	9	342	2	9
Jemilderie				113	14	6				96	12	0	210	6	6
Juneee				30	0	0				256	3	6	286	3	6
Jamberoo				213	0	0	113	0	0	179	15	0	505	15	0
Katoomba	88	0	8				211	19	4	148	5	6	448	5	6
Kiama										149	14	6	149	14	6
Kogarah	208	6	8							450	7	9	658	14	5
Kempsey				153	0	0				129	5	0	282	5	0
Liverpool				17	0	0	10	0	0	222	6	6	249	6	6
Lane Cove										261	11	0	261	11	0
Lithgow				109	0	0				246	15	6	355	15	6

RETURN of Expenditure on Municipal Roads—continued.

Municipality.	Main and other Roads			Extension of Minor Roads			Unclassified Roads.			Special Subsidy— ss. in £ on General Rates			Totals.		
	£	s	d	£	s	d	£	s	d	£	s	d.	£	s	d.
Lismore	163	2	1	385	0	0				229	11	6	777	13	7
Leichhardt	35	0	0							1,138	4	0	1,173	4	0
Lambton				10	0	0				72	4	3	82	4	3
Lambton, New				25	0	0				84	3	9	109	3	9
Muswellbrook	29	15	10	10	0	0				153	15	3	193	11	1
Marsfield										61	14	0	61	14	0
Morpeth	212	5	5	30	0	0				102	12	0	344	17	5
Maitland East	219	13	6	83	0	0				216	1	0	518	14	6
Maitland West	298	1	1	45	0	0				846	9	0	1,189	10	1
Mittagong	43	14	10	47	0	0				88	8	6	179	3	4
Molong	86	11	5	60	0	0				77	13	0	224	4	5
Mudgee	21	8	0	9	0	0				145	7	9	175	15	9
Marrickville	195	0	0							1,768	16	3	1,963	16	3
Manly										678	17	6	678	17	6
Maclean				70	0	0				87	9	0	157	9	0
Moruya				13	0	0				63	13	0	76	13	0
Moree				38	0	0				118	2	3	156	2	3
Murrumburrah				35	0	0				77	18	9	112	18	9
Moss Vale				295	0	0				124	5	6	419	5	6
Moama				40	0	0				85	16	0	125	16	0
Murrurrundi	38	6	8							55	12	6	93	19	2
Merewether				8	0	0				209	2	9	217	2	9
Molgoa										56	9	0	56	9	0
Mosman										450	9	9	450	9	9
Nowra	139	12	4	78	0	0				163	19	0	381	11	4
Newcastle										1,652	6	5	1,652	6	5
North Sydney	88	0	10				141	11	9	2,709	8	5	2,939	1	0
Newtown										2,047	11	0	2,047	11	0
Narrandera				8	0	0				208	19	3	216	19	3
Narrabri				20	0	0				122	13	9	142	13	9
Narrabri West										31	2	6	31	2	6
Nyngan										116	2	6	116	2	6
Orange East	20	19	2	17	0	0				130	0	6	167	19	8
Orange	25	19	9	28	0	0				292	16	2	346	15	11
Penrith	40	13	3							196	7	6	237	0	9
Picton				25	0	0				117	14	3	142	14	3
Prospect and Sherwood										253	16	9	253	16	9
Parramatta				35	0	0				788	1	9	823	1	9
Port Macquarie				85	0	0				57	12	6	142	12	6
Parkes										166	9	0	166	9	0
Plattsburg				35	0	0				218	1	0	253	1	0
Paddington										2,276	19	0	2,276	19	0
Petersham										1,433	5	0	1,433	5	0
Peak Hill				76	0	0				36	17	3	112	17	3
Queanbeyan	58	17	6	27	0	0				72	16	0	158	13	6
Quirindi				43	0	0				104	11	6	147	11	6
Rockdale	104	3	4							690	8	9	794	12	1
Ryde	77	0	0				98	0	0	368	0	3	543	0	3
Redfern	50	0	0							2,040	11	10	2,090	11	10
Richmond				10	0	0				102	3	3	112	3	3
Raymond Terrace				32	0	0				60	6	3	92	6	3
Bookwood							185	19	4	241	16	9	427	16	1
Randwick	1,225	0	0							1,348	19	0	2,573	19	0
Singleton South	7	18	4	8	0	0				51	18	3	67	16	7
Singleton	23	4	10	7	0	0				184	2	6	214	7	4
St. Peters										436	14	6	436	14	6
Scone	17	9	7	12	0	0				58	11	0	88	0	7
Strathfield										474	14	3	474	14	3
Shellharbour	133	16	6							154	12	6	288	9	0
St. Marys				75	0	0				57	10	2	132	10	2
Stockton										163	9	9	163	9	9
Tamworth	70	2	4	106	0	0				365	10	3	541	12	7
Tenterfield	310	2	2	84	0	0				152	14	9	546	16	11
Taree										55	13	9	55	13	9
Tumut				46	0	0				119	9	0	165	9	0
Temora				80	0	0				109	15	3	189	15	3
Uralla	10	0	0										10	0	0
Ulladulla	396	10	8	28	0	0				159	6	0	583	16	8
Ulmara				379	0	0				95	8	3	474	8	3
Vaughan	35	16	8							78	15	0	114	11	8
Wellington	51	15	5							124	16	0	176	11	5
Warren				33	0	0				105	8	6	138	8	6
Wollongong	70	4	5	2	0	0				291	12	9	363	17	2
Waverley										1,318	19	6	1,318	19	6
Willoughby										769	17	6	769	17	6
Wilcannia				15	0	0							15	0	0
Waterloo										869	19	0	869	19	0
Wagga Wagga				37	0	0				464	16	0	501	16	0
Wingham				50	0	0	10	11	6	17	13	0	78	4	6
Walcha				123	0	0				85	4	6	208	4	6
Windsor				29	0	0				157	12	6	177	12	6
Wickham							174	0	0	433	7	6	607	7	6
Waratah				15	0	0				251	3	0	266	3	0
Wentworth				7	0	0	40	0	0	63	6	6	110	6	6
Wallsend				24	0	0				206	1	0	230	1	0
Wallendbeen				133	0	0				113	13	9	246	13	9
Woollahra										1,907	13	0	1,907	13	0
Yass				128	0	0				166	11	9	294	11	9
Young				48	0	0				237	6	3	285	6	3
Totals	7,177	16	2	7,926	13	1	1,139	1	11	61,145	19	1	77,389	10	3

Roads and Bridges Yearly Statistical Report, from 1st July, 1896, to 30th June, 1897.

TABLE A.—EXTENT OF DISTRICT.

Classification.	Number.	Mileage.	
ROADS.			
1. Scheduled Roads under Road Superintendent.....	1,446	miles. 26,779	chains. 32
2. Unclassified Roads under Road Superintendent	1,030	11,177	58
3. Scheduled Roads under Trustees	86	624	40
4. Unclassified Roads under Trustees	38	193	40
5. Roads subsidised by Department under Municipal Councils.....	433	1,098	71½
Totals	3,033	39,874	1¼
BRIDGES.			
6. Bridges (20-ft. span and over), under care of Road Superintendent or Trustees, or built at cost of Government, on all classes of Roads, within or outside Municipal limits.	Number, 2,842. Total length overall, 267,964 feet.		
FERRIES.			
7. Ferries, subsidised, leased, or worked by Department or Trustees, including emergency Punts and Boats.	No. of Punt Ferries, 100. No. of Boat Ferries, 42. Total No. of Punts, 108. Total No. of Boats, 197.		
MUNICIPALITIES.			
8. Municipalities within limits of district in receipt of subsidies, for which Road Superintendent is required to give Certificates.	Number, 177.		

TABLE B.—CONTRACTS.

Classification.	Number.	Amount.
		£
1. Contracts as let by Local Officers during 1896-7.....	3,139	322,022
2. Contracts as let by head office, but carried out by Local Officers		
3. Aggregate Number and Amount of Contracts as let	3,139	322,022
4. Amount of smallest Contract.....	.....	3
5. Amount of largest Contract .....	.....	2,167
6. Average value of Contracts let by Road Superintendents .....	.....	76/18/-
7. Contracts as completed during 1896-7, including those let prior to 1896-7, Number and Value.....	3,341	295,264
8. Contracts incomplete on 30th June, 1897, and Amount due thereon	695	45,735

TABLE C.—ANALYSIS OF EXPENDITURE.

Inclusive of all Vouchers rendered during 1896-7, and Progress Payments on Contracts incomplete on 30th June, 1897.

	Wages.	Contracts.	Stores, Materials, and Sundries.*	Supervision.†	Municipal Expenditure.‡	Total.
	£	£	£	£	£	£
Roads	120,799	242,381	38,838	13,545	77,389	492,952
Bridges.....	16,388	95,757	8,557	2,644	.....	123,346
Ferries	5,620	1,729	2,809	43,421	.....	43,421
Other Works	3,603	518	2,203	8	.....	10,166
Total Value of Vouchers, as per Voucher } Register, 1st July, 1896, to 30th June, 1897. }	146,410	340,385	52,407	59,618	77,389	676,209
Vouchers submitted for payment.....						No. 17,078

* Include goods obtained under annual contracts or locally, freight, compensation, &c.
† Include engineering and travelling expenses, office and store rent, cleaning, lighting, fuel, wages, and expenses of overseers, but not wages of working foremen or gangers.
‡ The amount of certificates given on account of municipal subsidies.

TABLE D.

TABLE D.—PROPORTION OF CLASSIFIED EXPENDITURE TO TOTAL EXPENDITURE.

Classified Expenditure.	Amount.	Percentage on Total Expenditure.
	£	
1. Wages	146,410	21'66
2. Contracts	340,385	50'34
3. Stores, Materials, and Sundries	52,407	7'74
4. Supervision*	59,618	8'82
5. Municipal	77,389	11'44
Total Expenditure	£ 676,209	100'00

* The amount will be that quoted in Table C, plus the salaries and equipment allowances paid by head office to the officers and assistants who were employed in the district during the year.

TABLE E.—TRAVELLING AND COST THEREOF, 1896-7.

Officer.	Miles travelled.			Total Amount of Travelling Expenses Vouchers for above period.
	Road.	Rail.	Total.	
1. Road Superintendents	262,223	73,694	335,917	} £ s. d. 6,820 14 11
2. Assistants	100,281	24,920	125,201	
3. Foremen, Overseers	43,444	2,754	46,198	
Totals	405,948	101,368	507,316	6,820 14 11

TABLE F.—LABOUR STATISTICS. (Monthly Average.)

Classification of Labour.	Permanent.	Temporary.	Total.
By Department.			
Foremen, Overseers	37	29	66
Road Maintenance Men	914	179	1,093
All others (Ferry-men, &c.)	99	246	345
Totals	1,050	454	1,504
Contractors and Contractors' Men			5,200

TABLE G.—REPORTS, MINUTES, RETURNS, &C.

Official Papers, including Reports, Minutes, and Returns (other than Vouchers) registered from 1st July, 1896, to 30th June, 1897, number 25,347.

TABLE H.—SUMMARY OF WORK EXECUTED.

SHOWING Work completed (inclusive of Contracts in progress on 1st July, 1896, but not including Contracts in progress on 30th June, 1897) on Roads under Road Superintendents during the year 1st July, 1896, to 30th June, 1897, and carried out under Contract or by day-labour. Ordinary maintenance not to be included.

Class of Work.	Unit.	Scheduled Roads outside Municipality.	Scheduled Roads within Municipality.	Unclassified Roads outside Municipality.	Unclassified Roads within Municipality.	Totals.
1. Road construction, including formation, metal-ling, gravelling, ballasting, or corduroying, exclusive of clearing or draining	chains	22,808	754	1,317	10	24,889
2. Formation, including cuttings, embankments, not metalled, gravelled, &c., exclusive of clearing or draining	chains	23,751	262	4,328	48	28,389
3. Clearing, any width	chains	59,715	121	23,180	15	83,031
4. Draining	chains	22,325	235	5,762	25	28,347
5. Maintenance metal, gravel, or ballast obtained	cub. yds.	260,247	35,819	5,200	1,857	303,123
6. First-class timber culverts	No.	75	.....	5	.....	80
7. Second-class timber culverts	No.	210	4	39	.....	253
8. Other timber culverts	No.	1,056	6	135	1	1,198
9. Pipe culverts	No.	233	11	33	.....	277
10. Causeways, any class	No.	407	4	104	.....	515
11. Stone, brick, or concrete culverts	No.	26	.....	.....	1	27
12. " " " walls with timber deck	No.	1	.....	.....	.....	1
13. " " " " iron "	No.	.....	.....	.....	.....	.....
14. Fencing, split	rods	4,032	75	88	289	4,484
15. Ordnance fencing	rods	408	31	.....	85	524
16. Punts built	No.	6	.....	2	.....	8
17. Boats—new, built or supplied	No.	9	.....	.....	.....	9
18. Punts overhauled and repaired	No.	56	.....	4	.....	60
19. Boats " "	No.	52	.....	4	.....	56

TABLE H.—continued.

BRIDGES CONSTRUCTED (20-ft. Span and over). Under the Superintendence of Departmental Officers.

Totals.	Details of Spans.		No.	Total Length.
Number of Bridges built—				
New Bridges 71 } Renewals 53 }	124	With iron or steel superstructure, and timber or iron deck..... Stone, brick, or concrete arched bridges	9	238
Number of Spans of all kinds—				
New Bridges 227 } Renewals 159 }	386	Timber truss approach spans to iron or steel bridges } Timber truss or arched spans..... } Timber beam approach spans to truss bridges..... } Timber beam spans..... }	377	13,245
Overall length of Bridges built—				
New Bridges 7,588 } Renewals 5,895 }	13,483 ft.	Totals	386	13,483

TABLE I.—GENERAL SUMMARY OF WORK EXECUTED TO 30TH JUNE, 1897.

Irrespective of time or date of effecting same.

ROADS.													
Classification.	Metalled, Gravelled, Ballasted, or Corduroyed.		Formed.		Cleared and Drained.		Cleared only.		Bush or Untouched Road.		Total Mileage (of all the preceding columns).		
	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	
UNDER ROAD SUPERINTENDENT.													
1. Scheduled; outside Municipalities	6,490	61	4,724	37	4,532	21	6,379	30	4,728	49	26,855	38	
2. Scheduled; within Municipalities	454	50	81	36	20	8	66	64	8	...	630	78	
3. Unclassified; outside Municipalities	255	47	543	47	823	7	1,772	43	7,885	41	11,280	25	
4. Unclassified; within Municipalities	75	69	17	11	...	5	12	15	8	70	114	10	
Totals	7,276	67	5,366	51	5,375	41	8,230	72	12,631	...	38,880	71	
5. Works superseded by deviations ...	4	78	14	74	2	53	20	23	...	40	43	28	
CULVERTS (under 20-ft. Span).						BRIDGES (20-ft. Span and over).							
Classification.	Number.	Total Length in feet.*	Classification of Spans.			No. of Spans.	Total Length in feet.						
			Iron or Steel, with Iron Deck	Stone, Brick, or Concrete Arched	Timber Trusses or Arches			Timber Beam Spans					
Iron Decked	90	1,255	Iron or Steel, with Iron Deck	Stone, Brick, or Concrete Arched.....	305	267,964							
Stone, Brick, or Concrete Arched	677	5,046											
Stone, Brick, or Concrete Walls, with Timber Deck	200	2,112	Timber Trusses or Arches	7,573	7,878	267,964							
Timber, all classes	21,073	203,688	Timber Beam Spans										
Pipe.....	10,631	274,806	Totals										
	32,671	486,907											
* Length of deck, measured along line of traffic, except in case of pipe culverts, which shall represent length between inlet and outlet.						Total No. of Bridges.....	2,842						

CAUSEWAYS.			PUNTS, BOATS, FERRIES.						
Number.	Total Length in feet along line of traffic.	Classification.	HOW WORKED.					Total Width between Mooring Posts.	
			Oars only.	Wire Rope without Gear-ing.	Hand Gear-ing and Wire Rope.	Steam Gear-ing and Wire Rope.	Total No.		
15,534	377,298	Iron Punts .....	...	...	3	7	10	feet. 10,774
		Timber Punts.....	...	16	78	...	94	55,457	
BUILDINGS.			Steam Launches.....	...	...	...	1	.....
		Horse Boats .....	...	3	1	...	4	2,492
		Flood Boats, iron	9	...	1	...	10	350	
		Ditto timber	59	...	...	...	59	1,300
		Other Boats	120	...	...	...	120	600
		Punt slips, for execution of repairs.....	...	...	...	...	10	.....
		Totals	188	19	83	7	308	70,973	
Ferry-men's, Bridge Caretakers' or other houses, or buildings, the property of the Department, Number, 51.									

Sewerage Construction.

(XVII.)

Report of the Engineer for Sewerage Construction.

Department of Public Works, Sewerage Construction Branch, Sydney, 1 September, 1897.

Sir,

I have the honor to submit the following report of the operations of this Branch during the year ending 30th June, 1897.

I have classified my report as follows:—

1. High-level Sewers.
2. Low-level Sewerage.
3. Eastern Suburbs Sewerage.
4. Double Bay Low-level Sewerage.
5. North Sydney and Mosman Sewerage.
6. Storm-water Channels.
7. Drainage of Country Towns.
8. Detail Survey of Cities, Towns, and Suburbs.
9. Summary of work executed in the drawing offices.

1. Western Suburbs Sewerage.

Outfall Sewer and Sewage Farm.

The main carrier on the sewage farm at Botany is now completed. This work, constructed at a cost of £19,000, is an open concrete channel 8 ft. 8 in. wide by 5 ft. 3 in. deep, extending from the outlet end of the triplicate outfall sewer, for about 40 chains across the Botany sewage farm, on a series of concrete arches of 50 feet span. The passage over Muddy Creek is effected by a wrought-iron trough bridge, and a straining chamber is introduced at each end of the line.

The preparation of filtration areas for dealing with the discharge from the western suburbs has been pushed forward. When these areas are completed, which will be in a few months, the disposal of the sewage can be commenced, and the whole system put into operation. This work is being performed by day-labour.

Main Eastern Branch.

This sewer, extending from Premier-street, Marrickville, passing along the Illawarra-road to the Parramatta-road, near Stanmore station, is now ready for the reticulation connections, the last section to Annandale, 1 mile 15 chains in length, consisting of an oval sewer varying in size from 4 ft. 3 in. x 3 ft. 3 in. to 3 ft. 3 in. x 2 ft. 2 in., and subsidiary pipe lines, having just been completed. An outlet has thus been provided for the sewage of an extensive portion of the Boroughs of Annandale, Leichhardt, Petersham, and Marrickville.

Main Northern Branch.

This sewer, from the Illawarra-road, Marrickville, to the northern end of Leichhardt, is in course of construction. Contracts have been let for the three sections of the main line, consisting of an oval sewer of brick and concrete, length 3 miles 35 chains, decreasing in size from 5 ft. 6 in. x 4 ft. 6 in. at the Illawarra-road, to 3 ft. 3 in. x 2 ft. 2 in. at its head near the Leichhardt Park. This sewer will drain the higher portion of Marrickville, Petersham, and the western side of Leichhardt. A tender has been accepted for the construction of the Dobroyd Branch, which leaves the main branch at Fraser-street, Petersham, a few chains south of the suburban railway line, and extends to Sloane-street, Summerhill, passing under the railway embankment on the Sydney side of the Lewisham railway viaduct, and over the Long Cove Creek Storm-water Channel by means of steel tubing supported by stone piers, the aqueduct being 280 feet long. The size of the sewer is 4 ft. 6 in. x 3 ft. 6 in. at the junction with the main branch, and 3 ft. 6 in. x 2 ft. 4 in. at Sloane-street, and the length is about 58 chains. A line of sewer has been set out leaving the Dobroyd Branch near the aqueduct over Long Cove Creek, and running up the valley almost parallel to the storm-water channel as far as Pigott-street. This sewer will be partly in 3 ft. 3 in. x 2 ft. 2 in. concrete, and partly in 21-inch pipe. These two sewers are designed to drain the whole of Summerhill and portions of Ashfield and Petersham.

Main Western Branch.

This sewer is now in course of construction from the Illawarra-road, Marrickville, to Arthur-street, Ashfield, the work comprising a length of 2 miles 51 chains, being let in two contracts.

The sewer ranges in size from 7 ft. 8 in. x 6 ft. 8 in. to 6 ft. 6 in. x 5 ft. 6 in., and is constructed of brick and concrete, the lining varying considerably in thickness with the different strata passed through. It is chiefly in tunnel through sandstone rock and shale, most of the latter having to be timbered. Immediately west of the Illawarra-road, owing to low ground being met with, land had to be resumed for the purpose of carrying the sewer through in embankment. Tenders are invited for an extension from Arthur-street to Brand-street (a point about half-way between Croydon and Burwood railway stations), with branches extending north and south along the Iron Cove Creek valley. When this sewer is constructed, provision will have been made for the sewerage of portions of Ashfield, Enfield, Croydon, and Burwood. When extended the sewer will drain Strathfield, Homebush, and a portion of Concord. Five Dock and Drummoyne will also eventually be connected with it. Owing to the large number of sewers in course of construction, the contractors have experienced a difficulty in obtaining experienced miners, and if further works of this character are placed on the market, the cost must necessarily be excessive ;

in

in the interest, therefore, of the ratepayers the extension of the branch to Homebush has been delayed. The survey of this extension has, however, been proceeded with to the completion of the preliminary work, including the location of the proposed lines of sewer and the necessary levels and borings. In order to ensure the construction of the western branch sewer at the necessary level to deal with the sewerage of Five Dock and Drummoyne, preliminary schemes for dealing with the higher areas of these municipalities were prepared.

Main Northern Sewer.

The length of this sewer from Johnston's Creek, Glebe, to Catherine-street, Leichhardt, including the "Monier" aqueducts, is now completed, and the contract extending onwards to Cook-street, Balmain, is so far advanced that the lining of the tunnels is being proceeded with. A contract has been let during the year for the drainage of the eastern slopes of Balmain, the branch leaving the main sewer at Cook-street, and extending through the area fronting White's Bay, thence passing through the ridge, to the vicinity of Waterview Bay, whence it turns southward and terminates in Stephen-street.

A branch has been designed to drain the western slopes of Balmain; this sewer also leaves the main northern sewer at Cook-street, and passing under the ridge near the eastern boundary of the Callan Park Asylum grounds to a point not far from Long Cove, will skirt the shore of the harbour and proceeding northward will terminate near Cove-street. A branch from this sewer will intercept the sewage of the Callan Park Asylum, which at present runs directly into the harbour.

2. Low-level Sewerage.

Marrickville.

An amended scheme has been prepared for the sewerage of the low-lying parts of Marrickville, St. Peters, Macdonaldtown, and Newtown, which shows a considerable saving in cost and a more effectual way of collecting the sewage than originally propounded.

A site at Marrickville adjoining Meek's-road and the Burwood railway line has been selected for a pumping station, and tenders have been invited in England and the colonies for the supply of the necessary pumping engines to raise the sewage into the western outfall. A contract for the main sewers to drain the area north and easterly of the pumping station is now being prepared, and comprises 2 miles 5 chains of concrete and brick sewer, varying in size from 3 ft. 9 in. by 2 ft. 6 in. to 3 ft. 3 in. by 2 ft. 2 in., and 1 mile of pipe branches.

Woolloomooloo, Circular Quay, Darling Harbour, Pyrmont, Glebe, Annandale, Leichhardt and Balmain East.

Preliminary plans have been made for the drainage of these areas, collecting stations and pumping plant being included in each scheme, in addition to the intercepting sewers. After careful consideration it has been finally decided to lift the sewage by means of centrifugal pumps driven direct by electric motors. The pumping stations, nineteen in number, will be controlled from a central station at Darling Harbour, arrangements having been made with the Railway Commissioners for the supply of the necessary power from the installation shortly to be established for working the electric-tram motors.

The surveys for the pumping stations and sewers in Balmain, from Leichhardt to Waterview Bay along the eastern slopes of Balmain, have been completed, and the detail drawings including designs for the necessary machinery are being prepared. This work includes the construction of a collecting sewer from near the east end of Darling-street to Stephen-street, with a branch sewer to Waterview Bay. These sewers are chiefly in tunnel through sandstone rock, and will be commenced forthwith so as to be in readiness when the electric power is available for pumping operations.

Considerable difficulty has been experienced in the preparation of designs for the low-level sewerage of Woolloomooloo, owing to the large extent of level area near the Quay, and to the number of existing sewers which it will be necessary to intercept. It is the intention to leave the present main sewers, which are of substantial construction as carriers for the storm-waters. It is proposed to lift the sewage at a pumping station near the end of Forbes-street, to which point will also be brought the sewage from the buildings of the Botanical Gardens.

3. Eastern Suburbs.

Waverley and Bondi.

To meet the requirements for sewerage for the rapidly increasing population on the seaward slopes of Waverley and Bondi a survey has been made of this area. It is proposed, in order to avoid any contamination of the beaches, that an intercepting sewer, connecting with the Bondi sewer about half a mile from its outlet, and in the neighbourhood of Sophia-street, should be constructed along the coast from the Bronte Estate. This sewer will pass under two high ridges, which will have to be pierced by tunnel. Owing to the great depths of the shafts, and to the construction of the sewer through running sand near its junction with the Bondi sewer, the work of necessity will be a costly one; no other scheme, however, can be devised to adequately serve the requirements of the area.

Randwick and Kensington.

It is proposed to deal with the drainage of the Randwick and Kensington Estate by a sewer connected with the present ocean outfall at Coogee. Leaving the outfall sewer at Beach-street, it follows up the Coogee Creek to Melody-street. It then strikes south-westerly under a high ridge to the intersection of Avoca and Howard Streets. From this point the sewer will be continued westerly to the Bunnerong-road, and thence along that road to the Randwick-road. A contract for the first portion of the sewer, from the outfall to Avoca-street, a length of 85 chains, has been let, and will be built of concrete and brickwork, of oviform section, varying in size from 5 ft. 3 in. by 4 ft. 3 in. to 4 ft. 6 in. by 3 ft. 6 in.

A considerable length of the sewer will be constructed in tunnel through sandstone rock. The time for the completion of the work is June, 1899, when it will provide an outfall for the more thickly populated portions of Randwick.

4. Double Bay Low-level Sewerage.

The sewers for draining this area have been constructed, and the pneumatic ejectors, on the Shone system, fixed in position. Arrangements have been made with the Railway Commissioners for the supply of electric power from the cable tramway engine house, at Rushcutters' Bay, for lifting the sewage. A contract for the erection of the building at Double Bay for containing the electro motors is almost completed, and tenders have been invited for the supply of the machinery and electric connections.

5. North Sydney Sewerage.

At the outfall works, Long Bay, the excavations for the sewage tanks, power house, and filter beds have been completed; a sea wall, built of the excavated stone, has been thrown across the bay for the retention of the sand for filter beds, and a concrete storm-water channel and sewerage carrier has been constructed along the north-west side of the resumption. The site for the power house has been levelled, and a contract is now in progress for the erection of this building, the settling tanks, and the machinery necessary for the treatment of the sewage. Upon the completion of these important works, the contract time for which expires April, 1898, such of the reticulation pipes as are laid will be connected with the main outfall sewer, and the disposal of the sewage will be commenced forthwith.

The sewer draining the southern shore of Berry's Bay and the northern shore of Lavender Bay has been pushed forward, and will be completed in a few months.

Mosman Sewerage.

A scheme has been prepared for intercepting the drainage of the suburb of Neutral Bay and Mosman by a sewer connecting with the main North Sydney Outfall Sewer at McLaren-street, and following along the harbour coast as closely as the intersecting gullies will allow of cover being obtained. The preliminary survey has been made for the first division, the contract which it is proposed to terminate at Wickham-road, to which point a large portion of the drainage of the slopes of Neutral Bay can be collected.

6. Storm-water Channels.

Double Bay.

The open storm-water channel along Double Bay Creek, for a length of about 55 chains to the bay, is almost completed, including the trough girder bridge at William-street.

Willoughby.

At Willoughby Creek, North Sydney, near Falcon-street, a closed storm-water sewer, 3 feet in diameter, and 35 chains long, has been built.

Homebush.

A branch of the Homebush Creek Storm-water Channel has been finished near Russell-street, comprising 15 chains of 2 ft. 9 in. circular sewer.

Another branch of the same channel, extending from Clarendon-street to Albyn-street, along the old watercourse, consisting of 62 chains of closed sewer, is in course of completion.

Euroka Creek.

The specification and designs have been made for a closed storm-water channel at Euroka Creek, North Sydney, about 20 chains in length.

Johnston's Creek.

Designs have been made for the extension of Johnston's Creek Storm-water Channel from Booth-street upstream to Parramatta-road, with branches.

Plans were completed, and tenders will shortly be invited, for continuing the present Johnston's Creek Storm-water Channel to the waters of Rozelle Bay. The channel designed is 51 feet wide, by 5 feet 4 inches deep, and the length is 16 chains.

Callan Park.

The Specification and Plans for a storm-water sewer, to drain Callan Park to Long Cove, have been completed; and a branch of Long Cove Creek Storm-water Channel to Park-road, Petersham, is being designed.

7. Country Towns.

Newcastle Pasturage Reserve Drainage.

In connection with the main channel, now under construction, and consisting of some 2 miles 63 chains of open cutting, designs were made for a bridge at the crossing of the Waratah Coal Co.'s Railway, as well as for traffic bridges at the crossing of Lambton and Glebe Roads.

On the Adamstown branch, a steel girder bridge was designed for carrying the Great Northern Railway over the channel. A tramway and road bridge at Lambton-road, and bridges to carry the Waratah Coal Co.'s Railway, and the Lambton Colliery Railway, over the Lambton branch channel, and several bridges for ordinary road traffic, were designed.

The whole of this work is being satisfactorily carried out by day-labour.

Newcastle.

The open concrete channel at Cottage Creek, 20 feet wide, by 5 feet in depth, for a distance of 14½ chains, between the G.N. Railway and the A.A. Co.'s Railway, was finished.

A branch of this channel, extending to Hannell-street, has been surveyed, and the plans and specifications are in course of preparation.

Orange.

At Orange, along the Blackman's Creek, a length of about 35 chains of open channel has been completed, providing a proper outlet for the storm-waters.

Byron

Byron Bay.

A channel in earth cutting at Byron Bay Village, 1 mile 50 chains in length, and, on an average, 12 feet wide, has been designed. This work, which will be of great benefit to the locality, is being carried out by day-labour.

Kiama.

A survey has been made for a closed channel along the course of the creek, through the centre of the town, to drain away the storm-waters.

Parramatta Sewerage.

The Departmental scheme for Parramatta has received the approval of the Public Works Committee, and the storm-water channel at Brickfield Creek has been extended to Grosce-street, a length of 9 chains of open concrete channel, draining the rainfall from an additional area of 490 acres.

8. Detail Survey of Cities, Towns, and Suburbs.

Sydney and Suburbs.

The surveys of the Municipalities of Drummoyne and Five Dock were completed during the year.

The standard survey of the Illawarra suburbs was brought to a conclusion, and the filling in of the detail sheets has been proceeded with in the Municipality of Rockdale.

In response to applications from the Municipal Councils in the Willoughby District for a sewerage scheme, a standard survey has been made, embracing the populated areas, and the detail will be proceeded with when a surveyor is available.

The detail survey of Granville has been suspended, owing to the removal to the country of the officer who was carrying on the work.

Newcastle and Suburbs.

The detail surveys of the municipalities of Adamstown, Waratah, Lambton, and Merewether have been completed, and levels are now being taken for preparing a contour map of the city of Newcastle and the more adjacent suburbs.

East and West Maitland.

The survey of West Maitland was brought to a conclusion in the beginning of the year. The Municipal Council of East Maitland have asked that a scheme for sewerage the town may be prepared; levels are now being taken to aid in preparing a scheme that will deal with the sewerage of both East and West Maitland.

9. Summary of Work Executed in the Drawing Offices.

During the year, 32 contracts were got out, for which 220 drawings and 1,737 heliographs were prepared, the value of the work designed amounting to £329,015. In addition to this, drawings for works valued at £70,560 are now in progress.

Fifty-five sheets of the detail survey of Sydney, Newcastle, and their suburbs were drawn, and 33 tracings prepared for heliography. Eighty-four sheets were published, and 758 heliographs were issued to the Water and Sewerage Board and Government Departments, &c.

One hundred and twenty drawings of resumptions and indemnity plans, &c., were prepared; and 537 heliographs of miscellaneous plans published.

A compilation of Newcastle and suburbs, on a scale of 8 chains to an inch, and a revised index map of Sydney and suburbs have been prepared. These maps will be of general use throughout the Government Departments.

J. DAVIS,

Engineer for Sewerage Construction.

The Under Secretary for Public Works.

RETURN of Expenditure on Sewerage Construction from 1st July, 1896, to 30th June, 1897.

Work	Whether Constructing or under Repair	Funds from which the Expense is defrayed.	When commenced	If Finished, actual amount of Expenditure	If Unfinished, Amount of Expenditure to 30 June 1897	Amount Expended from 1st July, 1896, to 30 June, 1897
				£ s d	£ s d	£ s d.
Ashfield Storm-water Channels, purchase of			1895	..	1,500 0 0	1,500 0 0
Bay-street Overflow Sewer			1894	..	189 9 6	34 18 0
Brickfield Creek, Parramatta Storm-water Channel			1895	..	2,782 9 0	811 12 8
Bondi and Waverley Sea Slopes			47 1 1	10 8 4
Branch Sewer draining parts of Waverley and Randwick		Loans	1896	..	86 0 1	86 0 1
Clay Cliff Creek, Parramatta, Storm water Channel			1894	..	3,262 14 6	11 14 0
Cottage Creek, Newcastle, Storm water Sewer			1895	..	2,99c 16 0	2,976 18 9
Careening Cove Storm water Channel			0 7 6	*
Construction of Drain across Reclamation to connect with Main Drain, Long Cove		Con Rev & Loans.	..	664 8 6		661 5 6
Country Towns Sewerage			2,125 9 7	2,111 5 10
Callan Park Reclamation Storm-water Channel		Loans.	1896	..	17 9 5	17 9 5
Darling Harbour Lower Level Sewerage Scheme			106 17 8	106 17 8
Drainage of Sandgate Cemetery, Newcastle		Con Rev	1893	851 8 10	..	*
Darling Point Sewerage			1890	25,415 11 11	..	*
Dowling-street to Buckland street Storm-water Channel			1892	8,620 10 6	..	*
Double Bay Channel, from Main Bondi Sewer to Double Bay			1895	..	7,080 3 10	3,456 0 9
Double Bay Low-level Sewerage Scheme			7,678 0 2	5,713 17 9
Easton Park, Balmain, Storm-water Channel			1894	1,450 4 11	..	17 7 10
Euroka Creek Storm-water Channel			1896	..	141 2 2	141 2 2
Eveleigh Railway Siding to Alexandra Park Storm-water Channel			1891	2,630 0 0	..	804 9 4
Homebush Creek Storm-water Channel			1892	..	19,036 10 0	3,364 15 3
Iron Cove Creek			1891	30,100 0 0	..	*
Ironbark Creek, Plattsburg, Storm-water Channel			1892	7,690 6 4	..	*
Johnston's Creek Storm-water Channel			1891	..	11,212 15 6	1,727 9 8
Johnston's Creek Storm-water Channel, Newtown Branch			1894	..	328 15 2	153 14 0
Kensington Estate Drainage, Randwick		Loans	1895	960 0 0	..	*
Long Cove Creek Storm water Channel			1891	..	16,601 18 10	*
Long Cove Sewer, Leichhardt Branch			1894	5,000 0 0	..	*
„ Petersham Park			..	2,483 16 2	..	*
„ Smith-street Branch			..	1,595 10 0	..	*
Mossmans and Outfall Works			1896	..	41 5 8	41 5 8
Manly Sewerage			1889	..	637 0 0	*
Minor Storm-water Sewers, Western Drainage		Con-structing	1892	15,000 0 0	..	377 5 7
„ „ Northern			1896	..	4,544 5 7	4,544 5 7
North Shore Land Resumption			1894	..	9,550 13 10	3 18 2
North Shore Sewerage			1889	..	102,214 7 2	13,415 16 10
Neutral Bay and Careening Cove Storm-water Channel			1892	..	6,573 1 0	*
Pymont Bridge Road Storm-water Channel			1890	3,305 18 4	..	71 12 7
Pymont Sewerage			1891	..	607 9 2	*
Parramatta			1882	..	16,685 7 11	*
Point Piper Road Storm-water Channel			1892	11,436 6 9	..	1,029 1 10
Paddington, Opening new Street		Con. Rev.	1886	..	5,268 4 3	*
Potts Point and Elizabeth Bay Sewers			1892	10,470 16 2	..	63 11 3
Randwick (East and West) Storm-water Drainage			1893	..	128 2 4	*
Randwick Sewerage			484 17 1	*
Rose Bay Side Drainage Storm-water Channel			1891	3,165 4 7	..	31 15 3
Rookwood Necropolis Drainage			1892	..	14,991 15 9	100 6 10
Rockdale Creek Storm-water Channel			1895	..	62 1 2	*
Raising Storm-water Sewer from Eveleigh Sheds to Copeland-street			1894	2,483 17 0	..	670 2 6
Resumption and Temporary Occupation of Land, Paddington and Rose Bay Side Drainage			1895	15 15 0	..	*
Storm-water Channel, Newcastle District, Pasturage Reserve Drainage		Loans.	..	..	15,681 10 1	3,342 9 8
Sewerage, City of Sydney, Kent-street Sewer			1879	822,748 9 1	..	*
Stanmore Road, Marrickville Storm-water Channel			1895	..	366 17 11	*
Towards straightening course of Styx and Throsby Creeks, Newcastle District			8,083 0 11	5,716 14 6
Waverley and Woollahra Sewerage			1889	..	34,288 2 6	292 7 3
Western Suburbs Sewerage, Main Scheme			522,041 11 7	71,641 17 11
White's Creek Storm-water Channel			1895	..	263 5 6	7 0 0
Willoughby Falls Creek Storm-water Channel			1,047 12 3	1,003 7 3
Wallsend Storm-water Channel			2,437 10 5	413 12 7
Woolloomooloo, providing new sewers and elevating Sewage into Main Bondi Outfall Sewer			1896	..	152 3 11	152 3 11
Orphan School Creek Storm-water Channel			1891	1,350 0 0	..	131 12 9
Detail Surveys		Consolidated	1896	1,836 11 4	..	1,836 11 4
Incidental			..	49 14 2	..	49 14 2
Work done for other Departments		Revenue	..	66 17 5	..	66 17 5
Totals.....				959,391 7 0	821,278 6 0	128,710 17 10

* No expenditure, 1896-7.

SUMMARY OF EXPENDITURE

	£	s	d
Loans ..	126,757	14	11
Revenue ..	1,886	5	6
Services for other Departments ..	66	17	5

£128,710 17 10

SEWERAGE CONSTRUCTION BRANCH.

Year.	Loans.	Revenue.	Services for other Departments.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1879 .....	.....	.....	.....	409 12 3
1880 .....	.....	.....	.....	3,206 18 0
1881 .....	.....	.....	.....	16,818 1 7
1882 .....	.....	.....	.....	36,507 13 2
1883 .....	.....	.....	.....	105,607 17 7
1884 .....	.....	.....	.....	122,526 10 2
1885 .....	.....	.....	.....	170,765 15 1
1886 .....	.....	.....	.....	160,693 19 10
1887 .....	.....	.....	.....	128,956 8 5
1888 .....	.....	.....	.....	76,061 18 10
1889 .....	.....	.....	.....	90,931 19 2
1890 .....	.....	.....	.....	93,992 19 2
1891	202,922 0 11	8,775 3 7	.....	211,697 4 6
1892	202,294 2 1	11,113 7 8	.....	213,407 9 9
1893	109,638 7 3	4,281 18 8	.....	113,920 5 11
1 January, 1894, to 30 June, 1895	236,340 3 10	5,347 18 9	.....	241,688 2 7
1 July, 1895, to 30 June, 1896	130,707 18 6	2,108 5 3	.....	132,816 3 9
1 July, 1896, to 30 June, 1897	126,757 14 11	1,886 5 6	66 17 5	128,710 17 10
£	1,008,660 7 6	33,512 19 5	66 17 5	2,048,719 17 7

Land Valuation.

(XIX.)

Report of the Land Valuer.

Department of Public Works, Valuation Branch, Sydney, 12 November, 1897.

IN compliance with your B.C. Minute of 7 September, I have now the honor to submit my report upon the operations of this Branch from 1 July, 1896, to 30 June, 1897, which may appear, perhaps, a little voluminous, as not recently has a similar report been called for or furnished.

It will be known to you that all land resumed for any purpose (save the Public Instruction Department) is acquired by the Valuation Branch. So soon as a railway line is approved by Parliament, the Draft Proclamation is issued from this office, *Gazette* notices prepared, advertisements issued and written, and all necessary formalities are prepared and checked by my officers, duplicate notices of taking, and plans drawn and attached; when completed these are served, and notices of claims filed. The abstracts of title having been delivered, my draftsmen report upon the dealings as affecting the title, and, having given the certificate of identity, the valuation is made,—if accepted, description is prepared for conveyance and certified to.

The work of this Branch is of a very diversified nature, embracing as it does:—

1. Valuations of land resumed for Railways, Sewerage, Water Supply, Reclamations, Post Offices, Police Stations, Bridge approaches, &c.
2. Compensation for temporary occupations.
3. Estimates of costs of resumptions.
4. Sales of surplus lands.
5. Exchanges of lands.

Summarising the work done, it may be noted that during the period under review,—97 valuations have been made, the amounts ranging from a few pounds up to £37,000; 86 cases standing over from previous years have been settled; 62 cases have been prepared for valuation, involving very large sums, including the preparation of data for combatting the Darling Harbour claims; 56 cases of temporary resumptions; 22 estimates of proposed resumptions of railways, &c., have been prepared; 5 court cases have been set down for hearing, 2 of which have been settled amicably, 2 won by the Department, and 1 lost. All these cases were worked up by this Branch.

Besides this regular work, all sorts of miscellaneous questions are submitted to this Branch for consideration with the Crown Solicitor, and questions of procedure frequently advised upon.

A number of long-standing cases, involving disputed titles hung up for years, have engrossed attention, such as Ramsay's, Long Cove, Rozelle Bay reclamations, &c.

Notifications of resumptions and long descriptions have been prepared in the following cases:—

Balmain Sewerage.	Bungwall Wharf.
Bourke Lock and Weir.	Bega Bridge.
Billabong Weir.	Canterbury approaches.
Coutts Crossing.	Inglewood approach.
Cockle Creek Extension Drains.	Kempsey Bridge.
Darling Harbour Wharfs.	Liverpool Water Supply.
Deep Creek approaches.	Marrickville Sewerage.
Greenridge Wharf.	Menindie Ferry.
Gin Gin Weir.	Morpeth Bridge.
Parramatta Court-house.	Ryde Punt approach.
Parkes Water Supply.	Shea's Creek Extension.
Picton Bridge.	Tamworth Water Supply.
Parkes Water Supply.	Woolway Creek.
Quirindi Bridge.	Wyalong Post Office.
Potts Hill Pipe line, &c.	

Proclamations have been issued for—

- Parkes to Condobolin Railway.
- George and Harris Streets Tramway.
- Railway connection, Darling Harbour.
- Nevertire to Warren Railway.

Localities visited and reported upon extend over the length and breadth of the Colony.

During the year reports have been furnished, amongst other things of a minor nature, upon—

- 3 routes of City Railways.
- 22 sites for Police Stations.
- Sites for Fire Stations.
- Proposed Sewerage resumptions at Johnston's Creek, Shea's Creek, Glebe Island, Double Bay, &c.
- Berrigan to Finley Railway, exchanges negotiated.
- Commissioners for Taxation supplied with details of lands resumed from various grants.
- Returns of lands resumed prepared for Government Statistician.

The office is divided into two branches, clerical and professional.

In

In the clerical branch, where all proclamations are prepared, sales faithfully recorded, correspondence conducted and records kept, valuations and offers written, are three officers and one messenger.

The professional staff consists of a chief draftsman, an assistant, and cadet, who write descriptions, certify to correctness, identify for Crown Solicitor all lands resumed, prepare and check notices of resumption, collect date of transfers, consideration money paid, &c. This staff of three have dealt with over 300 cases necessitating searches at Registrar-General's Office. When claims and abstracts of title are received, these are forwarded to the Crown Solicitor for examination, who returns them with a search paper showing dealings, and as only Register Nos. are given, searches have to be made to protect the Crown against claims for lands not affected by resumptions. Indicative of the precision of their work, in no single case has the wrong owner been treated with, though attempts are frequent to claim for land outside the titles submitted. In addition to this work, good progress has been made in preparing copies of railway plans for the guidance of the Commissioners.

My branch at the present time has a large amount of work in hand, including the following important cases :—

Darling Harbour resumptions, aggregating claims of £325,000.
 Moree to Inverell Railway.
 George-street Tramway.
 Newcastle Drainage.
 Rickettson Wyalong cases.
 Tamworth to Manilla Railway, &c.

In submitting this report I should like to emphasise the necessity for appointing to this branch only officers of proved integrity ; the work is of a very confidential nature, necessitating absolute secrecy, and probity is of paramount importance. It is my pleasure to congratulate you upon the personnel of the staff at the date of this report.

EDWARD J. SIEVERS,
 Government Land Valuer.

The Under Secretary for Public Works.

(XX.)

RETURN of Expenditure on Land Resumptions from 1st July, 1896, to 30th June, 1897.

Branch.	Compensation.	Interest.	Law Costs.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Roads and Bridges	2,274 12 8	120 4 11	170 4 6	2,565 2 1
Harbours and Rivers	16,489 8 10	3,364 4 8	1,550 2 5	21,403 15 11
Government Architect	1,434 0 0	19 12 8	48 14 2	1,502 6 10
Railway Construction	7,019 16 10	1,046 16 0	1,310 16 0	9,377 8 10
Sewerage	2,727 19 0	522 6 4	141 0 8	3,391 6 0
Water Conservation	106 14 6	1 8 9	13 0 4	121 3 7
				£38,261 3 3

Hunter District Water Supply and Sewerage Board.

(XXI.)

Report of the President.

Newcastle, 1 December, 1897.

IN compliance with your wire of yesterday, I beg to hand you herewith a short report on the operations of the Board for the year ended 30th June last.

Water Supply.

The total quantity of filtered water pumped from Walka to the service reservoirs during the year was 266,979,533 gallons, giving an average daily supply of 731,451 gallons.

The estimated population supplied was 34,655, and the average consumption per head per day was 21.10 gallons.

There were 685 premises connected during the year, making the total number supplied 6,931.

During the year 6 miles 517 yards of new watermains were laid, the principal extension being a main to supply the works of the Sulphide Corporation (Ashcroft's Process), Limited, at Cockle Creek, Lake Macquarie.

In addition to the supply of water for street watering and gutter flushing, the Board granted free supplies to public hospitals, charitable institutions, and parks of slightly over one million gallons for the year.

The system of hiring out meters continues to give satisfaction to the public, and is found to be in the interests of the Department, as repairs to such meters are made by the Board and can be executed without delay. During the year 156 meters were issued, making a total of 182.

Ratepayers have also taken advantage of the Deferred Payment System for the laying on of water; 87 houses were connected under the system during the year, making a total of 435. The Board allow ratepayers to select any licensed plumber to do the work whose price suits them, and the cost is repaid by quarterly instalments bearing interest at 5 per cent., and extending over a period not exceeding three years.

Of the 11,555 premises liable for water rates only 6,925 are connected. Owing to the depression the Board have not considered it advisable to exercise their powers under the Principal Act to compel the owners or occupiers to connect. Every facility is, however, afforded by the Deferred Payment System whereby the poorest ratepayer may have his premises connected, and repay the cost by easy quarterly instalments.

Regular inspections of the catchment area of the Hunter River, for a distance of 20 miles above the intake at Walka, have been made. The area was found, with one or two minor exceptions (which were promptly dealt with), to be free from pollution of any kind.

Samples of the water from the Hunter River storage reservoir, settling tank, and clear water tank at the Walka pumping station and from the reticulation mains are forwarded monthly to the Board of Health for analysis. The Government Analyst's reports have been favourable, and show that the water is fit for all domestic purposes.

Every effort has been made by the Board to improve the filtration and aeration of the water, and the results obtained are very satisfactory.

The improvements to the buildings and machinery at the Walka pumping station, commenced last year, have been completed and are giving satisfactory results. In conjunction with the new duplicate suction and rising mains, now being carried out by the Department of Public Works, these improvements to the machinery will place the Board in a position to cope with the increased consumption of water.

The cost of pumping 1,000 gallons 100 feet high was 45 pence.

Financial.

An Amending Act is now before Parliament. Amongst other amendments a new ratable area has been fixed, under which properties having a frontage to the street in which a main is laid will be ratable for a distance of 440 yards. The provisions of the Principal Act, under which Crown properties have hitherto been rated, have been extended so as to render ratable the properties of the Railway Commissioners.

The Act further provides for the revision of the capital indebtedness of the Board to the Government, and the Gazetting of same to the 30th June, 1897, and thenceforward annually.

The following figures show the result of the operations of the Board for the year ending 30th June, 1897:—

Revenue.			Expenditure.		
	£	s. d.		£	s. d.
Rates, Special Fees, Meter Accounts, and Miscellaneous charges	22,518	0 9	Interest on Capital Debt, at 3½ % per annum, on £428,025	14,980	17 9
Balance (Deficiency)	1,466	14 4	Management expenses	4,382	16 5
			Working expenses	4,211	7 3
			Maintenance	409	13 8
	£23,984	15 1		£23,984	15 1

The result of the year's operations was a deficiency of £1,466 14s. 4d. Only the actual expenditure on maintenance is shown, but to this must be added the difference between the amount actually expended during the year and the proper instalment which the Amending Act directs shall in future be set aside annually from revenue to build up a proper sinking fund for the reconstruction of renewable works. This difference amounts to £2,025. The year's deficiency may, therefore, be fairly taken as £3,491 14s. 4d.

The Board have given serious consideration to the heavy amount of their capital indebtedness to the Government, and intend asking the Honorable the Minister to extend the same consideration to the Hunter District as he has already given to country towns, by reducing the capital debt to such an amount as will enable them to meet the obligations of the Amending Act on the present maximum rate of 1s. in the £.

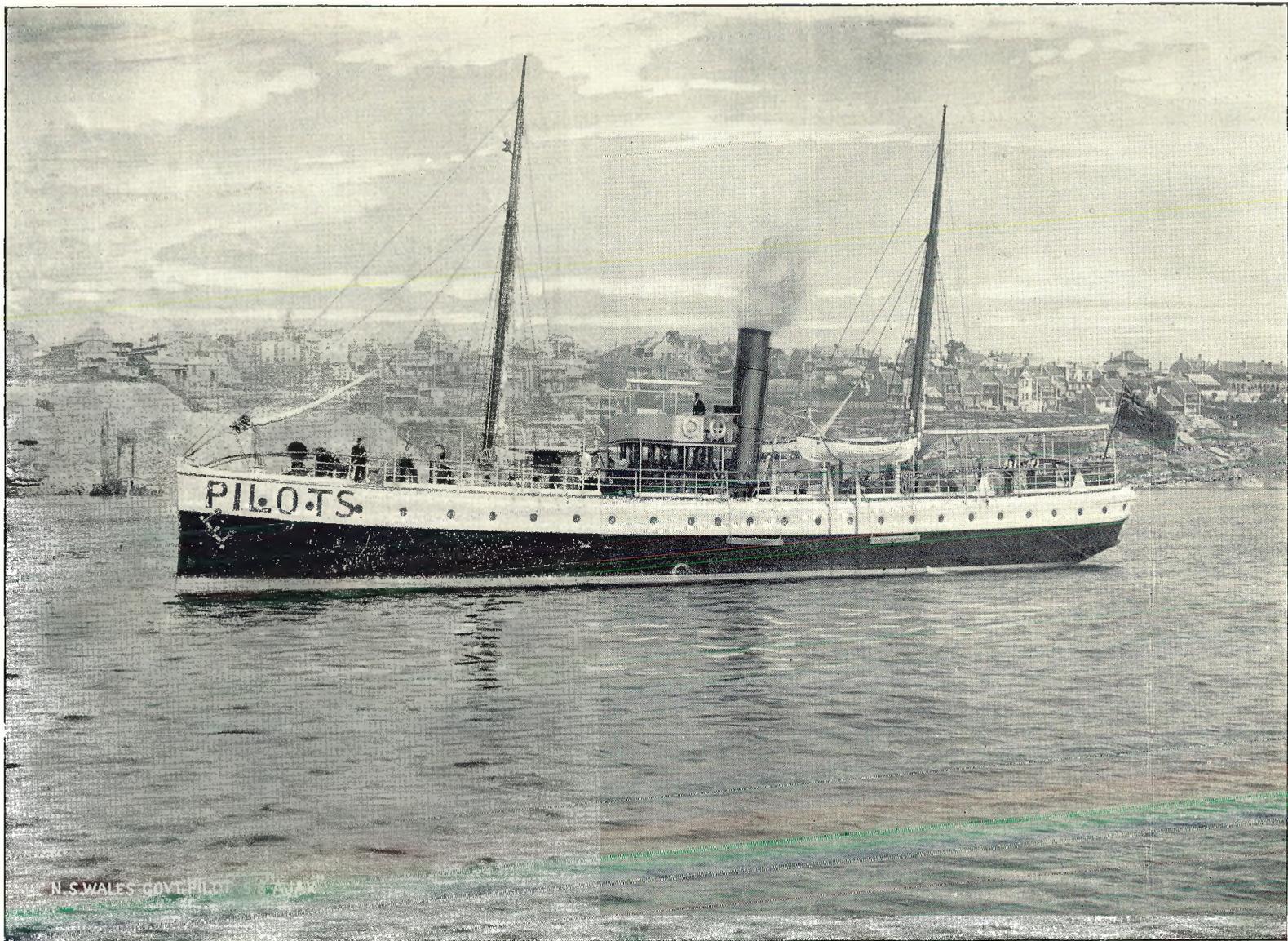
The Board had hoped that, with the additional revenue which the Amending Act will enable them to collect, the present rate of 1s. in the £ might have been reduced, but in view of the heavy reduction of the capital debt which the Minister will have to be asked to make to enable them to pay their way on the 1s. rate, the Board realise that no larger reduction in the debt could be reasonably asked for, and the reduction of the rate must, therefore, be reluctantly postponed until the revenue improves. The consumption of water is increasing, and new mains are being extended wherever a return of 5 per cent. on the outlay can be obtained. With this additional revenue, and when values of property improve, the Board hope to be able to make a reduction in the rate.

The percentage of management expenses to revenue was 19·46, and of working expenses 18·70. Taking into consideration that every gallon of water has to be pumped, the Board regard these percentages as satisfactory.

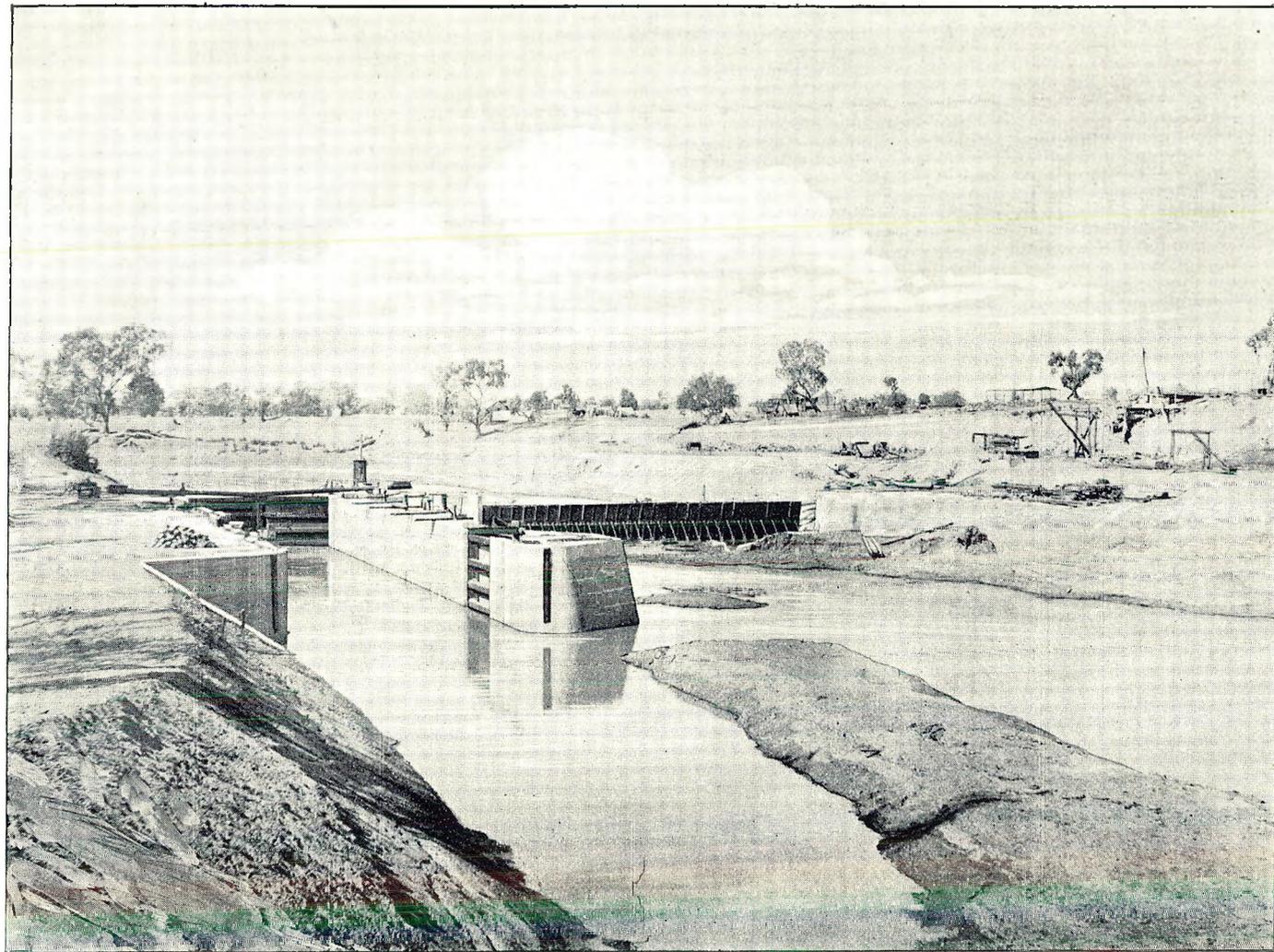
The Under Secretary for Public Works.

H. D. WALSH,
President.

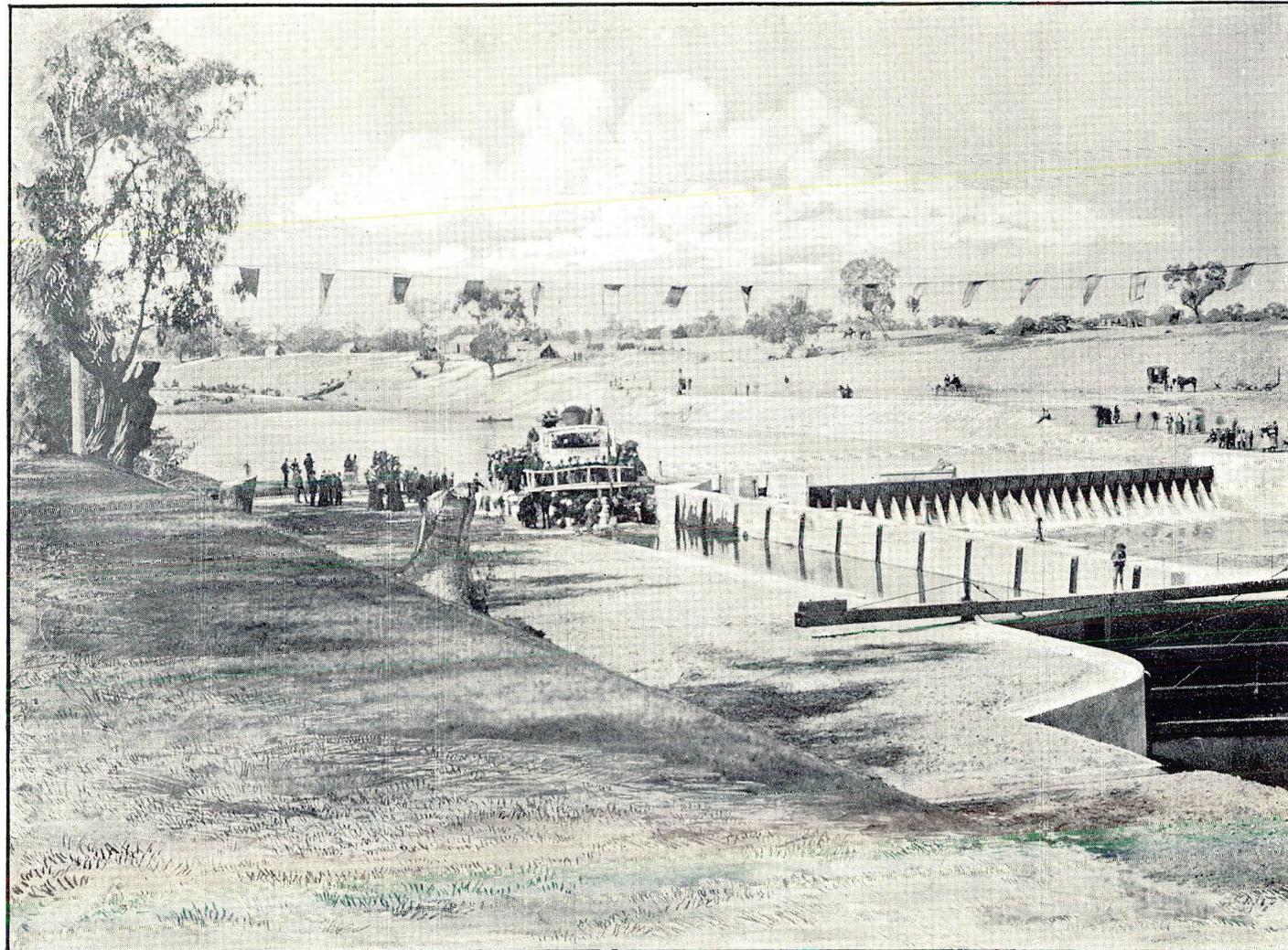
[19 Plans, &c.]



N. SWALES GOVT. PILOT



LOCK AND WEIR ON RIVER DARLING NEAR BOURKE, NEARING COMPLETION.



LOCK AND WEIR ON RIVER DARLING, NEAR BOURKE, ON DAY OF OPENING.



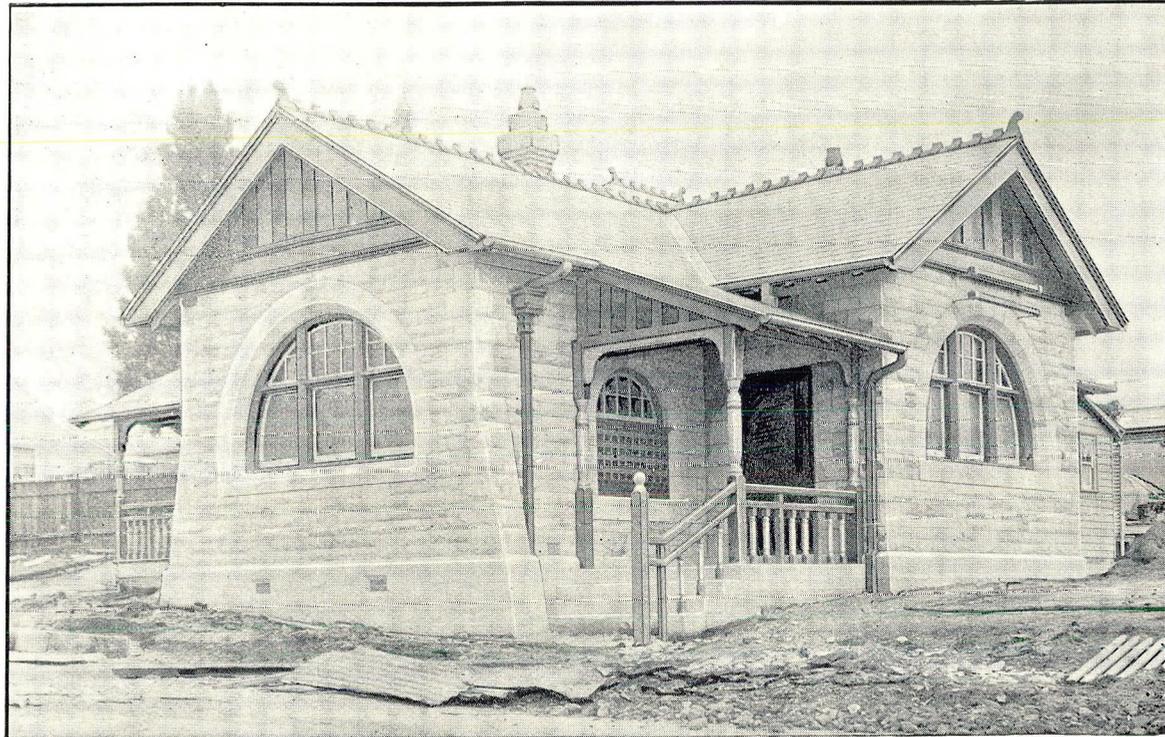
COURT HOUSE AND POLICE BUILDINGS, PARRAMATTA.



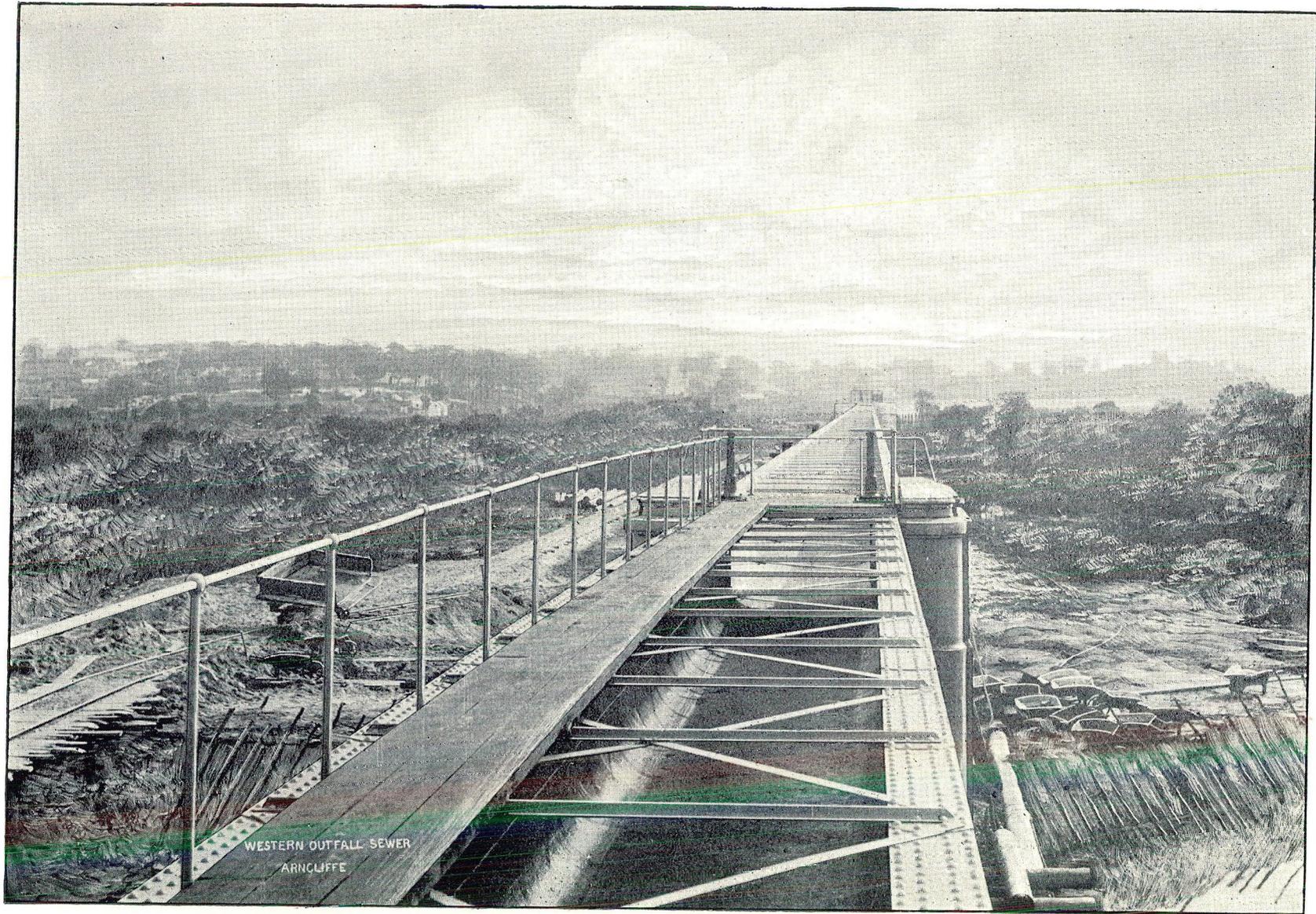
LAND AND SURVEY OFFICES, EAST MAITLAND,



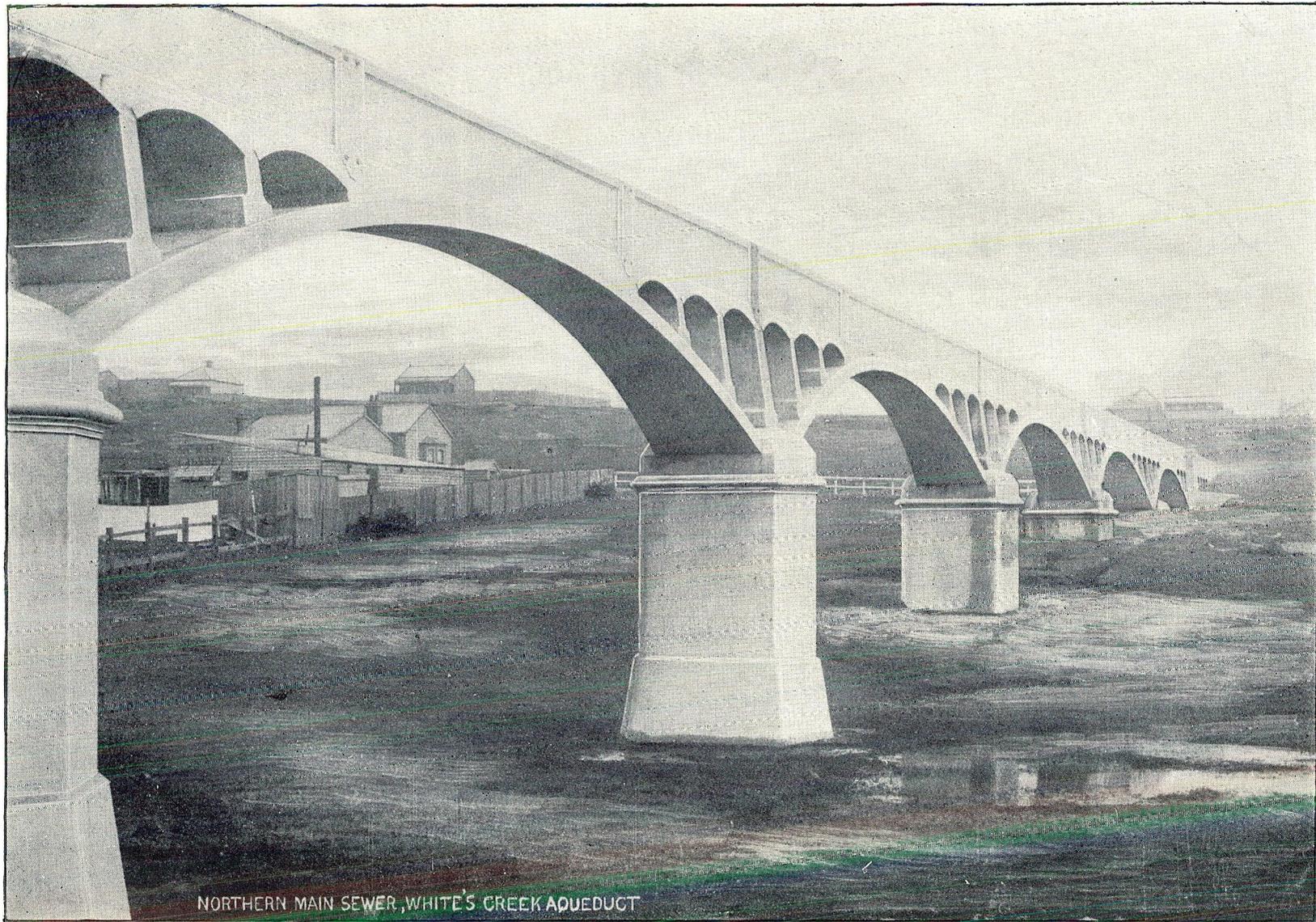
LAND AND SURVEY OFFICES, DUBBO,



MOUNT VICTORIA POST AND TELEGRAPH OFFICE.



WESTERN OUTFALL SEWER
ARNcliffe

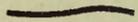
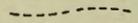
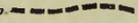


NORTHERN MAIN SEWER, WHITE'S CREEK AQUEDUCT



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

Scale, 60 Miles to an Inch

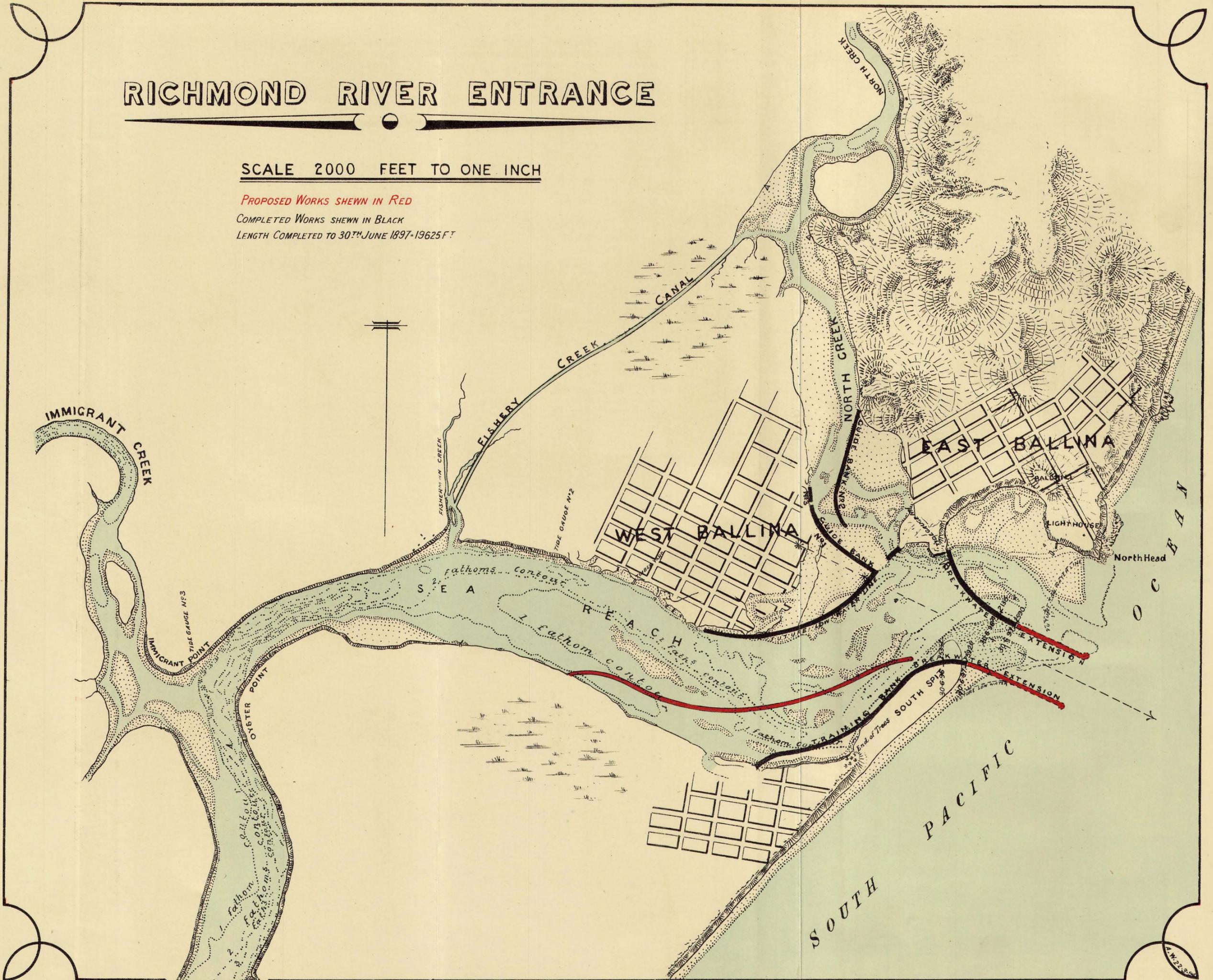
Explanation
 Railway lines marked thus 
 Coach routes do do 
 Railways under construction do 

1897.

RICHMOND RIVER ENTRANCE

SCALE 2000 FEET TO ONE INCH

PROPOSED WORKS SHEWN IN RED
COMPLETED WORKS SHEWN IN BLACK
LENGTH COMPLETED TO 30TH JUNE 1897-19625 FT



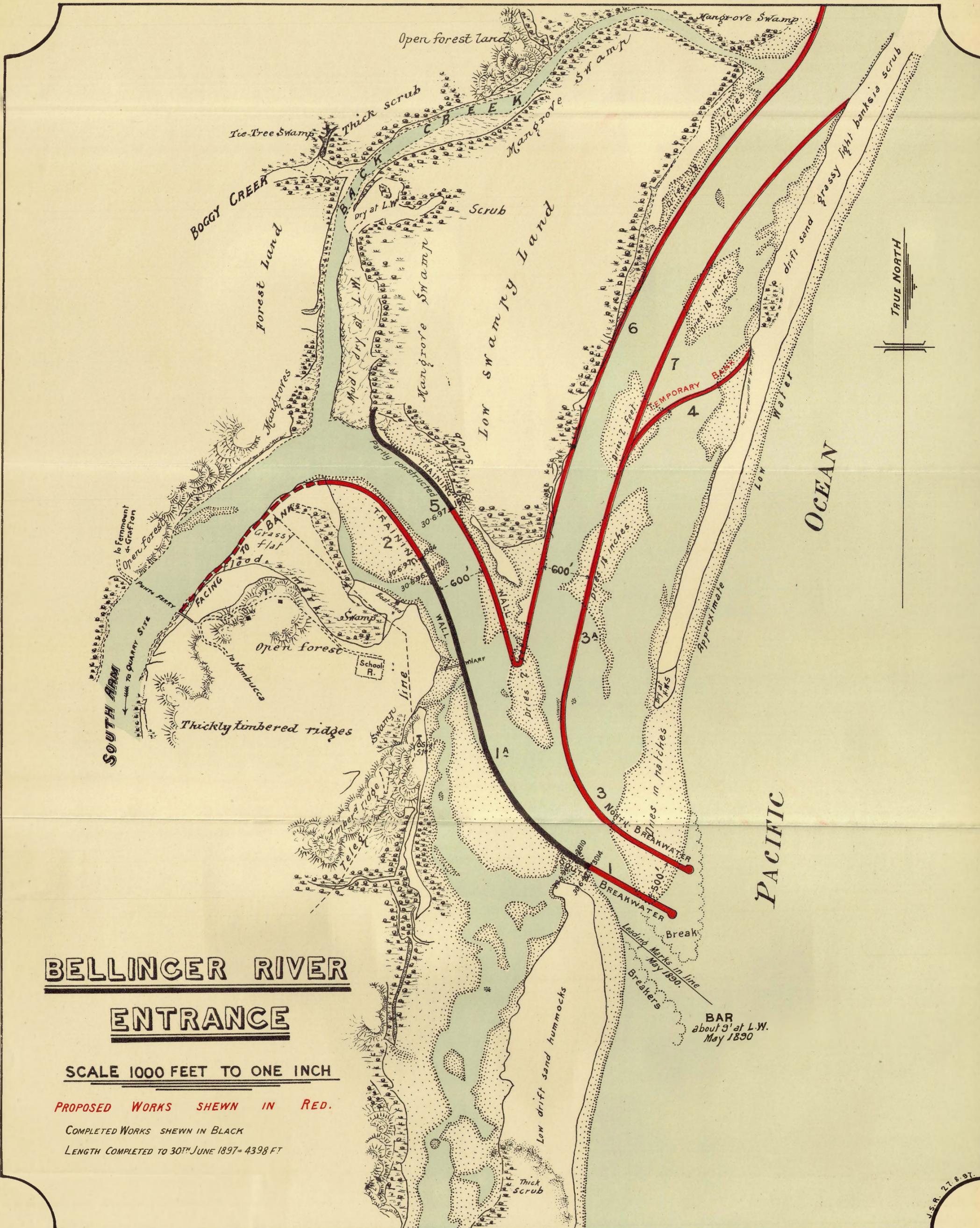


CLARENCE RIVER

SCALE 40 CHAINS TO ONE INCH

PROPOSED WORKS SHEWN IN RED.
 COMPLETED WORKS SHEWN IN BLACK
 LENGTH COMPLETED TO 30TH JUNE, 1897, 14784 FEET.

Angourie Point 93
 A.W. 29.12.93



BELLINGER RIVER

ENTRANCE

SCALE 1000 FEET TO ONE INCH

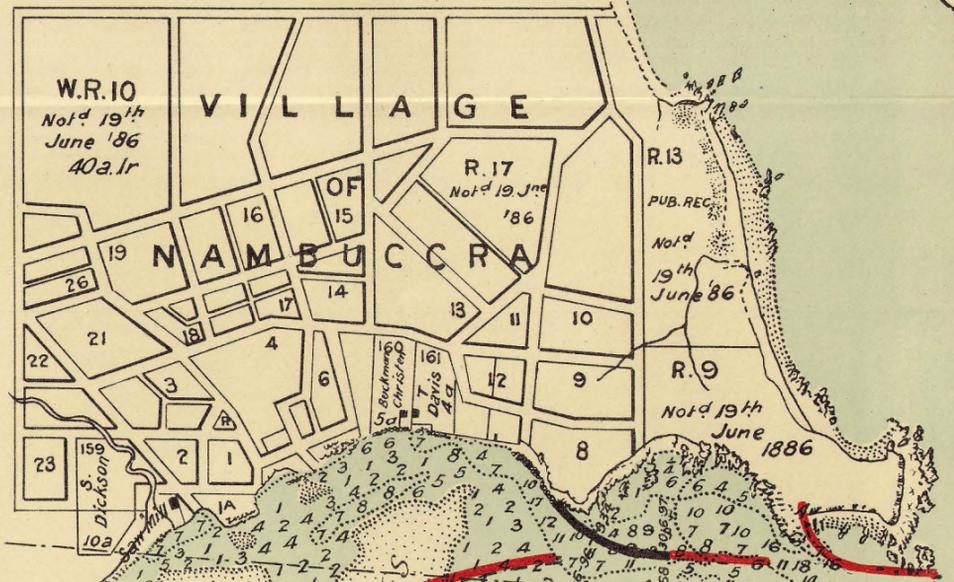
PROPOSED WORKS SHEWN IN RED.
 COMPLETED WORKS SHEWN IN BLACK
 LENGTH COMPLETED TO 30TH JUNE 1897 = 4398 FT

NAMBUCCRA RIVER ENTRANCE

SCALE 20 CHAINS TO ONE INCH

Soundings in feet reduced to L.W.O.S.

PROPOSED WORKS SHEWN IN RED
COMPLETED WORKS SHEWN IN BLACK
LENGTH COMPLETED TO 30th JUNE 1897 - 968 FT



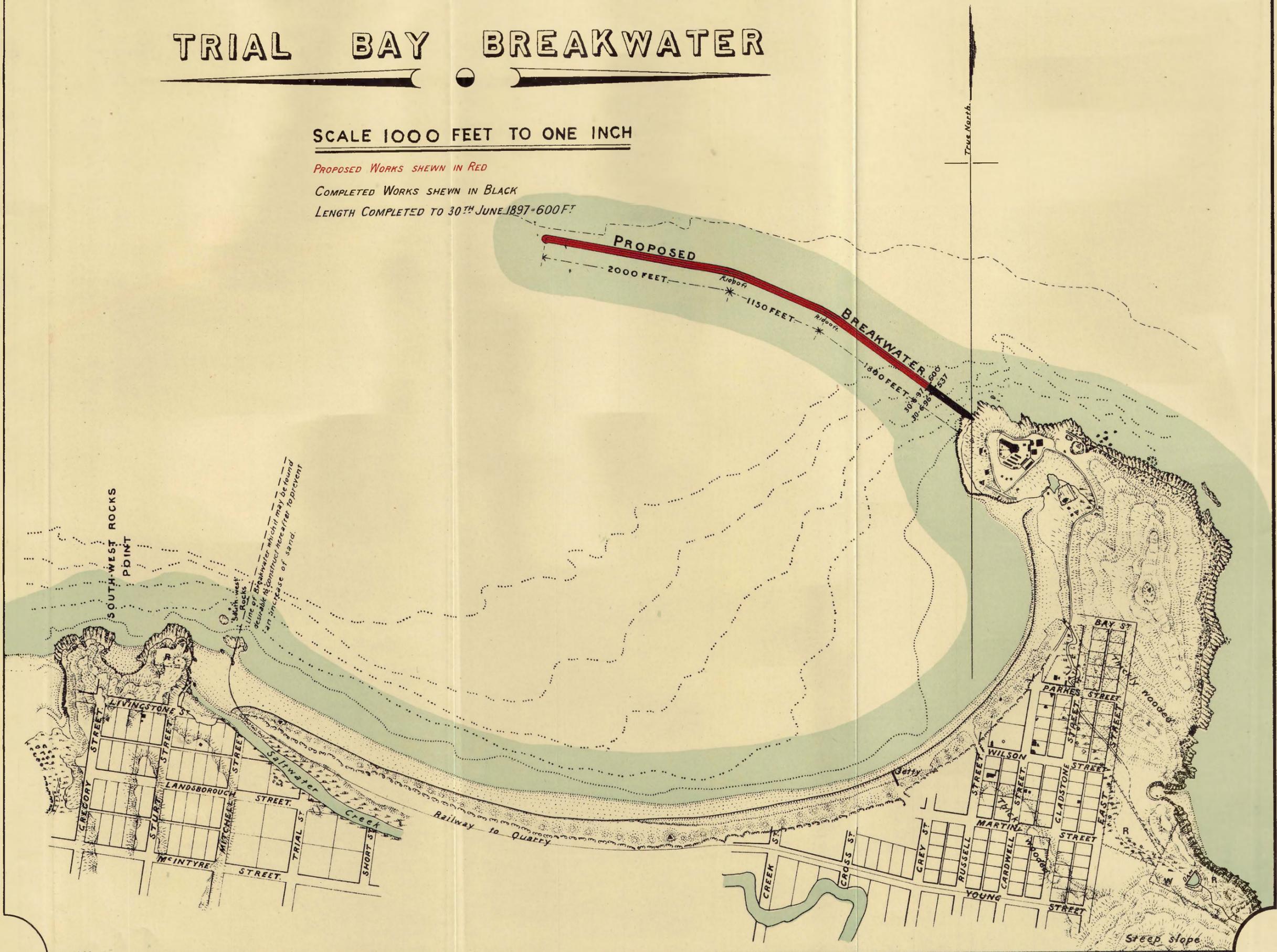
TRIAL BAY BREAKWATER

SCALE 1000 FEET TO ONE INCH

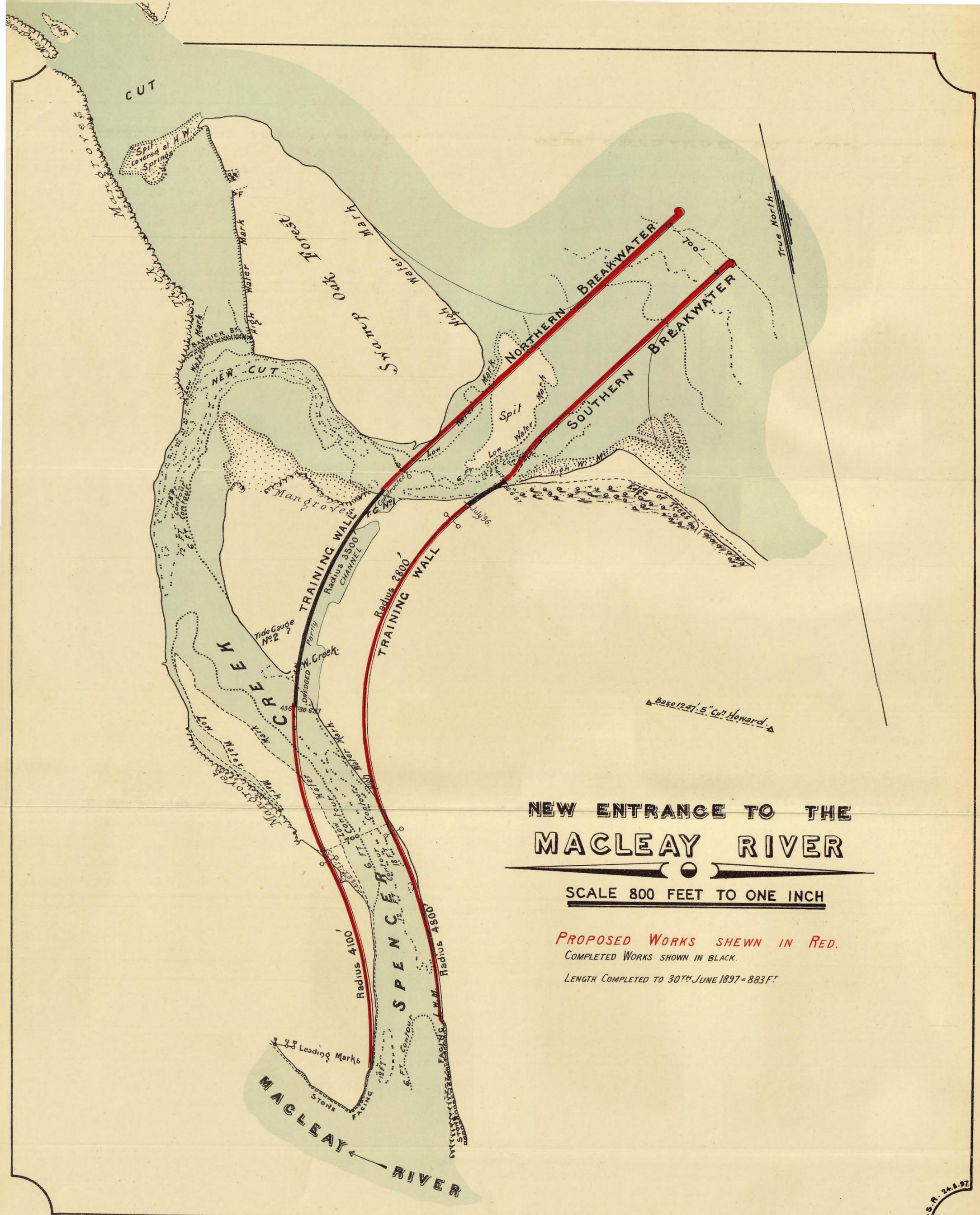
PROPOSED WORKS SHEWN IN RED

COMPLETED WORKS SHEWN IN BLACK

LENGTH COMPLETED TO 30TH JUNE 1897 = 600 FT



REY. 4396



NEW ENTRANCE TO THE MACLEAY RIVER

SCALE 800 FEET TO ONE INCH

PROPOSED WORKS SHOWN IN RED.
 COMPLETED WORKS SHOWN IN BLACK.
 LENGTH COMPLETED TO 30TH JUNE 1897 = 883F.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

THIRTEENTH GENERAL REPORT

TOGETHER WITH

RETURNS GIVING A RECORD OF THE COMMITTEE'S
INQUIRIES

AND

MINUTES OF PROCEEDINGS.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 1. Report from Printing Committee, 30 June, 1898.

SYDNEY: WILLIAM APPLGATE GULLICK, GOVERNMENT PRINTER.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

- The Honorable FREDERICK THOMAS HUMPHERY, Vice-Chairman.
 *The Honorable JOHN DAVIES, C.M.G.
 The Honorable JAMES HOSKINS.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 The Honorable WILLIAM JOSEPH TRICKETT.
 *The Honorable DANIEL O'CONNOR.

LEGISLATIVE ASSEMBLY.

- THOMAS THOMSON EWING, Esquire, Chairman.
 HENRY CLARKE, Esquire.
 CHARLES ALFRED LEE, Esquire.
 JOHN LIONEL FEGAN, Esquire.
 *ANGUS CAMERON, Esquire.
 THOMAS HENRY HASSALL, Esquire.
 GEORGE BLACK, Esquire.
 FRANCIS AUGUSTUS WRIGHT, Esquire.
 *FRANK FARNELL, Esquire.

[*Since the appointment of the present Committee, the Honorable John Davies, C.M.G., and Angus Cameron, Esquire, died, thus causing two vacancies, which were subsequently filled by the appointment of the Honorable Daniel O'Connor, and Frank Farnell, Esquire.]

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

THIRTEENTH GENERAL REPORT.

To His Excellency the Right Honorable HENRY ROBERT, VISCOUNT HAMPDEN, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The Parliamentary Standing Committee on Public Works, appointed during the first session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, have the honor to submit, in accordance with clause 8 of the Public Works Act, the following General Report of their proceedings:—

Since the date of their last General Report, the Committee have had before them twenty-one proposed works, involving an expenditure of £4,159,707. Inquiries with regard to two of these works, were proceeding when the Committee last reported, and since that time nineteen other works have been referred to them by the Legislative Assembly.

Inquiries proceeding at date of last Report.

The two works mentioned were:—

	Estimated Cost.
New Houses of Parliament for the Colony ...	£533,484
Duplicate Main from Prospect to Potts' Hill...	109,317

In the case of the proposed New Houses of Parliament the Committee made careful inquiry with a view, not only to investigate the proposal as it was represented by the plans, model, and description submitted by the Department of Public Works, but also to ascertain whether a less elaborate and costly building would meet requirements, or whether all that was really necessary for some years could be provided by comparatively inexpensive alterations and additions to the present building. They found that the proposed large expenditure on new buildings could be avoided, the design being shown by the evidence to be much beyond what is necessary in both accommodation and cost, and that while the present building will, in the course of a few years, have to be replaced by a new structure its condition is such as to justify the opinion that it can be repaired, where it is now defective, and made to afford fair accommodation for some years. They, therefore, recommended improvements estimated to cost £15,000, and submitted with their report plans showing how the improvements could be effected.

New Houses of Parliament.

The proposal to construct a Duplicate Main from Prospect to Potts' Hill was changed in the course of the inquiry to one for enlarging the capacity of the canal between Prospect and the Pipe Head basin, generally strengthening the canal, and duplicating the pipe line between the basin and Potts' Hill reservoir; and this amended scheme, the estimated cost of which is £109,317, the Committee recommended.

Duplicate Main from Prospect to Potts' Hill.

The

Nineteen
works referred
to the Com-
mittee.

The nineteen other works referred to the Committee comprise one bridge, eleven railways, six harbour works, and one work of river improvement. They are as follow :—

	Estimated Cost.
New Bridge at Glebe Island	£89,100
Railway from Redfern to St. James' Road	650,000
Railway from Condobolin to Euabalong	108,225
Railway from Narrabri to Pilliga	128,650
Railway from Byrock to Brewarrina... ..	146,350
Railway from The Rock to Green's Gunyah	67,000
Railway from Coolamon to Ariaah	91,770
Railway from Warren to Coonamble	150,000
Railway from Koorawatha to Grenfell	89,250
Railway from Woolabra to Collarendabri	207,978
Railway from Maitland to Taree	982,283
Railway from the Terminus of the Rosehill Railway to Dural	57,000
Harbour Works at Tweed River	43,600
Harbour Works at Bellinger River	36,500
Harbour Works at Nambucca River	73,000
Harbour Works at Macleay River	93,000
Harbour Works at Hastings River	79,200
Harbour Works at Manning River	114,000
Weirs on the River Darling between Bourke and Wilcannia	310,000
	£3,516,906

The Com-
mittee's inqui-
ries.

Of these nineteen works the inquiries respecting eighteen have been completed, the one remaining for consideration being the proposed Weirs on the River Darling between Bourke and Wilcannia. This work, the Committee have been informed by the Under Secretary for Public Works, cannot be placed before them in a way to enable them to proceed with their inquiry concerning it, for the reason that the Department has found it impossible to obtain the necessary information. Extensive surveys require to be made to fix suitable sites, prepare designs, and make up the estimates, and as this will occupy several months, it is suggested by the Engineer-in-Chief that the inquiry be postponed.

Works passed.

Of the works dealt with the following five have been passed as proposed :—

New Bridge at Glebe Island	£89,100
Railway from Redfern to St. James' Road	650,000
Railway from The Rock to Green's Gunyah	67,000
Railway from Koorawatha to Grenfell	89,250
Harbour Works at Tweed River	43,600

New bridge
at Glebe
Island.

The question of erecting a new bridge at Glebe Island was before the Committee in 1894, on which occasion it was decided that it was not expedient to replace the existing bridge by a new structure. The bridge had recently been strengthened, and it was considered by the Committee to be in a condition sufficiently satisfactory to serve the traffic passing over it for a considerable length of time. In the present inquiry, three years after the date of the former decision, it was found that the condition of the bridge now justifies the erection of a new structure, and the Committee recommended the erection of a stone causeway, with central steel swing span, covering two openings of 60 feet in the clear, and two side spans each 80 feet long, at a cost of £89,100.

Railway from
Redfern to
St. James'
Road.

The reference to the Committee of the proposed Extension of the Railway from Redfern to St. James' Road was consequent on the report of the Committee as a Royal Commission on City Railway Extension, in which they recommended that the railway should be brought to this point. The evidence given before the Royal Commission, with the appendices to that evidence, was adopted by the Committee and attached to the record of proceedings in their inquiry, and the further evidence taken was such as made essential parts of the evidence given before the Royal Commission more complete, or such as opponents of the scheme entitled to be heard

wished

wished to put forward. This further evidence strengthened the recommendation of the Royal Commission, and the Committee passed a resolution affirming that the scheme as proposed should be carried out.

In the case of the proposed Railway from The Rock to Green's Gunyah the Committee were of opinion that the line should be constructed for reasons based on the suitability of the land in the district for agriculture, the extent to which cultivation is now carried on and will probably progress, and the increased value that will be given by the line to Crown lands in the district.

The Railway from Koorawatha to Grenfell the Committee came to the conclusion should be passed, as the district through which it would run was a good one and there was every prospect of the line proving profitable in the near future.

With regard to the proposed Harbour Works at Tweed River, the Committee considered that in order that the works already constructed shall be duly effective the extensions referred to them for inquiry should be carried out.

Four works the Committee considered it to be inexpedient to construct. These are :—

	Estimated Cost.
Railway from Condobolin to Euabalong	£108,225
Railway from Coolamon to Ariaah	91,770
Railway from the Terminus of the Rosehill Railway to Dural	57,000
Railway from Warren to Coonamble... ..	150,000
	£406,995

In the inquiry concerning the proposed Railway from Condobolin to Euabalong, the Committee were of opinion that the Railway from Parkes to Condobolin should not, for the present, be extended beyond its present terminus, and they therefore decided that it was not expedient the proposed line should be carried out. At the same time they recommended that, in connection with any proposal for a railway towards Hillston, a survey be made for a line from Koorawatha, with a view to its consideration in conjunction with existing surveys.

Similarly, in the case of the proposed Railway from Coolamon to Ariaah, the Committee considered that the development of that part of the Colony intended to be served by the line could be brought about more advantageously by a railway in another direction. Since the Committee's decision in this matter the Minister for Public Works has approved of a survey of the route recommended by the Committee.

The proposal to construct a railway from the Terminus of the Rosehill railway to Dural was negatived on the grounds that the traffic would not be sufficient to make the line profitable, that whatever the traffic might be, a large portion of it would be traffic withdrawn from the Great Northern Railway, and that the district was so situated in regard to road communication with, and distance from, existing railways, that fruit-growers could without further railway expenditure find reasonable transit for their fruit to market.

In the case of the proposed Railway from Warren to Coonamble, the Committee considered that a line to Coonamble from Dubbo, through the best country between those two places, was preferable to one from Warren, and in their report they recommended that a survey be made of a route from Dubbo. The only matters that appeared favourable to the adoption of the Warren to Coonamble proposal were the shorter length of line and the smaller total cost, but against these were the considerably longer distance to Sydney and the inferiority of the route for settlement and production in comparison with that from Dubbo. After investigation, the Committee are satisfied that a cheap line through good country can be obtained.

The Committee have yet to come to a decision with regard to a number of the works which they have had before them, but this will be done without delay, and the reports upon the proposals will be laid before the Legislative Assembly at an early date.

Appended

Returns
appended to
Report.

Appended to this Report are returns completed to the present date containing a record of the inquiries by the several Committees appointed under the "Public Works Act," and also a copy of the Committee's Minutes of Proceedings. From the returns it will be seen that the total number of proposals for public works inquired into involves an aggregate expenditure of £18,411,252, but, allowing for repeated references in some instances, £15,320,970. The results from the inquiries, up to the present, show a saving of expenditure, consequent upon the Committee's recommendations, amounting to £5,600,755.

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 17 June, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RECORD OF INQUIRIES.

List of Proposed Public Works inquired into by the several Committees, with the results of their inquiries, from 27 August, 1888, the date of the first sitting of the first Committee appointed under the Act, to 17 June, 1898.

Date of inquiry.	Proposed Work.	Expenditure proposed by the Government	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
1888. 4 Sept. to 22 Oct.	Improvements to the Circular Quay.	£ 120,000	£ 125,000	£ 5,000	£	The Committee recommended an alteration in the plan of these improvements, by which the total estimated cost would be increased to £125,000.
26 Sept. to 22 Oct.	Storage reservoir at Potts' Hill, and second line of pipes to Crown-street.	120,000 165,000	} 285,000	.....	.....	Recommended as proposed.
13 Sept. to 22 Oct.	New Central Police Court	48,000	48,000	.....	.....	Recommended as proposed.
4 Oct. to 22 Oct.	Drainage works, Manly...	34,114	22,000	.....	12,114	The Committee recommended the adoption of a modified plan of these drainage works, by which the total estimated cost would not exceed £22,000.
10 Oct. to 22 Oct.	Drainage works, North Shore.	77,062	107,000	29,938	.....	The Committee recommended the adoption of the complete scheme proposed in relation to this work, and the estimated cost of which, as shown by the evidence, is £107,000.
31 Aug. to 22 Oct.	Harbour improvements at Newcastle.	112,000	112,000	.....	.....	Recommended as proposed.
19 Sept. to 22 Oct.	Wharfage accommodation, Woolloomooloo Bay.	42,000	.....	.....	42,000	The Committee were of opinion that the proposed expenditure was not justified either by the requirements in connection with the wharfage accommodation of the port, or by the nature of the proposal if regarded as a scheme for the improvement of a very valuable Government property.
16 Nov. to 1889. 11 Jan.	Bridge at the Spit, Middle Harbour.	62,000	.....	.....	62,000	The Committee decided that the proposed expenditure was not justified by the evidence, and that a steam-punt would meet the requirements of the district in the vicinity of the proposed work for some years to come.
1888. 7 Dec. to 1889. 27 Aug.	Drainage works for the Western Suburbs.	830,304	830,304	.....	.....	Recommended as proposed.
26 June to 30 Sept.	Improvements to the entrance of the Richmond River.	326,000	326,000	.....	.....	The Committee recommended that the proposed works be carried out in a certain order, so that the results from the works first constructed might be ascertained before others were proceeded with.
9 Oct. to 11 Dec.	Railway to connect North Shore Railway with Port Jackson, at Milson's Point.*	262,000	.....	.....	262,000	The Committee considered, for various reasons stated in their report on the subject, that the work as proposed should not be carried out.
29 Aug. to 12 Dec.	Railway from Culcairn to Corowa.	197,300 (or £4,184 per mile.)	164,500 (or £3,500 per mile.)	.....	32,800	The Committee were of opinion that this line should be constructed at a cost not exceeding £3,500 per mile.
22 Aug. to 19 Dec.	Railway from Goulburn to Crookwell.	198,300 (or £5,984 per mile.)	148,500 (or £4,500 per mile.)	.....	49,800	The Committee considered that the cost of this railway should not exceed £4,500 per mile and that a saving should also be effected by utilizing a certain portion of the present main line instead of taking the proposed railway through a part of the city of Goulburn.
1890. 22 Jan. to 6 Feb. 1889.	Dredge and plant for Sydney Harbour.	30,000	.....	.....	30,000	The evidence showed that this class of dredge was not required.
25 Sept. to 1890. 18 Feb.	Railway from Nyngan to Cobar.	207,360	207,360	.....	.....	The Committee recommended the construction of this railway as part of a line which should be extended to Wilcannia and Broken Hill.
14 Jan. to 11 Feb.	Offices for the Board of Water Supply and Sewerage.	50,000	50,000	.....	.....	Recommended as proposed.
14 Jan. to 6 Feb.	Reticulation of the Western Suburbs Drainage Scheme.	713,592	713,592	.....	.....	Recommended as proposed.
14 Jan. to 11 Feb.	Extension of Sydney Water Supply to Southern Suburbs—Hurstville and Rockdale.	66,000	.....	.....	66,000	This expenditure was rendered unnecessary by reason of a temporary water-supply scheme being sufficient to meet requirements for some years.
19 Nov. to 2 April.	Railway from Marrickville to the Burwood Road.	90,250	90,250	.....	.....	Recommended as proposed.
	Carried forward.....£	3,751,282	3,229,506	34,938	556,714	

LIST of Proposed Public Works inquired into by the Committee, &c.—*continued.*

Date of inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
		£	£	£	£	
1890.	Brought forward ...£	3,751,282	3,229,506	34,938	556,714	
23 Oct. to 24 April.	Improvements to the entrance of the Clarence River.	580,900	211,900	.....	369,000	In this case the Committee recommended the construction of only a portion of the works proposed, as they were of opinion that when this portion had been constructed it might be found that the remainder would not be required.
31 Oct. to 15 April.	Breakwater at Byron Bay.	241,723	241,723	.....	.....	The original estimate for this work was £162,000; the increase was due to a difficulty in obtaining stone.
4 Dec. to 24 April.	Railway from Kiama to Nowra.	381,390	381,390	.....	.....	In this case there was an original estimate of £441,663. The reduction was due to an amended estimate made by the Acting Engineer-in-Chief for Railways since the railway was referred to the Committee.
12 Nov. to 24 April.	Railway from Grafton to the Tweed.*	1,728,100	800,000	.....	928,100	The Committee recommended that this railway should be constructed from Lismore to Murwillumbah, instead of from Grafton to Murwillumbah, the Committee's recommendation involving a length of about 60½ miles as compared with 140 miles 76 chains, the length of the line as referred to them by the Legislative Assembly.
15 Jan. to 24 April.	Railway from Cootamundra to Temora.	138,000 (or £3,656 per mile.)	125,400 (or £3,300 per mile.)	.....	12,600	The Committee considered that the cost of constructing this railway should not exceed £3,300 per mile.
23 Jan. to 24 April.	Railway from Moss Vale to Robertson.	84,900	.....	.....	84,900	The Committee negatived this proposal because they considered another route, described in their report, was preferable.
23 Jan. to 25 Mar.	Railway from Mudgee to Gulgong.	109,330	.....	.....	109,330	The Committee decided against this work, on the ground that any extension of the Mudgee Railway should form part of a more comprehensive proposal, the consideration of which should be deferred until after the suggestion for the connection of the Northern and Western systems, by a line between Dubbo and Werris Creek, has been dealt with.
12 Feb. to 24 April.	Bridge over Tarban Creek, Parramatta River.	26,000	.....	.....	26,000	The Committee considered this bridge to be unnecessary.
20 Feb. to 15 April.	Bridge over the Hunter River, at Jerry's Plains.	20,000	.....	.....	20,000	The Committee considered that a less expensive bridge would be sufficient to meet requirements.
25 Feb. to 24 April.	Bridge to connect Bullock Island with the mainland at Newcastle.	33,000	.....	.....	33,000	The Committee considered that this proposed expenditure was premature, pending certain reclamation works.
12 Feb. to 21 May.	Iron Bridge at Cowra ...	26,537	26,537	.....	.....	The original proposal represented an expenditure of £69,971, which amount was afterwards reduced to £26,537, as the result of a revision of the system of bridge-building in the Colony.
22 Jan. to 21 May.	Railway from Molong to Parkes and Forbes.	433,000	433,000	.....	.....	Recommended as proposed.
28 May to 8 July.	Hospital for the Insane upon the Kenmore Estate, near Goulburn.*	120,000	.....	.....	120,000	This proposed work, after being partly considered, was withdrawn from the Committee by resolution of the Assembly.
28 May to 21 Aug.	Railway to connect the North Shore Railway with the deep waters of Port Jackson, at Milson's Point.* (Second Reference.)	231,156	231,156	.....	.....	This proposal was before the Committee on a previous occasion (estimated cost, £262,000), when it was negatived; but having been referred to the Committee for further consideration, and circumstances appearing in the second inquiry which justified the construction of the railway, the Committee approved of the proposed work.
10 Dec. to 13 May, 1891.	Hospital Buildings, Macquarie-street.	140,000	56,000	.....	84,000	In this case, two sets of plans for the buildings were submitted to the Committee, one representing a design that was estimated to cost £140,000, and the other a design to cost £56,000, and the Committee approved of the latter.
1891.						
11 Feb. to 25 Mar.	College for the Training of Teachers of Public Schools.	37,500	37,500	.....	.....	Recommended as proposed.
1 Feb. to 21 April.	Extension of the Kiama to Nowra Railway into the town of Nowra.	75,000	75,000	.....	.....	Recommended as proposed.
24 Feb. to 14 May.	Railway from Cobar to Cockburn.	1,168,000	1,018,000	.....	150,000	The Committee recommended the construction of this railway as far as Broken Hill only, which would reduce the proposed expenditure by £150,000.
22 Jan., 1890, to 19 May, 1891.	Cable Tramway from King-st., via William-street, to Ocean-street.	80,000	80,000	.....	.....	Recommended as proposed.
25 Nov., 1890, to 3 June, 1891.	Cable Tramway through George, Pitt, and Harris Streets, Sydney.	120,000	.....	.....	120,000	The Committee considered that it was not expedient at present, for reasons stated in their report, that this tramway should be constructed.
	Carried forward£	9,525,818	6,947,112	34,938	2,613,644	

LIST of Proposed Public Works inquired into by the Committee, &c.—*continued.*

Date of inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
1892. 5 May to 2 June.	Brought forward .. £ Improvements at Darling Island.	9,525,818 142,000	6,347,112	£ 34,938	£ 2,613,644 142,000	The Committee considered that the proposed works might be postponed for the present without inconvenience, and that a more suitable design might be submitted.
7 June to 12 July.	Stormwater sewers discharging into Johnstone's Bay.	51,352	51,352	.....	.....	Recommended as proposed.
15 June to 4 Aug.	Reservoir at Centennial Park for Sydney Water Supply.	83,000	83,000	.....	.....	Recommended with an alteration of site.
14 July to 24 Aug.	Water Supply for Wollongong and the surrounding districts.	66,000	30,000	.....	36,000	The Committee found that the Water Supply proposed for the surrounding districts was not needed, and that the estimate of cost for supplying Wollongong might be reduced to £30,000.
28 July to 24 Aug.	Second pipe-line from Walka to Buttai, for Hunter River District Water Supply.	50,000	50,000	.....	.....	Recommended as proposed.
26 July to 9 Aug.	Sewerage works at Cottage Creek.	25,000	13,000	.....	12,000	The amount of £25,000 provided for a covered sewer; but the Committee found that a cover was not necessary at present, and that by constructing an open sewer the cost could be reduced by £12,000.
21 April, 1891, to 27 May, 1892.	Railway from Glen Innes to Inverell.*	427,400	.....	.....	427,400	The evidence in this case showed that the estimated cost of constructing the railway was excessive, and indicated the probability of a serious annual loss in the working of the line. In addition to this, the Committee were not as fully informed as desirable with regard to connecting Inverell not only with the Great Northern Railway but with the coast, a matter of considerable importance in the inquiry.
31 May to 18 Aug.	Railway from Jerilderie to Deniliquin.	148,000	.....	.....	148,000	The Committee were of opinion that the consideration of this proposed work should be postponed until it should be determined by Parliament as a matter of public policy to purchase the Deniliquin to Moama Railway.
12 July to 24 Aug.	Lunatic Asylum at Kenmore, near Goulburn.* (Second Reference.)	150,000	150,000	.....	.....	Recommended as proposed.
14 June to 28 Sept.	Railway from Grafton to Lismore.*	662,000 (or £8,000 per mile.)	108,000 (or £6,000 per mile.)	.....	554,000	The Committee decided that, for the present, only the Lismore to Casino section of the proposed railway should be constructed, that the cost should not exceed £6,000 per mile, and that the betterment principle be applied to the land to be served by the proposed line.
10 July to 26 Oct.	Railway from Eden to Bega.	564,000 (or £15,350 per mile.)	.....	.....	564,000	The Committee considered that the present resources of the district did not warrant the construction of such an expensive line, but they were of opinion that a cheaply constructed railway might be favorably considered.
22 June to 4 Oct.	Sewerage Works for Parramatta.*	75,926	.....	.....	75,926	The Committee were of opinion that the sewage farm included in the scheme was too small for the purpose, and that the sewage should be dealt with by precipitation and filtration or other effective modern process at a proposed pumping station at Clay Cliff Creek.
12 Oct. to 21 Dec.	Water Supply for Tamworth.	22,500	22,500	.....	.....	Recommended as proposed, with a provision as to the quantity of water obtainable, and the resumption of land surrounding the well in the drift forming the source of supply.
14 Sept. to 16 Nov.	Water Supply for Lithgow	15,000	15,000	.....	.....	Recommended as proposed.
15 Sept. to 16 Nov.	Water Supply for Armidale.	43,500	43,500	.....	.....	Recommended as proposed.
17 Nov. to 10 Jan. 1893.	Railway from Glen Innes to Inverell.* (Second Reference.)	421,400 (or £7,975 per mile.)	369,862 (or £7,000 per mile.)	.....	51,538	The Committee considered it expedient this railway should be constructed, provided that the cost did not exceed £7,000 per mile, that special local rates were charged until the railway paid working expenses and interest on cost of construction, and that the betterment principle was applied to the land served by the railway.
14 Feb. to 8 Mar.	Waterworks for the town of Junee.	45,000	45,000	.....	.....	The Committee recommended that these works should be carried out, conditionally upon the Railway Commissioners undertaking to enter into an agreement for a period of not less than ten years to pay a minimum of £1,900 per annum for water supplied for railway purposes at Junee and Bethungra.
14 Nov., 1893, to 11 Jan., 1894.	Railway from Narrabri to Moree.	153,000	153,000	.....	.....	Recommended as proposed, with the condition that the work be not undertaken until a Betterment Act is passed.
	Carried forward.....£	12,670,896	8,081,326	34,938	4,624,508	

LIST of Proposed Public Works inquired into by the Committee, &c.—*continued.*

Date of inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
1894. 7 Feb. to 22 Mar.	Brought forward ... Sewerage Works for Parramatta.* (Second reference.)	£ 12,670,896 75,926	£ 8,081,326	£ 34,938	£ 4,624,508 75,926	The Committee decided that it was not expedient the proposed works should be carried out, for the reasons that the scheme had not been adequately considered, and that, according to the evidence, Parramatta was neither willing nor able to pay the rate necessary to provide the interest on the expenditure, and did not want the proposed works.
6 Mar. to 16 April.	Deviation to avoid the Lithgow Zigzag.	181,072	.....	.....	181,072	The Committee were of opinion that as the professional evidence, as well as much of the evidence generally, indicated that the proposed deviation was not a matter of urgency it was not expedient the work should be carried out.
9 April, to 22 May.	Railway from Temora to Wyalong.*	104,430	.....	.....	104,430	The Committee were of opinion that the decision upon the proposal should be deferred for six months.
11 April, to 20 June.	Removal of Pymont and Glebe Island Bridges.*	296,500	.....	.....	296,500	The Committee recommended that when renewal becomes necessary the existing bridges at Darling Harbour and Glebe Island should be replaced by timber structures of a kind specified in their report, which report, however, in consequence of the sudden dissolution of Parliament was not presented to the Legislative Assembly.
3 Oct. to 14 Nov.	Removal of Pymont and Glebe Island Bridges.* (Second reference.)	296,500	82,500	.....	214,000	The Committee recommended that the Pymont Bridge be replaced by a timber bridge with steel span, to cost £82,500, and decided that the Glebe Island Bridge did not at present require renewal.
19 Dec. to 27 Feb., 1895.	Railway from Jerilderie to Berrigan.	43,543	43,543	.....	.....	The construction of this railway was recommended, with the condition that the estimated cost, £2,000 per mile, should include goods and grain sheds, engineering charges, and all contingencies.
7 Mar. to 10 May.	Railway from Parkes to Condobolin.	127,000	127,000	.....	.....	In this inquiry the Committee, while considering it expedient the railway should be constructed, resolved that the cost should not exceed £2,100 per mile, including the cost of land resumptions.
17 May to 28 June.	Railway from Temora to Wyalong.* (Second reference.)	92,000	.....	.....	92,000	The Committee, in deciding against this proposed work, were of opinion that at the present time there is no justification for its construction, and the prospects of Wyalong's future are not such as to lead them to conclude that the line should be built in anticipation of what may be the condition of the gold-field and the district some years hence.
20 Mar. to 7 May.	Harbour Improvements at Newcastle.	141,000	141,000	.....	.....	In this inquiry the Committee recommended a modification of the works proposed by the Department and an additional work, the cost of the works as recommended by the Committee being about the same as that of the works proposed by the Department.
26 June, to 4 July.	Tramway from Woolwich to the Field of Mars Common.	19,300	.....	.....	19,300	This proposed work was referred to the Fifth Committee who, at the termination of their existence, had inquired partly into it. A motion in the Legislative Assembly to refer the proposal to the Sixth Committee was, however, negatived on 11 December, 1895.
12 Dec. to 14 Dec.	Deviation at Locksley, Great Western Railway.	47,500	47,500	.....	.....	The Committee considered this work to be an urgent and necessary one, and recommended that it be carried out without delay.
17 Dec. to 24 Jan. 1896.	Water Supply for the Town of Tamworth.	32,824	32,824	.....	.....	The Committee recommended that this work be carried out, with the proviso that the capacity of the storage reservoir be increased from 35,000,000 to 50,000,000 gallons.
18 Mar. to 8 May.	Electric Tramway from Circular Quay, Sydney, to the Redfern Railway Station; and also along Harris street to the intersection of John- street.	130,500	130,500	.....	.....	Recommended as proposed.
	Carried forward.....	£14,258,991	8,686,193	34,938	5,607,736	

LIST of Proposed Public Works inquired into by the Committee, &c.—*continued.*

Date of inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
		£	£	£	£	
1896.	Brought forward.....	14,258,991	8,686,193	34,938	5,607,736	
1 Jan. to 10 Mar.	Erection of Buildings at Rookwood for Infirm and Destitute Persons.	118,285	62,900	.....	55,385	The Committee decided that it was not expedient the proposed works should be carried out, deeming it inadvisable, for reasons stated in their Report, to concentrate the infirm and destitute at Rookwood. The Government estimate for the proposed buildings was £108,350 without, and £118,285 with, provision for sewage. The Committee recommended that the inmates of the Parramatta Asylums be removed, the healthy patients being housed at Rookwood and Liverpool, provision for the chronic and acute sick to be made on Crown lands near Campbelltown.
9 Jan. to 17 July.	Additions to the Treasury Buildings.	21,500	21,500	.....	.....	Recommended as proposed.
20 Feb. to 1 Oct.	Railway from Tamworth to Manilla.	72,150	71,875	.....	275	The Committee's recommendation provided for an amended route, the cost of the railway not to exceed £2,500 per mile.
21 April, to 20 May.	Railway from Nevertire to Warren.	32,730	32,730	.....	.....	Recommended as proposed.
12 May, to 31 July.	Construction of Locks and Weirs on the River Darling.	121,100	.....	.....	121,100	The Committee negatived this proposed work.
5 June, to 19 Aug.	Railway from Berrigan to Finley.	27,250	27,250	.....	.....	The Committee recommended that this proposed railway should be constructed, the cost not to exceed £2,000 per mile.
16 June to 24 July.	Improvement of Cook's River.	36,400	15,000	.....	21,400	As recommended by the Committee the construction of the proposed works would involve an expenditure of £15,000—a reduction on the Departmental estimate of £21,400—which, in the opinion of the Committee, would meet the requirements of the case.
1 Sept. 1896. to April, 1897.	Railway from Moree to Inverell.	279,500	279,500	.....	.....	The Committee resolved that it was expedient this railway should be constructed as proposed.
28 Oct. 1896, to 10 Feb., 1897.	Construction of a Deep-water Harbour at Port Kembla.	440,000	200,000	.....	240,000	The Departmental estimate of cost provided for the construction of two breakwaters, known respectively as the northern and eastern, and the necessary equipment of the port for coal-shipping and general commercial purposes. The Committee were of opinion, however, that the proposed harbour would be rendered sufficiently secure to meet present requirements if the eastern breakwater only were carried out, and the estimated cost reduced by £240,000.
5 Aug. to 10 Dec., 1896.	Railway from Condobolin to Broken Hill.	955,063	.....	.....	955,063	The Committee, while having regard to the various aspects of this proposed work, and considering also that the annual loss on the working of the railway would amount to £60,000, were of opinion that it should not, at present, be proceeded with.
11 Feb., 1897, to 13 April.	*Sewerage Works for Parramatta. (Third Reference.)	60,000	60,000	.....	.....	This work was passed by the Committee with the provision that the cost should not exceed the Departmental estimate, and that the carrying out of the work should be subject to a guarantee (by the Municipal Council of Parramatta) of the annual payment required to cover maintenance and interest, and redemption of the principal outlay.
1897. 4 May to 8 June.	Duplicate Main from Prospect to Potts' Hill.	109,317	109,317	.....	.....	The Committee recommended the amended scheme submitted by the Engineer-in-Chief for Public Works, by which the sides of the canal between Prospect and the Pipe Head Basin would be raised, the canal strengthened, and the 6-foot pipe-line between the Basin and Potts' Hill Reservoir duplicated.
14 April to 6 Dec.	New Houses of Parliament.	533,484	15,000	.....	518,484	The Committee recommended the adoption of the scheme submitted by the Government Architect, providing for alterations to the present Parliamentary Buildings, at a cost not exceeding £15,000.
16 June to 15 Sept.	New Bridge at Glebe Island.	89,100	89,100	.....	.....	The Committee recommended that there be substituted for the existing structure a stone causeway, with a central, steel swing-span.
13 July to 25 Aug.	Railway from Redfern to St. James' Road.	650,000	650,000	.....	.....	Recommended as proposed.
	Carried forward.....£	17,804,870	10,320,365	34,938	7,519,443	

Date of inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
	Brought forward.....	£ 17,804,870	£ 10,320,365	£ 34,938	£ 7,519,443	
1897. 31 Aug. to 7 Dec.	Railway from Condobolin Euabalong.	108,225	.....	.....	108,225	The Committee negated this proposed work, but recommended, in connection with any proposal for a railway towards Hillston, that a survey be made for a line from Koorawatha, with a view to its consideration in conjunction with existing surveys.
16 Sept. to 25 Nov.	Railway from The Rock to Green's Gunyah.	67,000	67,000	.....	.....	Recommended as proposed.
5 Sept. to 18 Nov. 1897.	Railway from Coolamon to Ariaah.	91,307	.....	.....	91,307	The Committee negated this proposal.
20 Dec. to 1 April, 1898.	Railway from Koorawatha to Grenfell.	89,250	89,250	.....	.....	Recommended as proposed.
5 Jan. to 13 April, 1897.	Railway from the Terminus of the Rose Hill Rail- way to Dural.	57,000	.....	.....	57,000	The Committee negated this proposal.
14 Dec. to 29 April, 1898.	Railway from Warren to Coonamble.	150,000	.....	.....	150,000	The Committee negated this proposal, but recommended that a survey be made of a route from Dubbo to Coonamble.
15 Mar. to 26 April.	Harbour Works at Tweed River.	43,600	43,600	.....	.....	Recommended as proposed.
		£ 18,411,252	10,520,215	34,938	7,925,975	

* Works marked with an asterisk have been referred to the Committee more than once, and allowing for these repeated references, and for the expenditure recommended in two instances in excess of that proposed, the actual saving effected amounts to £5,600,755.

WORKS RESPECTING WHICH THE EVIDENCE IS COMPLETE, BUT UPON WHICH THE COMMITTEE HAVE NOT YET DECIDED.

Railway from Narrabri to Pilliga	£128,650
Railway from Byrock to Brewarrina.....	146,350
Railway from Woolabra to Collarenebri.....	207,798
Railway from Maitland to Taree	982,283
Harbour Works at Bellinger River	36,500
Harbour Works at Macleay River	93,000
Harbour Works at Hastings River	79,200
Harbour Works at Manning River	114,000
Harbour Works at Nambucca River	£73,000

WORK RESPECTING WHICH THE INQUIRY HAS NOT YET BEEN COMMENCED.

Weirs on the River Darling, between Bourke and Wilcannia ...	310,000
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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RETURN SHOWING THE COURSE OF THE COMMITTEES' INQUIRIES FROM THE REFERENCE OF THE WORKS TO THE ULTIMATE ACTION RESPECTING THEM.

FIRST COMMITTEE—FROM 12 JUNE, 1888, TO 22 OCTOBER, 1888.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable JOHN LACKEY, Chairman.
The Honorable GEORGE CAMPBELL.

The Honorable WILLIAM HENRY SUTTON.
The Honorable JAMES WATSON.

The Honorable FREDERICK THOMAS HUMPHERY.

LEGISLATIVE ASSEMBLY.

JOSEPH PALMER ABBOTT, Esquire, Vice-Chairman.
JAMES NIXON BRUNKER, Esquire.*
HENRY COPELAND, Esquire.
ALEXANDER KETHEL, Esquire.

JOHN RENDELL STREET, Esquire.
THOMAS MICHAEL SLATTERY, Esquire.
JACOB GARRARD, Esquire.
SYDNEY SMITH, Esquire.

* James Nixon Brunker, Esquire, by reason of his accepting the office of Minister for Lands, did not take his seat as a member of the Committee.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.]
Wharfage Accommodation, Woolloomooloo Bay.	1888. 23 July.....	1888. 19 September	.....	.....	1888. Inquiry completed by Second Committee.	See Second Committee.	See Second Committee.	See Second Committee.
Improvements to the Circular Quay.	23 ,,	4 ,, ...	.....	.....	22 October ...	The Committee recommended an alteration in the plan of these improvements, by which the estimated total cost would be increased from £120,000 to £125,000.	Passed.	Legislative Assembly—11 April, 1889—Bill read third time. Legislative Council—24 April, 1889—Bill read third time; 30 April, 1889—Assent reported.
Storage Reservoir at Potts' Hill	23 ,,	26 ,, ...	.....	.....	22 ,, ...	Recommended as proposed.	Passed.	Legislative Assembly—17 May, 1889—Bill read third time. Legislative Council—30 May, 1889—Bill read third time; 5 June, 1889—Assent reported.

FIRST COMMITTEE—*continued.*

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Second Pipe between Potts Hill and Crown-street.	1888. 23 July.....	1888. 26 September	.....	.....	1888. 22 October ...	Recommended as proposed.	Passed [Sydney Water Supply (Partial Reduplication) Bill].	Legislative Assembly—24 July, 1889—Bill read third time. Legislative Council—17 Sept., 1889—Bill read third time; 30 Sept., 1889—Assent reported.
Dredge and Plant for Sydney Harbour.	23 ,,	Dealt with by Third Committee.	.....	.....	.....	See Third Committee.	See Third Committee.	See Third Committee.
Improvements to the Entrance of the Richmond River.	23 ,, .....	” ”	.....	.....	.....	” ”	” ”	” ”
Bridge at the Spit, Middle Harbour.	23 ,,	Dealt with by Second Committee.	.....	.....	.....	See Second Committee.	See Second Committee.	See Second Committee.
New Central Police Court	23 ,,	13 September	.....	.....	22 October ...	Recommended as proposed.	Passed.	Legislative Assembly—15 May, 1889—Bill read third time. Legislative Council—23 May, 1889—Bill read third time; 30 May, 1889—Assent reported.
Improvements to the Entrance of the Clarence River.	23 ,,	Dealt with by Third Committee.	.....	.....	.....	See Third Committee.	See Third Committee.	See Third Committee.
Drainage Works, Manly	23 ,,	4 October ...	.....	.....	22 October ...	The Committee recommended the adoption of a modified plan of these drainage works, by which the estimated total cost would not exceed £22,000, or £12,114 less than the original estimate.	Passed.	Legislative Assembly—23 May, 1889—Bill read third time; 3 Sept., 1889—Bill finally passed. Legislative Council—20 June, 1889—Bill read third time; 12 Sept., 1889—Assent reported.
Drainage Works, North Shore	23 ,,	10 ,, ...	.....	.....	22 ,, ...	The Committee recommended the adoption of the complete scheme proposed in relation to this work, the estimated cost of which, as shown by the evidence, was £107,000.	Passed.	Legislative Assembly—17 April, 1889—Bill read third time; 15 May, 1889—Bill finally passed. Legislative Council—9 May, 1889—Bill read third time; 22 May, 1889—Assent reported.
Drainage Works for the Western Suburbs.	23 ,,	Dealt with by Second and Third Committees.	.....	.....	.....	See Third Committee.	See Third Committee.	See Third Committee.
Harbour Improvements at Newcastle.	23 ,,	31 August ...	.....	.....	22 October ...	Recommended as proposed.	Passed.	Legislative Assembly—11 April, 1889—Bill read third time. Legislative Council—24 April, 1889—Bill read third time; 30 April, 1889—Assent reported.

SECOND COMMITTEE—FROM 24 OCTOBER, 1888, TO 19 JANUARY, 1889.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable JOHN LACKEY, Chairman.
The Honorable GEORGE CAMPBELL.

The Honorable WILLIAM HENRY SUTTOR.
The Honorable JAMES WATSON.

The Honorable FREDERICK THOMAS HUMPHERY.

LEGISLATIVE ASSEMBLY.

JOSEPH PALMER ABBOTT, Esquire, Vice-Chairman.
HENRY COPELAND, Esquire.
JACOB GARRARD, Esquire.
ALEXANDER KETHEL, Esquire.

SYDNEY SMITH, Esquire.
THOMAS MICHAEL SLATTERY, Esquire.
JOHN RENDELL STREET, Esquire.
DANIEL O'CONNOR, Esquire.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Wharfage Accommodation, Woolloomooloo Bay.	1888. 23 July	1888. 19 September	.....	.....	1889. 10 January ...	The Committee were of opinion that the proposed expenditure was not justified either by the requirements in connection with the wharfage accommodation of the port, or by the nature of the proposal if regarded as a scheme for the improvement of a very valuable Government property. See Third Committee.	Not dealt with.	.....
Dredge and Plant for Sydney Harbour.	23 ,,	Dealt with by Third Committee.	.....	.....	.....	" "	See Third Committee.	See Third Committee.
Improvements to the Entrance of the Richmond River.	23 ,, .....	" "	.....	.....	.....	" "	" "	" "
Bridge at the Spit, Middle Harbour.	23 ,,	16 November	.....	.....	11 January ...	The Committee decided that the proposed expenditure was not justified by the evidence, and that a steam-punt would meet the requirements of the district in the vicinity of the proposed work for some years to come. See Third Committee.	Not dealt with.	.....
Improvements to the Entrance of the Clarence River.	23 ,,	Dealt with by Third Committee.	.....	.....	.....	" "	See Third Committee.	See Third Committee.
Drainage Works for the Western Suburbs.	23 ,,	7 December	.....	.....	Inquiry completed by Third Committee.	" "	" "	" "

THIRD COMMITTEE—FROM 7 JUNE, 1889, TO 6 JUNE, 1891.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

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| <ul style="list-style-type: none"> * The Honorable JOHN LACKEY, Chairman. <li style="padding-left: 2em;">The Honorable ANDREW GARRAN. * The Honorable JAMES WATSON. | <ul style="list-style-type: none"> The Honorable FREDERICK THOMAS HUMPHERY. The Honorable WILLIAM JOSEPH TRICKETT. * The Honorable GEORGE HENRY COX. |
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LEGISLATIVE ASSEMBLY.

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| <ul style="list-style-type: none"> * JOSEPH PALMER ABBOTT, Esquire, Chairman. * JACOB GARRARD, Esquire, Vice-Chairman. <li style="padding-left: 2em;">HENRY COPELAND, Esquire. <li style="padding-left: 2em;">JAMES EBENEZER TONKIN, Esquire. <li style="padding-left: 2em;">WILLIAM SPRINGTHORPE DOWEL, Esquire. | <ul style="list-style-type: none"> * JOHN SUTHERLAND, Esquire. <li style="padding-left: 2em;">EDWARD WILLIAM O'SULLIVAN, Esquire. * JOHN HURLEY, Esquire. * CHARLES ALFRED LEE, Esquire. * WILLIAM McCOURT, Esquire. |
|--|---|
- * JAMES PATRICK GARVAN, Esquire.

[* Shortly after the first meeting of the third Committee, John Sutherland, Esquire, died, and his place was filled by the appointment of Charles Alfred Lee, Esquire. Subsequently the Honorable James Watson resigned his seat on the Committee, and the Honorable George Henry Cox was appointed in his place. On 22nd October, 1890, Mr. Joseph Palmer Abbott, having been appointed Speaker of the Legislative Assembly, resigned his position as Chairman and member of the Committee. The Honorable John Lackey, who at that time was Vice-Chairman of the Committee, was appointed Chairman in Mr. Abbott's place, and Mr. Jacob Garrard was chosen as Vice-Chairman. Mr. William McCourt was appointed a member of the Committee on 16th July, 1890, in the place of Mr. John Hurley, whose seat became vacant by reason of his resignation from the Legislative Assembly; and Mr. James Patrick Garvan was appointed a member on the 6th November, 1890, in the room of Mr. Joseph Palmer Abbott.]

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Dredge and Plant for Sydney Harbour.	23 July, 1888	22 Jan., 1890	.....	.....	6 Feb., 1890	The evidence showed that this class of dredge was not required.	Not dealt with.	.....
Improvements to the Entrance of the Richmond River.	23 ,, ,,	26 June, 1889	.....	.....	30 Sept., 1889	The Committee recommended that the proposed works should be carried out in a certain order, so that the results from the works first constructed might be ascertained before others were proceeded with.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—28 Aug., 1890—Bill read third time; 3 Sept., 1890—Assent reported.
Improvements to the Entrance of the Clarence River.	23 ,, ,,	23 Oct., ,,	14 Nov., 1889	28 Jan., 1890	2 April, 1890	In this case the Committee recommended the construction of only a portion of the works proposed, as they were of opinion that when this portion had been constructed it might be found that the remainder would not be required.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—17 Sept., 1890—Bill read third time; 1 Oct., 1890—Assent reported.
Drainage Works for the Western Suburbs.	23 ,, ,,	7 Dec., 1888	.....	.....	27 Aug., 1889	Recommended as proposed.	Passed.	Legislative Assembly—26 Sept., 1889—Bill read third time. Legislative Council—26 Sept., 1889—Bill read third time; 30 Sept., 1889—Assent reported.

THIRD COMMITTEE—continued.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
C-Of* Railway from Goulburn to Crookwell.	31 July, 1889	22 Aug., 1889	29 Aug., 1889	17 Sept., 1889	19 Dec., 1889	The Committee considered that the cost of this railway should not exceed £4,500 per mile, and that a saving should also be effected by utilizing a certain portion of the present main line instead of taking the proposed railway through a part of the city of Goulburn.	Negated by the Legislative Council.	Legislative Assembly—25 Sept., 1895—Bill read third time. Legislative Council—12 Nov., 1895—Second reading resolved in the negative.
Railway from Nyngan to Cobarr	1 Aug., "	25 Sept., "	24 Sept., "	31 Oct., "	18 Feb., 1890	The Committee recommended the construction of this railway as part of a line which should be extended to Wilcannia and Broken Hill.	Passed.	Legislative Assembly—10 July, 1890—Bill read third time. Legislative Council—17 July, 1890—Bill read third time; 23 July, 1890—Assent reported.
Railway from Kiama to Nowra	1 ,, "	4 Dec., "	14 Jan., 1890	30 Jan., 1890	22 April, "	In this case there was an original estimate of £441,663. The amount recommended by the Committee was £381,390. The reduction was due to an amended estimate made by the Acting Engineer-in-Chief for Railways after the railway was referred to the Committee.	Passed.	Legislative Assembly—10 July, 1890—Bill read third time. Legislative Council—7 Aug., 1890—Bill read third time; 13 Aug., 1890—Assent reported.
Railway from Marrickville to the Burwood Road.	1 ,, "	19 Nov., "	.....	.....	2 ,, "	Recommended as proposed.	Passed.	Legislative Assembly—11 Dec., 1890—Bill read third time. Legislative Council—18 Dec., 1890—Bill read third time; 19 May, 1891—Assent reported.
Railway from Culcairn to Corowa.	6 ,, "	29 Aug., "	29 Aug., 1889	11 Sept., 1889	12 Dec., 1889	The Committee were of opinion that this line should be constructed at a cost not exceeding £3,500 per mile.	Passed.	Legislative Assembly—10 July, 1890—Bill read third time. Legislative Council—31 July, 1890—Bill read third time; 6 Aug., 1890—Assent reported.
Breakwater at Byron Bay	6 ,, "	31 Oct., "	14 Nov., "	28 Jan., 1890	15 April, 1890	The original estimate for this work was £162,000. The estimate placed before the Committee, which they adopted in their recommendation, was £241,723. The increase was due to a difficulty in obtaining stone.	Negated by the Legislative Council.	Legislative Assembly—17 July, 1890—Bill read third time. Legislative Council—15 Oct., 1890—Bill negated in Council on motion, "That it be read the second time this day six months."
Railway to connect North Shore Railway with Port Jackson, at Milson's Point.	7 ,, "	9 ,, "	.....	.....	11 Dec., 1889	The Committee considered, for various reasons stated in their report on the subject, that the work as proposed should not be carried out.	See second reference.	See second reference.
Railway from Grafton to the Tweed.	27 Sept., "	12 Nov., "	14 Nov., "	28 Jan., "	15 April, 1890	The Committee recommended that this railway should be constructed from Lismore to Murwillumbah, instead of from Grafton to Murwillumbah, the Committee's recommendation involving a length of about 60½ miles as compared with 140 miles 76 chains, the length of the line as referred to them by the Legislative Assembly.	Passed.	Legislative Assembly—17 July, 1890—Bill (Lismore to the Tweed Railway Bill) read third time. Legislative Council—10 Sept., 1890—Bill read third time; 24 Sept., 1890—Assent reported.
Railway from Cootamundra to Temora.	27 ,, "	15 Jan., 1890	16 Jan., 1890	11 Feb., "	23 ,, "	The Committee considered that the cost of constructing this railway should not exceed £3,300 per mile.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—17 Sept., 1890—Bill read third time; 1 Oct., 1890—Assent reported.

THIRD COMMITTEE—*continued.*

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Railway from Mudgee to Gulgong.	27 Sept., 1889	23 Jan., 1890	12 Mar., 1890	26 Mar., 1890	6 May, 1890	The Committee decided against this work on the ground that any extension of the Mudgee Railway should form part of a more comprehensive proposal, the consideration of which should be deferred until after the suggestion for the connection of the Northern and Western systems, by a line between Dubbo and Werris Creek, had been dealt with.	Not dealt with.	.....
Railway from Moss Vale to Robertson.	1 Oct., "	23 " "	30 Jan., "	12 Feb., "	29 April, "	The Committee negatived this proposal because they considered another route, described in their report, was preferable.	" "	.....
Railway from Molong to Parkes and Forbes.	1 " "	22 " "	12 Feb., "	19 Mar., "	21 May, "	Recommended as proposed.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—21 Aug., 1890—Bill read third time; 27 Aug., 1890—Assent reported.
Bridge over Tarban Creek, Parramatta River.	1 " "	12 Feb., "	.....	.....	15 April, "	The Committee considered this bridge to be unnecessary.	Not dealt with.	.....
Bridge over the Hunter River, at Jerry's Plains.	1 " "	20 " "	4 Mar., "	11 Mar., "	15 " "	The Committee considered that a less expensive bridge would be sufficient to meet requirements.	" "	.....
Bridge to connect Bullock Island with the Mainland at Newcastle.	1 " "	25 " "	4 " "	11 " "	29 " "	The Committee considered that this proposed expenditure was premature, pending the carrying out of certain reclamation works.	" "	.....
Iron Bridge at Cowra	1 " "	12 " "	18 Feb., "	19 " "	21 May, "	The original proposal represented an expenditure of £69,971, which amount was afterwards reduced to £26,537, as the result of a revision of the system of bridge-building in the Colony, and the construction of the bridge at the reduced cost was recommended by the Committee.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—21 Aug., 1890—Bill read third time; 27 Aug., 1890—Assent reported.
Hospital for the Insane upon the Kenmore Estate, near Goulburn.	1 " "	28 May, "	.....	.....	Inquiry not completed.	This proposed work, after being partly considered, was withdrawn from the Committee by resolution of the Assembly.	Rescinded.	Legislative Assembly—2 July, 1890—Resolution passed rescinding previous resolution referring proposed work to the Committee.
Offices for Board of Water Supply and Sewerage.	1 " "	14 Jan., "	.....	.....	11 Feb., 1890	Recommended as proposed.	Passed.	Legislative Assembly—7 Nov., 1890—Bill read third time. Legislative Council—20 Nov., 1890—Bill read third time; 27 Nov., 1890—Assent reported.
Reticulation of Western Suburbs Drainage Scheme.	1 " "	14 " "	.....	.....	6 " "	" "	" "	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—24 Sept., 1890—Bill read third time; 8 Oct., 1890—Assent reported.

THIRD COMMITTEE—continued.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Extension of Sydney Water Supply to Southern Suburbs—Hurstville, Rockdale.	1 Oct., 1889	14 Jan., 1890	.....	.....	11 Feb., 1890	This expenditure was rendered unnecessary by reason of a temporary water-supply scheme being sufficient to meet requirements for some years.	Not dealt with.	.....
Cable Tramway from King-street, via William-street, to Ocean-street.	1 ,, ,,	22 ,, ,,	.....	.....	2 June, '1891	Recommended as proposed.	Passed.	Legislative Assembly—8 March, 1892—Bill read third time. Legislative Council—10 March, 1892—Bill read third time; 17 March, 1892—Assent reported.
Cable Tramway through George, Pitt, and Harris Streets, Sydney	1 ,, ,,	25 Nov. ,,	.....	.....	4 ,, ,,	The Committee considered that it was not expedient, for reasons stated in their report, that this tramway should be constructed.	Not dealt with.	.....
Railway to connect North Shore Railway with the deep waters of Port Jackson, at Milson's Point (second reference).	8 May, 1890	28 May, ,,	.....	.....	21 Aug., 1890	This proposal was before the Committee on a previous occasion when it was negatived; but having been referred to the Committee for further consideration, and circumstances appearing in the second inquiry which justified the construction of the railway, the Committee approved of the proposed work.	Passed.	Legislative Assembly—12 Nov., 1890—Bill read third time. Legislative Council—20 Nov., 1890—Bill read third time 27 Nov., 1890—Assent reported.
College for the Training of Teachers of Public Schools.	21 Nov., ,,	11 Feb., 1891	.....	.....	19 Mar., 1891	Recommended as proposed.	Not dealt with.	.....
Hospital Buildings, Macquarie-street.	3 Dec., ,,	10 Dec., 1890	.....	.....	12 May, ,,	In this case two sets of plans for the buildings were submitted to the Committee, one representing a design that was estimated to cost £140,000, and the other a design to cost £56,000, and the Committee approved of the latter.	Passed.	Legislative Assembly—9 March, 1892—Bill read third time. Legislative Council—17 March, 1892—Bill read third time; 29 March, 1892—Assent reported.
Railway from Cobar to Cockburn.	19 ,, ,,	24 Feb., 1891	.....	.....	14 ,, ,,	The Committee recommended the construction of this railway as far as Broken Hill only, thereby reducing the proposed expenditure (£1,168,000) by £150,000.	.....	Legislative Assembly—25 June, 1895—Motion to go into Committee to bring in a Bill.
Railway from Glen Innes to Inverell.	19 ,, ,,	21 April, ,,	23 April, 1891	2 June, 1891	See Fourth Committee.	See Fourth Committee.	See Fourth Committee.	.....
Extension of the Kiama to Nowra Railway into the town of Nowra.	19 ,, ,,	19 Feb., ,,	.....	.....	21 April, 1891	Recommended as proposed.	Not dealt with.	.....

FOURTH COMMITTEE—FROM 31 MARCH, 1892, TO 25 JUNE, 1894.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable WILLIAM HENRY SUTTOR, Vice-Chairman.
 The Honorable JAMES HOSKINS.
 The Honorable FREDERICK THOMAS HUMPHERY.

* The Honorable ANDREW GARRAN, LL.D.
 The Honorable JOHN DAVIES, C.M.G.
 * The Honorable WILLIAM JOSEPH TRICKETT.

LEGISLATIVE ASSEMBLY.

JACOB GARRARD, Esquire, Chairman.
 THOMAS THOMSON EWING, Esquire.
 WILLIAM CHANDOS WALL, Esquire.
 WILLIAM McCOURT, Esquire.

JOHN CASH NEILD, Esquire.
 EDWARD WILLIAM O'SULLIVAN, Esquire.
 CHARLES COLLINS, Esquire.
 HENRY DAWSON, Esquire.

* The Honorable Andrew Garran, LL.D., on 5th October, 1892, resigned his seat as a member of the Committee, and on 12th October, 1892, the Honorable William Joseph Trickett was appointed to fill the vacancy.]

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Improvements at Darling Island	29 Mar., 1892	5 May, 1892	.....	.....	2 June, 1892	The Committee considered that the proposed works might be postponed for the present without inconvenience, and that a more suitable design might be submitted.	Not dealt with.	.....
Water Supply for Tamworth...	29 ,, ,,	12 Oct., ,,	12 Oct., 1892	15 Nov., 1892	21 Dec., ,,	Recommended as proposed with a provision as to the quantity of water obtainable, and the resumption of land surrounding the well in the drift forming the source of supply.	Passed.	Legislative Assembly—29 May, 1894—Bill read third time. Legislative Council—31 May, 1894—Bill read third time; 5 June, 1894—Assent reported.
Storm-water Sewers discharging into Johnstone's Bay.	29 ,, ,,	7 June, ,,	.....	.....	12 July, ,,	Recommended as proposed.	„	Legislative Assembly—7 June, 1894—Bill read third time. Legislative Council—7 June, 1894—Bill read second time and passed through all stages; 7 Aug., 1894—Assent reported.
Reservoir at Centennial Park for Sydney Water Supply.	29 ,, ,,	15 ,, ,,	.....	.....	.....	Recommended with an alteration of site.	„	Legislative Assembly—20 Dec., 1894—Bill read third time. Legislative Council—21 Dec., 1894—Bill read third time; 26 Feb., 1895—Assent reported.
Water Supply for Wollongong and the Surrounding Districts.	29 ,, ,,	14 July, ,,	.....	.....	4 Aug., ,, 24 ,, ,,	The Committee found that the Water Supply proposed for the surrounding districts was not needed, and that the estimate of cost for supplying Wollongong might be reduced to £30,000.	Not dealt with.	.....
Second Pipe-line from Walka to Butta, for Hunter River District Water Supply.	29 ,, ,,	28 ,, ,,	.....	.....	16 ,, ,,	Recommended as proposed.	.....	Legislative Assembly—2 Oct., 1895—Bill read third time. Legislative Council—12 Nov., 1895—Bill read third time; 9 Nov., 1895—Assent reported.
Sewerage Works at Cottage Creek.	29 ,, ,,	26 ,, ,,	.....	.....	9 ,, ,,	The estimated cost of this work was £25,000, which provided for a covered sewer; but the Committee found that a cover was not necessary, and that by constructing an open sewer the cost could be reduced by £12,000.	Passed.	Legislative Assembly—2 May, 1895—Bill read third time. Legislative Council—30 May, 1895—Bill read third time; 25 June, 1895—Assent reported.
Water Supply for Lithgow ...	29 ,, ,,	14 Sept., ,,	22 Oct., ,,	24 Oct., ,,	16 Nov., ,,	Recommended as proposed.	„	Legislative Assembly—5 April, 1894—Bill read third time. Legislative Council—18 April, 1894—Bill read third time; 1 May, 1894—Assent reported.
Sewerage Works for Parramatta	29 ,, ,,	22 June, ,,	.....	.....	4 Oct., ,,	The construction of this work the Committee did not recommend, as they were of opinion that the sewage farm included in the scheme was too small for the purpose, and that the sewage should be dealt with by precipitation and filtration, or other effective modern process, at a proposed pumping station at Clay Cliff Creek.	See second reference.	See second reference.

FOURTH COMMITTEE—continued.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Water Supply for Armidale ...	29 Mar., 1892	15 Sept., 1892	12 Oct., 1892	20 Oct., 1892	16 Nov., 1892	Recommended as proposed.	Passed.	Legislative Assembly—22 May, 1894—Bill read third time. Legislative Council—31 May, 1894—Bill read third time; 5 June, 1894—Assent reported.
Railway from Eden to Bega ...	29 ,, ,,	10 July, ,,	11 Aug., ,,	7 Sept., ,,	26 Oct., ,,	The Committee considered that the resources of the district did not warrant the construction of such an expensive line, but they were of opinion that a cheaply constructed railway might be favourably considered.	Not dealt with.	.....
Railway from Grafton to Lismore.	29 ,, ,,	14 June, ,,	15 June, ,,	10 Aug., ,,	28 Sept., ,,	The Committee decided that, for the present, only the Lismore to Casino section of the proposed railway should be constructed, that the cost should not exceed £6,000 per mile, and that the betterment principle be applied to the land to be served by the proposed line.	,, ,,	.....
Railway from Glen Innes to Inverell.	29 ,, ,,	6 April, ,,	23 April, 1891 (See Third Committee.)	2 June, 1891 (See Third Committee.)	27 May, ,,	The evidence in this case, which was partly inquired into by the Third Committee and partly by the Fourth Committee, showed that the estimated cost of constructing the railway was excessive, and indicated the probability of a serious annual loss in the working of the line. In addition to this, the Committee were not as fully informed as desirable with regard to connecting Inverell not only with the Great Northern Railway but with the coast, a matter of considerable importance in the inquiry. The Committee therefore did not recommend that the railway should be constructed.	See second reference.	.....
Railway from Jerilderie to Deniliquin.	29 ,, ,,	31 May, ,,	2 June, 1892	23 June, 1892	18 Aug., ,,	The Committee were of opinion that the consideration of this proposed work should be postponed until it should be determined by Parliament as a matter of public policy to purchase the Deniliquin to Moama Railway.	Not dealt with.	.....
Lunatic Asylum at Kenmore, near Goulburn (second reference).	31 ,, ,,	12 July, ,,	.....	.....	24 ,, ,,	Recommended as proposed.	Passed.	Legislative Assembly—18 October, 1894—Bill read third time. Legislative Council—1 November, 1894 Bill read third time; 14 November, 1894—Assent reported.
Railway from Glen Innes to Inverell (second reference).	27 Oct., ,,	17 Nov., ,,	23 Nov., ,,	13 Dec., ,,	10 Jan., 1893	The Committee considered it expedient this railway should be constructed, provided that the cost did not exceed £7,000 per mile, that special local rates were charged until the railway paid working expenses and interest on cost of construction, and that the betterment principle was applied to the land served by the railway.	Negatived.	Legislative Assembly—18 April, 1894—Bill read third time. Legislative Council—7 June 1894—Bill negatived on motion for second reading.
Waterworks for the town of Junee.	2 Feb., 1893	14 Feb., 1893	15 Feb., 1893	28 Feb., 1893	14 Mar., ,,	The Committee recommended that the proposed works should be carried out, conditionally on the Railway Commissioners entering into an agreement for a period of not less than ten years to pay a minimum of £1,900 per annum for water supplied for railway purposes at Junee and Bethungra.	Passed.	Legislative Assembly—4 April, 1894—Bill read third time. Legislative Council—18 April, 1894—Bill read third time; 1 May, 1894—Assent reported.

FOURTH COMMITTEE—*continued.*

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Railway from Narrabri to Moree.	1 Nov., 1893	14 Nov., 1893	15 Nov., 1893	5 Dec., 1893	12 Jan., 1894	Recommended as proposed, with the condition that the work be not undertaken until a Betterment Act is passed.	Passed.	Legislative Assembly—20 March, 1895—Bill read third time. Legislative Council—4 April, 1895—Bill read third time; April—Assent reported.
Sewerage Works for Parramatta (second reference).	1 Feb., 1894	7 Feb., 1894	.....	.....	22 Mar., "	The Committee decided that it was not expedient the proposed works should be carried out, for the reasons that the scheme had not been adequately considered, and that, according to the evidence, Parramatta was neither willing nor able to pay the rate necessary to provide the interest on the expenditure, and did not want the proposed works.	See Sixth Committee.	.....
Deviation to avoid the Lithgow Zigzag.	25 Jan., "	6 Mar., "	.....	.....	16 April, "	The Committee were of opinion that as the professional evidence, as well as much of the evidence generally, indicated that the proposed deviation was not a matter of urgency, it was not expedient the work should be carried out.	Not dealt with.	.....
Railway from Temora to Wyalong.	29 Mar., "	9 April, "	9 April, 1894	24 April, 1894	28 May, "	The Committee were of opinion that owing to the uncertainty of the permanence of the Wyalong goldfield, the decision upon the proposed Railway should be deferred for six months.	See Fifth Committee.	.....
Removal of Pyrmont and Glebe Island Bridges.	25 Jan., "	11 " "	.....	.....	25 June, "	The Committee negated the Departmental scheme, but recommended that when renewal becomes necessary the existing bridges at Darling Harbour and Glebe Island should be replaced by timber structures of a kind specified in their report, which report, however, in consequence of the sudden dissolution of Parliament was not presented to the Legislative Assembly.	" "	.....

FIFTH COMMITTEE—FROM 19 SEPTEMBER, 1894, TO 5 JULY, 1895, TO 17 JUNE, 1898.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHERY, Vice-Chairman.
The Honorable WILLIAM JOSEPH TRICKETT.

The Honorable JAMES HOSKINS.
The Honorable JOHN DAVIES, C.M.G.

The Honorable CHARLES JAMES ROBERTS, C.M.G.

LEGISLATIVE ASSEMBLY.

* VARNEY PARKES, Esquire, Chairman.
* THOMAS THOMSON EWING, Esquire, Chairman.
JAMES HAYES, Esquire.
ROBERT HENRY LEVIEN, Esquire.

JOHN MOORE CHANTER, Esquire.
CHARLES ALFRED LEE, Esquire.
JAMES GORMLY, Esquire.
EDMUND WILLIAM MOLESWORTH, Esquire.

* On 15th November, 1894, Varney Parkes, Esquire, resigned his seat on the Committee, and on 20th November, 1894, Thomas Thomson Ewing, Esquire, was elected Chairman.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Removal of Pymont and Glebe Island Bridges (second reference).	27 Sept., 1894	3 Oct., 1894	.....	.....	21 Nov., 1894	The Committee recommended that the Pymont Bridge be replaced by a timber bridge, with steel span, to cost £82,500; the Glebe Island Bridge, they decided, did not at present require renewal.	.....	Legislative Assembly—8 May, 1895—Motion in Committee to bring in a Bill.
Railway from Jerilderie to Berri-gan.	18 Dec., ,,	19 Dec., ,,	8 Jan., 1895	22 Jan., 1895	28 Feb., 1895	The construction of this railway was recommended, with the condition that the estimated cost, £2,000 per mile, should include goods and grain sheds, engineering charges, and all contingencies.	Passed.	Legislative Assembly—7 May, 1895—Bill read third time. Legislative Council—12 June, 1895—Bill read third time; 25 June, 1895—Assent reported.
Railway from Parkes to Condobolin.	6 Mar., 1895	7 Mar., 1895	19 Mar., ,,	3 April, ,,	21 May, ,,	In this inquiry the Committee, while considering it expedient the railway should be constructed, resolved that the cost should not exceed £2,100 per mile, including the cost of land resumption.	,,	Legislative Assembly—27 June, 1895—Bill read third time. Legislative Council—3 July, 1895—Bill read third time; 14 August, 1895—Assent reported.
Railway from Temora to Wyalong (second reference).	7 ,, ,,	17 May ,,	5 June, ,,	19 June, ,,	27 June, ,,	The Committee negatived this proposed work, being of opinion that at the present time there is no justification for the construction of this railway, and that the prospects of Wyalong's future are not such as to lead them to conclude that the line should be built in anticipation of what may be the condition of the gold-field and the district some years hence.	Not dealt with.	.....
Harbour Improvements at Newcastle.	14 ,, ,,	20 Mar. ,,	28 Mar., ,,	9 April, ,,	16 May, ,,	In this inquiry the Committee recommended a modification of the works proposed by the Department and an additional work, the cost of the works as recommended by the Committee being about the same as that of the works proposed by the Department.	Passed.	Legislative Assembly—17 September, 1895—Bill read third time. Legislative Council—6 November, 1895—Bill read third time; 13 November, 1895—Assent reported.
Tramway from Woolwich to the Field of Mars Common.	20 June, ,,	25 June ,,	.....	.....	Inquiry not-completed.	.....	Withdrawn.	Motion to refer work to Sixth Committee negatived—11 December, 1895.

SIXTH COMMITTEE—FROM 11 DECEMBER, 1895 (STILL IN OFFICE.)

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHERY, Vice-Chairman.
 *The Honorable JOHN DAVIES, C.M.G.
 The Honorable WILLIAM JOSEPH TRICKETT.

The Honorable JAMES HOSKINS.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 *The Honorable DANIEL O'CONNOR.

LEGISLATIVE ASSEMBLY.

THOMAS THOMSON EWING, Esquire, Chairman.
 HENRY CLARKE, Esquire.
 CHARLES ALFRED LEE, Esquire.
 JOHN LIONEL FEGAN, Esquire.

* ANGUS CAMERON, Esquire.
 THOMAS HENRY HASSALL, Esquire.
 GEORGE BLACK, Esquire.
 FRANCIS AUGUSTUS WRIGHT, Esquire.

*FRANK FARNELL, Esquire.

* Since the appointment of the Committee vacancies were caused by the decease of the Honorable John Davies, C.M.G., and Angus Cameron, Esquire. These were subsequently filled by the appointment of the Honorable Daniel O'Connor, and Frank Farnell, Esquire.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Deviation at Locksley, Great Western Railway.	11 Dec., 1895	12 Dec., 1895	13 Dec., 1895	14 Dec., 1895	17 Dec., 1895	Recommended as proposed	Passed.	Legislative Assembly—17 December, 1895—Bill passed through all its stages. Legislative Council—18 December, 1895—Bill passed through all its stages.
Water Supply for the Town of Tamworth.	11 Dec., 1895	17 Dec., 1895	8 Jan., 1896	16 Jan., 1896	30 Jan., 1896	The Committee recommended that the proposed work should be carried out, with the proviso that the capacity of the storage reservoir be increased from 35,000,000 to 50,000,000 gallons.	Passed.	Legislative Assembly—27 October, 1896—Bill read third time. Legislative Council—4 November, 1896—Bill read third time; 11 November, 1896—Assent reported.
Electric Tramway from Circular Quay, Sydney, to the Redfern Railway Station; and also along Harris-street to the intersection of John-street.	11 Dec., 1895	18 Mar., 1896	.....	.....	8 May, 1896	Recommended as proposed	Passed.	Legislative Assembly—2 September, 1896—Bill read third time. Legislative Council—10 September, 1896—Bill read third time; 16 September, 1896—Assent reported.

SIXTH COMMITTEE--continued.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
10—E* Erection of Buildings at Rookwood for Infirm and Destitute Persons.	11 Dec., 1895	21 Jan., 1896	.....	.....	13 Mar., 1896	In this case the Committee deemed it inexpedient that the proposed buildings should be erected, but they recommended that the inmates of the Asylums in Macquarie, George, and Harris Streets, Parramatta, be removed as speedily as possible, and that the healthy destitute be housed at Rookwood and Liverpool; and further that suitable accommodation be provided near Campbelltown on available Crown lands for the chronic and acute sick.	Not dealt with.	.....
Additions to the Treasury Building.	18 ,, ,,	9 ,, ,,	.....	.....	17 July, ,,	Recommended as proposed	Passed.	Legislative Assembly—2 September, 1896—Bill read third time. Legislative Council—16 September, 1896—Bill read third time; 22 September, 1896—Assent reported.
Construction of Locks and Weirs on the River Darling.	19 ,, ,,	12 May, ,,	15 June, 1896	7 July, 1896	31 ,, ,,	Negatived	Not dealt with.	.....
Railway from Tamworth to Manila.	11. ,, ,,	20 Feb., ,,	17 Mar., ,,	31 Mar., ,, 19 June, ,,	1 Oct., ,,	.....	Passed.	Legislative Assembly—4 November, 1896—Bill read third time. Legislative Council—11 November, 1896—Bill read third time; 13 November, 1896—Assent reported.
Railway from Nevertire to Warren.	11 ,, ,,	21 April, ,,	6 May, ,,	14 May, ,,	20 May, ,,	Recommended as proposed	,,	Legislative Assembly—13 August, 1896—Bill read third time. Legislative Council—27 August, 1896—Bill read third time; 9 September, 1896—Assent reported.
Railway from Berrigan to Finley.	28 May, 1896	5 June, ,,	14 July, ,,	28 July, ,,	19 Aug., ,,	The Committee recommended that this work should be carried out, with the proviso that the cost should not exceed £2,000 per mile.	,,	Legislative Assembly—27 October, 1896—Bill read third time. Legislative Council—4 November, 1896—Bill read third time; 11 November, 1896—Assent reported.
Improvement of Cook's River..	28 ,, ,,	16 ,, ,,	.....	.....	24 July, ,,	As recommended by the Committee the construction of the proposed works would involve an expenditure of £15,000, a reduction on the Departmental estimate of £25,000, and which, in their opinion, would meet the requirements of the case.	Not dealt with.	.....

Supplementary Report.

SIXTH COMMITTEE—*continued.*

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Railway from Moree to Inverell	26 Aug., 1896	1 Sept., 1896	29 Sept., 1896	15 Oct., 1896	21 April, 1897	The Committee resolved that it was expedient this railway should be carried out.	Passed.	Legislative Assembly—11 August, 1897—Bill read third time. Legislative Council—21 October, 1897—Bill read third time; 27 October, 1897—Assent reported.
Construction of a Deep-water Harbour at Port Kembla.	20 Oct., ,,	28 Oct., ,,	13 Jan., 1897	25 Jan., 1897	10 Feb., ,,	The Committee were of opinion that the proposed harbour would be rendered sufficiently secure to meet present requirements if the eastern breakwater only were carried out, and the estimated cost reduced by £240,000.	Not dealt with	Legislative Assembly—2 December, 1897—Bill read third time. Legislative Council—8 December, 1897—Second reading moved; Debate adjourned.
Railway from Condobolin to Broken Hill.	1 July, ,,	5 Aug., ,,	19 Aug., 1896	15 Oct., 1896	10 Dec., 1896	The Committee, while having regard to the various aspects of this proposed work, and considering also that the annual loss on the working of the railway would amount to £60,000, were of opinion that it should not, at present, be proceeded with.	„	.....
Sewerage Works for Parramatta (third reference).	10 Nov., ,,	11 Feb., 1897	.....	.....	13 April, 1897	This work was passed by the Committee with the provision that the cost should not exceed the Departmental estimate, and that the carrying out of the work should be subject to a guarantee (by the Municipal Council of Parramatta) of the annual payment required to cover maintenance and interest and redemption of the principal outlay.	„	.....
New Houses of Parliament for the Colony.	„	14 April, ,,	.....	.....	6 Dec., ,,	The Committee recommended the adoption of the scheme submitted by the Government Architect, providing for alterations to the present Parliamentary Buildings, at a cost not exceeding £15,000.	„	.....
Duplicate Main from Prospect to Potts' Hill.	11 Nov., ,,	.....	.....	.....	8 June, ,,	The Committee recommended the amended scheme submitted by the Engineer-in-Chief for Public Works, by which the sides of the canal between Prospect and the Pipe Head Basin would be raised, the canal strengthened, and the 6-foot pipeline between the Basin and Potts' Hill Reservoir duplicated.	Passed.	Legislative Assembly—1 December, 1897—Bill read third time. Legislative Council—7 December, 1897—Bill read third time.

SIXTH COMMITTEE—continued.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
New Bridge at Glebe Island ...	9 June, 1897	16 June, 1897	.....	.....	15 Sept., 1897	The Committee recommended that there be substituted for the existing structure a stone causeway with a central steel swing-span. Recommended as proposed.	Passed.	Legislative Assembly—2 December, 1897—Bill read third time. Legislative Council—9 December, 1897—Bill read third time.
Railway from Redfern to St. James' Road.	30 ,, ,,	13 July, ,,	.....	.....	25 Aug., ,,	.....	Not dealt with	.....
Railway from Condobolin to Euabalong.	5 Aug., ,,	31 Aug., ,,	17 Sept., 1897	26 Oct., 1897	7 Dec., ,,	The Committee negated this proposed work.	,,	.....
Railway from Narrabri to Pilliga.	5 ,, ,,	19 Oct., ,,	22 April, 1898	19 May, 1898	.....	.....	.....	.....
Railway from Byrock to Brewarrina.	5 ,, ,,	1 ,, ,,	11 Feb., ,,	5 April, ,,	.....	.....	.....	.....
Railway from The Rock to Green's Gunyah.	5 ,, ,,	16 Sept., ,,	7 Oct., ,,	26 Oct., 1897	25 Nov., 1897	Recommended as proposed.	Not dealt with	.....
Railway from Coolamon to Ariaah.	5 ,, ,,	23 ,, ,,	7 ,, ,,	26 ,, ,,	18 ,, ,,	The Committee negated this proposed work.	,,	.....
Railway from Warren to Coonamble.	9 Dec., ,,	14 Dec., ,,	14 Mar., ,,	21 April, 1898	29 April, 1898	The Committee negated the proposal for a railway from Warren to Coonamble, but recommended that a survey be made of a route from Dubbo to Coonamble. Recommended as proposed.	,,	.....
Railway from Koorawatha to Grenfell.	9 ,, ,,	20 Dec., 1897	11 Feb., ,,	10 Mar., ,,	1 April, 1898	.....	,,	.....
Railway from Woolabra to Col-larendabri.	9 ,, ,,	9 Mar., 1898	22 April, ,,	19 May, ,,	.....	.....	.....	.....
Railway from Maitland to Taree.	9 ,, ,,	22 Feb., ,,	*14 June, ,,	.....	.....	.....	.....	.....
Railway from the Terminus of the Rosehill Railway to Dural.	9 ,, ,,	5 Jan., ,,	.....	.....	13 April, 1898	The Committee negated this proposed work.	Not dealt with	.....
Harbour Works at Tweed River.	9 ,, ,,	15 Mar., ,,	22 Mar., 1898	2 April, 1898	26 April, 1898	Recommended as proposed.	,,	.....
Harbour Works at Bellinger River.	9 ,, ,,	30 ,, ,,	12 May, ,,	7 June, ,,	.....	.....	.....	.....
Harbour Works at Nambucca River.	9 ,, ,,	14 April, ,,	12 ,, ,,	7 ,, ,,	.....	.....	.....	.....
Harbour Works at Macleay River.	9 ,, ,,	8 Feb., ,,	12 ,, ,,	7 ,, ,,	.....	.....	.....	.....
Harbour Works at Hastings River.	9 ,, ,,	27 April, ,,	*14 June, ,,	.....	.....	.....	.....	.....
Harbour Works at Manning River.	9 ,, ,,	22 Mar., ,,	*14 ,, ,,	.....	.....	.....	.....	.....
Weirs on the River Darling between Bourke and Wilcannia.	9 ,, ,,	.....	.....	.....	.....	.....	.....	.....

* In this instance, the main Committee visited the district, but subsequently resolved themselves into a Sectional Committee.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF PROCEEDINGS.

TUESDAY, 27 APRIL, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

Frederick William Webb, C.M.G., Clerk of the Legislative Assembly, was sworn, and examined.

Francis Walsh, Parliamentary Librarian, was sworn, and further examined.

The Committee adjourned at twenty minutes to 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 28 APRIL, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

Charles Robinson, Principal Shorthand Writer, Debates Staff, Legislative Assembly, was sworn, and examined.

Walter Liberty Vernon, Government Architect, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 29 APRIL, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. C. W. D. Goodchap, Architect, expressing a desire to give evidence in the Committee's inquiry respecting the proposed New Houses of Parliament for the Colony.

The correspondence was received.

The following account was passed for payment:—

John Brereton—Extra clerical assistance in reading and correcting proofs of evidence	£	s.	d.
	2	0	0

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

The Honorable Sir Joseph Palmer Abbott, K.C.M.G., Speaker of the Legislative Assembly; Donald Murray, Reporting Staff, *Sydney Morning Herald*; and Garner Ward, Reporting Staff, *Daily Telegraph*, were sworn, and examined.

The Committee adjourned at a quarter to 4, until 12 o'clock noon on Friday, the following day.

FRIDAY,

FRIDAY, 30 APRIL, 1897.

The Committee met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

Stewart Marjoribanks Mowle, Usher of the Black Rod, Legislative Council, and Sydney Herbert Moodie, Reporting Staff, *Australian Star*, were sworn, and examined.

The Committee adjourned at 1 o'clock, until 2 o'clock p.m. on Tuesday, 4th May.

TUESDAY, 4 MAY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

The Honorable Sir John Lackey, K.C.M.G., President of the Legislative Council, was sworn, and examined.

The Committee proceeded to consider the expediency of constructing a Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply.

Robert R. P. Hickson, Under Secretary, Department of Public Works, was sworn, and examined.

The Committee adjourned at half-past 3, until half-past 11 a.m. on Wednesday, the following day.

WEDNESDAY, 5 MAY, 1897.

The Committee met at the Redfern Railway Station at 11:30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

Accompanied by Mr. H. R. Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, and Mr. J. M. Smail, Engineer, Metropolitan Board of Water Supply and Sewerage, the Committee proceeded by train to Parramatta, and thence in vehicles on a visit of inspection to the Prospect Reservoir, and from the Reservoir, along the course of the canal, to the Pipe-head Basin, in relation to their inquiry respecting the expediency of constructing a Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply.

THURSDAY, 6 MAY, 1897.

The Committee met at the Redfern Railway Station at 1:30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

Accompanied by Mr. H. R. Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, the Committee proceeded by train to Rookwood, and thence on a visit of inspection to Potts' Hill Reservoir, in pursuance of their inquiry respecting the expediency of constructing a Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply.

FRIDAY,

THURSDAY, 13 MAY, 1897.

The Committee met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

John Kirkpatrick, Architect, was sworn, and further examined.

The Committee adjourned at 1 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 14 MAY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. H. N. Leach, Editor, "*Wagga Advertiser*," with reference to accommodation for representatives of the country press in the galleries of the New Houses of Parliament for the Colony.

The correspondence was received.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

John Kirkpatrick, Architect, was sworn, and further examined.

The Committee adjourned at ten minutes past 4, until 2 o'clock p.m. on Tuesday, 18th May.

TUESDAY, 18 MAY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

Frederick Morehouse, Architect, and Albert Edward Shervey, Architect, were sworn, and examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 19 MAY, 1896.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

Albert Edward Shervey, Architect, was sworn, and further examined.

Charles William Donald Goodchap, Architect, was sworn, and examined.

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 20 MAY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

John Kirkpatrick, Architect, was sworn, and further examined.

The Committee further considered the expediency of constructing a Duplicate Main from Prospect to Potts' Hill in connection with Sydney Water Supply.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and further examined.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 21 MAY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

Clarence Backhouse, Architect, was sworn, and examined.

The Committee adjourned at half-past 3, until 12 o'clock noon on Tuesday, 25th May.

TUESDAY, 25 MAY, 1897.

The Committee met at 12 o'clock noon.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply.

John Moore Smail, Engineer, Metropolitan Board of Water Supply and Sewerage, was sworn, and examined.

The Committee adjourned at 1 o'clock, until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY, 26 MAY, 1897.

The Committee met at 12 o'clock noon.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

William Douglas Bear, Superintendent, Metropolitan Fire Brigades, was sworn, and examined.

The Committee adjourned at 1 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 27 MAY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply.

John Moore Smail, Engineer, Metropolitan Board of Water Supply and Sewerage, was sworn, and further examined.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

George David Payne, Architect, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 28 MAY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

George David Payne, Architect, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 1st June.

TUESDAY, 1 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. J. M. Smail, Engineer, Metropolitan Board of Water Supply and Sewerage, with reference to the pressure of water available in connection with any outbreak of fire at Parliament House, and to the water supply at the Lands and Survey Office.

The correspondence was received.

The Committee further considered the expediency of constructing a Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply.

William Douglas Bear, Superintendent, Metropolitan Fire Brigades, was sworn, and examined.

Mr. Trickett gave notice that he would move, at the next meeting of the Committee:—"That the Committee proceed to consider the evidence on the proposed construction of a Duplicate Main from Prospect to Potts' Hill, with a view to reporting on the subject to the Legislative Assembly."

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 2 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from Mr. W. D. Bear, Superintendent, Metropolitan Fire Brigades, with reference to appliances in asylums and warehouses for extinguishing fire.

The correspondence was received.

The Chairman reported that the Honorable the Speaker had made a request for a copy of the evidence given by Mr. W. D. Bear, in the Committee's inquiry respecting the proposed new Houses of Parliament for the Colony.

Mr. Wright moved,—“That a copy of such of the evidence as refers to the safety of the Parliamentary Buildings from fire be supplied as requested.”

The motion was seconded by Mr. Humphery, and passed.

The Committee further considered the expediency of erecting new Houses of Parliament for the Colony.

Clarence Backhouse, Architect, was sworn, and further examined.

Mr. Trickett's notice of motion for the consideration of the evidence in the Committee's inquiry relating to the proposed Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply, was postponed.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 3 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and examined.

Mr. Trickett moved,—“That the Committee proceed to consider the evidence on the proposed Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Wright, and passed.

Mr. Trickett moved,—“That, in the opinion of the Committee, it is not expedient the proposed Duplicate Main from Prospect to Potts' Hill, referred to the Committee by the Legislative Assembly, be carried out, but they recommend that the amended scheme submitted by the Engineer-in-Chief for Public Works, by which the sides of the canal between Prospect and the Pipe-head Basin shall be raised, the canal strengthened, and the 6-foot pipe-line between the Basin and Potts' Hill reservoir duplicated, be adopted, at a cost of £109,317.”

Mr. Hassall seconded the motion.

The debate was adjourned.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 4 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Secretary laid before the Committee diagrams showing increase in pumped water, 1888-1896, forwarded by Mr. J. M. Smail, in relation to his evidence in the Committee's inquiry, respecting the proposed Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply. The document was received.

The Committee further considered the expediency of constructing a Duplicate Main from Prospect to Potts' Hill, in connection with the Sydney Water Supply.

The adjourned debate upon Mr. Trickett's motion—"That, in the opinion of the Committee, it is not expedient the proposed Duplicate Main from Prospect to Potts' Hill, referred to the Committee by the Legislative Assembly, be carried out; but they recommend that the amended scheme submitted by the Engineer-in-Chief for Public Works, by which the sides of the canal between Prospect and the Pipe-head Basin shall be raised, the canal strengthened, and the 6-foot pipe-line between the Basin and Potts' Hill reservoir duplicated, be adopted, at a cost of £109,317"—was resumed.

The motion was passed.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Duplicate Main from Prospect to Potts' Hill.

Clauses 1 and 2 were passed, and the further consideration of the Report was adjourned.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 8th June.

TUESDAY, 8 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,		Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
James Morris—Hire of vehicles in connection with the Committee's inquiry respecting the proposed Duplicate Main from Prospect to Potts' Hill... ..	6	0	0
George Baumann—Expenses connected with Committee's visit of inspection to Prospect and Potts' Hill	4	19	6
John Fairfax & Sons (<i>Sydney Morning Herald</i>)—Advertising	2	0	6
Total... ..	£13	0	0

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

William Martin, Architect, was sworn, and examined.

The Committee further considered their Report to the Legislative Assembly on the proposed Duplicate Main from Prospect to Potts' Hill.

The remaining clauses of the Report were passed, the Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 9 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,		Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

The Honorable Sir Arthur Renwick, M.D., M.L.C., President of the Sydney Hospital Board, was sworn, and examined.

G. J. Oakeshott, Draftsman, Government Architect's Branch, Department of Public Works, was examined informally, and instructed to prepare for the information of the Committee a statement showing what might be done to improve the present Houses of Parliament.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 10 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

Edward Harold Binney, M.D., Medical Superintendent, Sydney Hospital, was sworn, and examined.

Charles Robinson, Principal Shorthand Writer, Debates Staff, Legislative Assembly, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 11 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Clerk of the Legislative Assembly, informing the Committee of the passing, by the Legislative Assembly, of a resolution, referring to the Committee, for consideration and report, the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

The correspondence was received.

The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

Edward Henry Silberstein Von Arnheim, Acting Deputy Master, Sydney Branch of the Royal Mint, and George John Oakeshott, Draftsman, Government Architect's Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 15th June.

TUESDAY, 15 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Secretary of the Sydney Hospital, forwarding on behalf of the Honorable Sir Arthur Renwick, M.L.C., information asked for by the Committee in connection with the evidence given by Sir Arthur Renwick in the Committee's inquiry respecting the proposed New Houses of Parliament for the Colony.

The correspondence was received.

The following accounts were passed for payment:—

	£	s.	d.
Knight and Von Reiben (<i>Barrier Miner</i>)—Advertising
Turner and Henderson—Stationery
Total
	£1	1	6

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The Committee further considered the expediency of erecting New Houses of Parliament for the Colony.

George John Oakeshott, Draftsman, Government Architect's Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 16 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Robert R. P. Hickson, Under Secretary for Public Works, and Ernest Macartney de Burgh, M.I.C.E., Assistant Engineer for Bridges, Department of Public Works, were sworn, and examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 17 JUNE, 1897.

The Committee met at Prince's Stairs, Circular Quay, at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

Accompanied by Mr. E. M. de Burgh, Assistant Engineer for Bridges, and Mr. P. Allan, Draftsman-in-Charge, Roads and Bridges Branch, Department of Public Works, the Committee proceeded by steam launch on a visit of inspection to Glebe Island, where, in connection with their inquiry respecting the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure, they examined the condition of the present bridge, and witnessed the kind of traffic passing over the structure; in this manner, as far as practicable, ascertaining the defects in the bridge. They visited also Blackwattle, Roselle, and Johnstone's Bays, and by observation and the aid of charts, showing soundings, acquainted themselves with the facilities offered in that part of the harbour for a shipping trade, connected with which a suitably-constructed bridge between Pyrmont and Glebe Island is regarded as necessary.

FRIDAY, 18 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Ernest Macartney de Burgh, Assistant Engineer for Bridges, was sworn, and further examined.

Stephen Edward Perdriau, Surveyor, Department of Lands, and Gerald Harnett Halligan, Chief Surveyor, Harbours and Rivers Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at fifteen minutes to 4, until 2 o'clock p.m. on Wednesday, 23rd June.

WEDNESDAY

WEDNESDAY, 23 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Trickett moved,—“That the Members of the Parliamentary Standing Committee on Public Works desire to place on record their extreme regret for the sudden and untimely decease of the late E. M. G. Eddy, Esquire, Chief Commissioner for Railways for New South Wales, and to express their sense of the loss to the community of so able and energetic an administrator of the railway system of the Colony.”

The motion was seconded by Mr. Clarke, and passed.

The Committee further considered the expediency of erecting new Houses of Parliament for the Colony.

George John Oakeshott, Draftsman, Government Architect's Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until half-past 11 o'clock a.m. on Thursday, the following day.

THURSDAY, 24 JUNE, 1897.

The Committee met at 11.30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Joseph Sorrie, offering to give evidence in the Committee's inquiry respecting the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

The correspondence was received.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Captain John Jackson, Manager of Public Wharfs, made an affirmation, and was examined.

The Committee adjourned at half-past 12, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 25 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Gilbert Curtis Murdoch, Mayor of Balmain, and Osborne Hickey Chidgey, Alderman of Balmain, were sworn, and examined.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Tuesday, 29th June.

TUESDAY,

TUESDAY, 29 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Henry Brisbane Swan, Alderman of Balmain, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 30 JUNE, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. John Lyall, with reference to the Committee's inquiry respecting the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

The correspondence was received.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

George Waddy Shelley, Inspector, Glebe Island Abattoirs, and Joseph Levy, Carcase Butcher, Glebe Island, were sworn, and examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 1 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

John Ashburton Thompson, M.D., President of the Board of Health, was sworn, and examined.

Ernest Macartney de Burgh, Assistant Engineer for Bridges, Department of Public Works, was sworn, and further examined.

Alexander Brown Portus, Superintending Engineer for Dredges, Department of Public Works, was sworn, and examined.

The Committee adjourned at six minutes past 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 2 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from the Clerk of the Legislative Assembly informing the Committee of the passing by the Legislative Assembly of a resolution, referring to the Committee for consideration and report, "the expediency of extending the Railway System of the Colony from the present terminus at Redfern into the city, including the erection of a large central station in the north-western division of the Park fronting St. James' road."

The correspondence was received.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

William Henry Austin, Carcase Butcher, Glebe Island, and Daniel Sheehy, Shipwright and Contractor, Glebe, were sworn, and examined.

The Committee adjourned at five minutes to 4, until 2 o'clock p.m. on Tuesday, 6th July.

TUESDAY, 6 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from Mr. G. D. Payne, asking to be remunerated in return for the evidence given by him in the Committee's inquiry respecting the expediency of erecting New Houses of Parliament for the Colony.

It was decided that the request be not acceded to.

The following accounts were passed for payment :—

	£	s.	d.
George Robertson and Co.—Office requisites	2	2	6
George Baumann—Expenses connected with the Committee's inquiry respecting the proposed New Bridge at Glebe Island	2	7	6
Total	£4	10	0

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Henry Macnamara, junior, Carcase Butcher, and Walter Cummin Macdougall, Proprietor, *Balmain Observer*, were sworn, and examined.

Stephen Edward Perdriau, Surveyor, Department of Lands, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 7 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment :—

	s.	d.
<i>Australian Star</i> —Advertising	10	0
<i>Daily Telegraph</i>	9	0
Total	19	0

The

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Henry Daly was sworn, and examined.

The Committee adjourned at fifteen minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 8 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and examined.

The Committee adjourned at five minutes to 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 9 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Alexander Martin Milne, Alderman and Ex-Mayor of Balmain, was sworn, and examined.

Ernest Macartney de Burgh, Assistant Engineer for Bridges, Department of Public Works, was sworn, and further examined.

The Committee adjourned at fifteen minutes to 4, until 2 o'clock p.m. on Tuesday, 13th July.

TUESDAY, 13 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from William Greenwood, M.I.C.E., Norman Selfe, M.I.C.E., and W. Hammond, expressing a desire to give evidence in the Committee's inquiry respecting the proposed Extension of the Railway from Redfern to St. James'-road.

Letters from J. F. Weeden, M.I.C.E., and W. S. Clarke, with reference to the subject of railway extension into the City of Sydney.

Letter from E. Forsyth, Council Clerk, Borough of Willoughby, forwarding a copy of a resolution passed by the Borough Council, on the subject of railway extension into the City of Sydney, and, on behalf of the Council, protesting against any portion of Hyde Park being used for railway purposes.

The correspondence was received.

The Committee proceeded to consider the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

The Secretary read from the Votes and Proceedings of the Legislative Assembly of 30th June, 1897, the resolution of the Assembly referring the proposed work to the Committee for consideration and report.

It was decided to adopt the evidence and appendices published with the Report of the Royal Commission on City Railway Extension, dated 1st June, 1897, and to add them to the published proceedings of the Committee in the present inquiry.

Charles

Charles Lyne, Secretary to the Committee, Robert R. P. Hickson, Under-Secretary, Department of Public Works, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 14 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 15 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. J. G. Hay, expressing a desire to give evidence in the Committee's inquiry respecting the proposed extension of the railway from Redfern to St. James'-road.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Parry, Out-door Traffic Superintendent of Southern Lines, Department of Railways, and Stephen Edward Perdriau, Surveyor, Department of Lands, were sworn, and examined.

The Committee adjourned at 4 o'clock, until a quarter-past 2 o'clock p.m. on Friday, the following day.

FRIDAY, 16 JULY, 1897.

The Committee met at Redfern Railway Station at 2.15 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Town Clerk, Sydney, stating that His Worship the Mayor had been requested by the City Council to express before the Committee the protest of the Council against the resumption of a portion of Hyde Park for railway purposes.

The correspondence was received.

Accompanied by Mr. John Parry, Out-door Traffic Superintendent for Southern Lines, Department of Railways, the Committee, in pursuance of their inquiry respecting the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road, then made an inspection of the Redfern Station and yard, and also of the tunnel and its approaches, with a view to further acquainting themselves with the difficulties experienced at Redfern in the working of the railway traffic.

TUESDAY,

TUESDAY, 20 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. S. Frankel, Secretary, Great Synagogue, Elizabeth-street, expressing a desire to give evidence in the Committee's inquiry respecting the proposed extension of the railway from Redfern to St. James'-road.

Letter from Mr. Thomas Brown, M.P., offering to appear before the Committee in support of a scheme for the extension of the railway from Redfern into the city, submitted by him to the late Royal Commission on City Railway Extension.

Letter from Mr. Victor A. E. Nissen, General Post Office, with reference to the question of extending the railway into the city.

Letter from the Mayor of North Sydney, requesting that the Committee, in considering the question of extending the railway from Redfern into the city, should give due regard to the interests of North Sydney.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Norman Selfe, M.I.C.E., M.I.M.E., and Isaac Ellis Ives, Mayor of Sydney, were sworn and examined.

The Committee adjourned at a quarter-past 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 21 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large central station in the north-western division of the Park, fronting St. James'-road.

William Greenwood, M.I.C.E., was sworn, and examined.

The Committee adjourned at eight minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 22 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Assistant Town Clerk, Sydney, stating that Alderman Jeanneret desired to give evidence in the Committee's inquiry respecting the proposed extension of the railway from Redfern to St. James'-road.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Norman Selfe, M.I.C.E., M.I.M.E., was sworn, and further examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 23 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from William Neilley, with plans, recommending to the notice of the Committee a scheme for extending the railway from Redfern into the city.

Letter from W. E. H. Hammond, describing a scheme recommended by him for extending the railway into the city.

Letters from Norman Selfe and J. Horbury Hunt, asking for plans in connection with the Committee's inquiry respecting the proposed extension of the railway from Redfern to St. James'-road.

Letter from M'Arthur & Co., forwarding for the inspection of the Committee a framed photograph of Manchester Central Railway Station.

Letter from the Secretary, Metropolitan Board of Water Supply and Sewerage, asking to be supplied for the Board's library with a complete set of the Committee's reports on the various works referred to them by the Legislative Assembly.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Edmund Compton Batt, Simeon Frankel, Secretary, Great Synagogue, Elizabeth-street, and Alderman Charles Edward Jeanneret, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 27th July.

TUESDAY, 27 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from Mr. Thomas Brown, M.P., with reference to his giving evidence before the Committee in their inquiry respecting the proposed extension of the railway from Redfern to St. James'-road.

Letter from Mr. J. F. Weedon, M.I.C.E., stating that certain plans and papers relating to a scheme of his for extending the railway from Redfern into the city would be forwarded to the Committee.

Letter from Mr. A. C. Brown with details of a scheme for railway and tramway extension.

Statement from Mr. J. G. Hay with reference to Hyde Park.

Return supplied by Mr. J. Parry, Outdoor Traffic Superintendent, Department of Railways, showing the number of trains and engines arriving in Sydney between 11 a.m. and 1 p.m. on Saturday, 17th July, 1897.

The correspondence was received.

The following accounts were passed for payment :—

	£	s.	d.
Department of Lands—Cost of rollers for map	0	11	6
Aerated Bread Co.—Expenses connected with visit of Committee to Prospect and Potts' Hill	2	12	6
<i>Evening News</i> —Advertising	0	15	0
<i>Sydney Morning Herald</i> —Advertising	0	9	6
Total	£4	8	6

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, and the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Norman Selfe, M.I.C.E., M.I.M.E., Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, and Stephen Edward Perdriau, Surveyor, Department of Lands, were sworn, and further examined.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 28 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from the Hon. James Norton, LL.D., M.L.C., expressing a desire to give evidence in the Committee's inquiry respecting the proposed extension of the railway from Redfern to St. James'-road.

Letter from Mr. Adam Martin, suggesting that in the event of the proposed extension of the railway from Redfern to St. James'-road being carried out, the earth excavated from the Park be used for the filling in of the upper part of Darling Harbour.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony, from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Albert Christopher Brownen, Licensed Victualler, and José Guillermo Hay, Land Agent, were sworn, and examined.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

The Secretary read the following correspondence :—

Letters from Mr. Edward J. H. Knapp, and Mr. S. J. Law, M.P., expressing a desire to give evidence in the Committee's inquiry respecting the Glebe Island Bridge.

The correspondence was received.

The Committee adjourned at five minutes to 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 29 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

The Hon. James Norton, LL.D., M.L.C., Chairman of the Trustees of Hyde Park, and David Kirkcaldie, Chief Traffic Manager, Department of Railways, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 30 JULY, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

The Hon. Charles Gilbert Heydon, Q.C., M.L.C., William Edward Hargrave Hammond, Builder, and Myles McRae, Produce Merchant, were sworn, and examined.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Tuesday, 3rd August.

TUESDAY,

TUESDAY, 3 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Thomas Brown, Esq., M.P., and William Henry Flavelle, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 4 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. N. Selge, asking to be supplied with sections of the map of the City of Sydney, in connection with his evidence before the Committee in their inquiry respecting the proposed extension of the Railway from Redfern to St. James'-road.

Letter from Mr. G. Pile, expressing a desire to give evidence in the Committee's inquiry respecting the proposed extension of the Railway from Redfern to St. James'-road.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Varney Parkes, Esq., M.P., was sworn, and examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 5 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter, with sketch plan, from E. H. Basson, describing a scheme for the extension of the railway into the city.

Letters published in the *Daily Telegraph* of the 9th and 19th of July, describing a scheme for extending the railway into the city, and signed Charles Fry, forwarded by him, with a sketch plan, for the information of the Committee.

Letters from A. C. Brownen, with reference to the evidence given by him in the Committee's inquiry respecting the proposed extension of the Railway from Redfern to St. James'-road.

Letter from the Council Clerk, Strathfield, informing the Committee, under instructions from the Mayor, that the majority of the ratepayers of the borough are in favour of the decision arrived at by the Royal Commission on City Railway Extension.

Letter from W. Sandford, Lithgow, in support of the proposed extension of the Railway from Redfern to St. James'-road.

Letter from the Hon. Secretary of the Grong Grong to Warri Railway League, with reference to the proposed Railway from Coolamon to Ariah.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Cash Neild, Esq., M.P., was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 6 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Horbury Hunt, Architect, and Alexander Wilson were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 10th August.

TUESDAY, 10 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Clerk of the Legislative Assembly, informing the Committee of the passing by the Legislative Assembly of resolutions referring to the Committee for consideration and report the following proposed public works:—

- A line of Railway from Condobolin to Euabalong;
- A line of Railway from Narrabri to Pilliga;
- A line of Railway from Byrock to Brewarrina;
- A line of Railway from The Rock to Green's Gunyah;
- A line of Railway from Coolamon to Ariaah.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Musson, Civil Engineer, and Leighton Kesteven, M.R.C.S., were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 11 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from Messrs. J. Horbury Hunt, J. G. Hay, and J. C. Neild, M.P., with reference to evidence given by them in the Committee's inquiry respecting the proposed extension of the Railway from Redfern to St. James'-road.

Letter from Mr. W. Moyes, C.E., Cables Siding, G.S.R., in relation to the proposed extension of the Railway into the City, and describing a scheme for a circular railway.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Yelverton Mills was sworn, and examined.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 12 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, and John Parry, Outdoor Traffic Superintendent of Southern Lines, Department of Railways, were sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 13 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Edward William Knox and the Hon. William Robert Campbell, M.L.C., were sworn, and examined.

Mr. Lee gave notice that he would move at the meeting of the Committee on Friday, 20th instant,—
 "That the Committee proceed to consider the evidence on the proposed extension of the railway system from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road, with a view to reporting on the subject to the Legislative Assembly."

The Committee adjourned at ten minutes past 4, until 2 o'clock p.m. on Tuesday, 17th August.

TUESDAY, 17 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Thomas Clark, Walgett, with reference to the proposed Railway from Narrabri to Pilliga.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Edward James Howes Knapp, Surveyor, William McIntyre, Chief Electoral Officer, Chief Secretary's Department, and Oswaid McMaster, Contractor, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 18 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Oscar Garibaldi Roberts was sworn, and examined.

John Horbury Hunt was sworn, and further examined.

John Upward, Mayor of Ashfield, was sworn, and examined.

John Cash Neild, Esq., M.P., was sworn, and further examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 19 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. D. Kirkcaldie, Chief Traffic Manager, Department of Railways, stating in connection with his evidence in the Committee's inquiry respecting the proposed extension of the Railway from Redfern to St. James's-road, the total cost of the railway accident at Redfern on 31st October, 1894.

Letter from E. J. H. Knapp, with reference to his evidence given in the Committee's inquiry respecting the proposed extension of the Railway from Redfern to St. James'-road.

Letter from the Treasurer of the Borough of Parramatta, with reference to the Committee's report on the proposed Sewerage Works for Parramatta.

The correspondence was received.

The Committee further considered the expediency of extending the Railway System of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Stephen Edward Perdriau, Surveyor, Department of Lands, and John Cash Neild, Esq., M.P., were sworn, and further examined.

The Committee adjourned at ten minutes past 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 20 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, and David Kirkcaldie, Chief Traffic Manager, Department of Railways, were sworn, and further examined.

Mr. Lee's notice of motion was postponed.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Tuesday, 24th August.

TUESDAY, 24 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from Mr. Norman Selfe, with reference to his evidence before the Committee in their inquiry respecting the proposed extension of the Railway from Redfern to St. James'-road.

Newspaper extract describing a scheme for city railway extension by A. Geoffrey Eager, forwarded by him to the Department of Public Works, and referred by that Department to the Committee. The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Cash Neild, Esq., M.P., and Stephen Edward Perdriau, Surveyor, Department of Lands, were sworn, and further examined.

Mr. Lee moved,—“That the Committee proceed to consider the evidence on the proposed extension of the railway system from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Humphery, and passed.

Mr. Lee moved,—“That, in the opinion of the Committee, it is expedient the proposed extension of the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road, as referred to the Committee by the Legislative Assembly, be carried out.”

Mr. Humphery seconded the motion.

Mr. Black moved,—“That the motion be amended by the omission of all the words after the word ‘expedient’ with a view to the insertion in their place of the following words :—

- ‘(a) for the safety of the public and railway officials that the Redfern station should be altered by removing the railway workshops and carriage-sheds to some more convenient position, by a deviation of the Darling Harbour traffic, by the resumption of land on the western side of the line between Redfern and Eveleigh, or by such other means as may afterward suggest themselves ;
- ‘(b) for the convenience of the public an extension to the city should be made by means of viaduct and tunnels to some site which would permit, when necessary, of a connection with the Milson's Point line, providing in this way an entrance to the City for the northern traffic, and a loop-line to Redfern.’”

Mr. O'Connor seconded the amendment.

The debate was adjourned.

The Committee adjourned at five minutes past 4, until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY, 25 AUGUST, 1897.

The Committee met at 12 o'clock noon.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from William Arthur, Balmain, offering to send to the Committee a rough sketch plan of a railway extension into the City.

The correspondence was received.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

The adjourned debate on Mr. Lee's motion,—“That, in the opinion of the Committee, it is expedient the proposed extension of the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road, as referred to the Committee by the Legislative Assembly, be carried out,”—

Upon

Upon which Mr. Black had moved,—“That the motion be amended by the omission of all the words after the word ‘expedient’ with a view to the insertion in their place of the following words:—

- ‘(a) for the safety of the public and railway officials that the Redfern Station should be altered by removing the railway workshops and carriage sheds to some more convenient position, by a deviation of the Darling Harbour traffic, by the resumption of land on the western side of the line between Redfern and Eveleigh, or by such other means as may afterwards suggest themselves ;
- ‘(b) for the convenience of the public an extension to the city should be made by means of viaduct and tunnels to some site which would permit, when necessary, of a connection with the Milson’s Point line, providing, in this way, an entrance to the city for the northern traffic and a loop line to Redfern’”—was resumed.

The amendment was negatived on the following division upon the question,—“That the words proposed to be omitted stand part of the question” :—

Ayes, 11.	Noes, 2.
Mr. Ewing, Mr. Humphery, Mr. Hoskins, Mr. Roberts, Mr. Trickett, Mr. Clarke, Mr. Lee, Mr. Fegan, Mr. Hassall, Mr. Wright, Mr. Farnell.	Mr. O’Connor, Mr. Black.

The motion was passed in the following division:—

Ayes, 11.	Noes, 2.
Mr. Ewing, Mr. Humphery, Mr. Hoskins, Mr. Roberts, Mr. Trickett, Mr. Clarke, Mr. Lee, Mr. Fegan, Mr. Hassall, Mr. Wright, Mr. Farnell.	Mr. O’Connor, Mr. Black.

The Committee then proceeded to consider their Report to the Legislative Assembly on the proposed Extension of the Railway from Redfern to St. James’-road.

The Report was adopted on the following division:—

Ayes, 9.	Noes, 1.
Mr. Ewing, Mr. Humphery, Mr. Hoskins, Mr. Roberts, Mr. Clarke, Mr. Lee, Mr. Fegan, Mr. Hassall, Mr. Wright.	Mr. Black.

The Chairman was authorised to sign the Report for presentation to the Legislative Assembly. The Committee adjourned at a quarter-past 4, until 2 o’clock p.m. on Thursday, the following day.

THURSDAY, 26 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O’Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

William Henry Wilks, Esq., M.P., and Sydney James Law, Esq., M.P., were sworn, and examined. Stephen Edward Perdriau, Surveyor, Department of Lands, was sworn, and further examined.

Mr. Black gave notice that he would move at the next meeting of the Committee,—“That the Committee proceed to consider the evidence on the proposed construction of a New Bridge at Glebe Island to replace the existing structure, with a view to reporting on the subject to the Legislative Assembly.”

The Committee adjourned at 4 o’clock, until 2 o’clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 27 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Edward James Howes Knapp, C.E., was sworn, and examined.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and further examined.

Mr. Black's notice of motion,—“That the Committee proceed to consider the evidence on the proposed construction of a New Bridge at Glebe Island, to replace the existing structure, with a view to reporting on the subject to the Legislative Assembly”—was postponed.

The Committee adjourned at 3 o'clock, until 2 o'clock p.m. on Tuesday, 31st August.

TUESDAY, 31 AUGUST, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to considered the expediency of constructing a line of Railway from Condobolin to Euabalong.

Robert R. P. Hickson, Under Secretary, Department of Public Works, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 1 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

Hugh McLachlan, Secretary to the Railway Commissioners, and John Harper, Goods Superintendent, Department of Railways, were sworn, and examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 2 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

John Harper, Goods Superintendent, Department of Railways, was sworn, and further examined.

Percy

Percy Scarr, Esq., Principal Assistant Engineer, Roads Branch, Department of Public Works, was sworn, and examined.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 3 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
<i>Daily Telegraph</i> Newspaper Co.—Advertising	9	17	6
Australian Newspaper Co. (<i>Star</i>)—Advertising	9	10	0
Total	£19	7	6

The Committee further considered the proposed Railway from Condobolin to Euabalong.

William McIntyre, Chief Electoral Officer, Chief Secretary's Department; George Hulton Smythe King, Clerk-in-Charge, Information Bureau and Map Sales Branch, Department of Lands; and Thomas Kennedy, Surveyor, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at nine minutes to 4, until 2 o'clock p.m. on Tuesday, 7th September.

TUESDAY, 7 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

George Henry Greene, Esq., M.P., was sworn, and examined.

Percy Scarr, Principal Assistant Engineer, Roads Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 8 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

Charles Hirsthouse Stanger, Outdoor Superintendent, Chief Mechanical Engineer's Branch, Department of Railways; Henry Chamberlaine Russell, C.M.G., Government Astronomer; and William Henry John Slee, Chief Inspector, Department of Mines, were sworn, and examined.

The Committee adjourned at ten minutes to 4, until half-past 11 o'clock a.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 9 SEPTEMBER, 1897.

The Committee met at 11:30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and further examined.

Charles Ulick Carruthers, L.R.C.S., Irel., and John Musson, Civil Engineer, were sworn, and examined.

Mr. Black moved,—“That the Committee proceed to consider the evidence on the proposed construction of a New Bridge at Glebe Island, to replace the existing structure, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Wright, and passed.

Mr. Black gave notice that he would move at the next meeting of the Committee,—“That, in the opinion of the Committee, it is not expedient that a new bridge should be constructed at Glebe Island, to replace the existing structure, as referred to the Committee by the Legislative Assembly; but they recommend that there be substituted for the present bridge a stone causeway, having a steel swing-span in the centre, as proposed by the Engineer-in-Chief for Public Works.”

The Committee adjourned at 1 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 10 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

William Henry Hall, Sub-editor of Statistical Publications, Government Statistician's Office, was sworn, and examined.

The Committee further considered the expediency of constructing a New Bridge at Glebe Island, to replace the existing structure.

Mr. Black moved,—“That, in the opinion of the Committee, it is not expedient that a new bridge should be constructed at Glebe Island, to replace the existing structure, as referred to the Committee by the Legislative Assembly; but they recommend that there be substituted for the present bridge a stone causeway, having a steel swing-span in the centre, as proposed by the Engineer-in-Chief for Public Works.”

Mr. Farnell seconded the motion.

Mr. Wright moved,—“That the motion be amended by the omission of the word ‘not,’ and of all the words after the word ‘Assembly.’”

The Amendment was negatived, and the motion was then passed.

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Tuesday, 14th September.

TUESDAY, 14 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from Mr. T. Fitzpatrick, M.P.; Mr. E. G. Moore, Hon. Secretary, Progress Committee, Ganmain; and Mr. Wm. Boyd, Hon. Secretary, Coolamon to Ariah Railway Committee, Coolamon, with reference to the proposed Railway from Coolamon to Ariah.

The correspondence was received.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

John Boyd Darkin, C.E., and Ebenezer Glencross Grant, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 15 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.;
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from Mr. E. J. H. Knapp, and Mr. Henry Daly, with reference to the proposed New Bridge at Glebe Island.

Copies of, and extracts from, reports by Mr. W. H. J. Slee, Chief Inspector of Mines, on mines in the districts affected by the question of the proposed Railway from Condobolin to Euabalong.

The correspondence was received.

The following account was passed for payment:—

S. Bennett (*Evening News*)—Advertising £7 2 6

The Committee further considered the proposed Railway from Condobolin to Euabalong.

Charles Edward Rennie, Chief Draftsman, Department of Lands, was sworn, and examined.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed New Bridge at Glebe Island, to replace the existing structure.

The Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 16 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the expediency of constructing a line of Railway from The Rock to Green's Gunyah.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and examined.

Mr. Black gave notice that he would move at the next meeting of the Committee,—“That a Sectional Committee, consisting of Mr. O'Connor, Mr. Fegan, Mr. Hassall, Mr. Wright, and Mr. Farnell, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Condobolin to Euabalong.”

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 17 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah.

Hugh McLachlan, Secretary to the Railway Commissioners, and John Harper, Goods Superintendent, Department of Railways, were sworn, and examined.

Mr. Black moved,—“That a Sectional Committee, consisting of Mr. O'Connor, Mr. Fegan, Mr. Hassall, Mr. Wright, and Mr. Farnell, be appointed to inspect, take, evidence, and report with reference to the proposed Railway from Condobolin to Euabalong.”

The motion was seconded by Mr. Lee, and passed.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 21st September.

TUESDAY,

TUESDAY, 21 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from The Rock to Green's Gonyah.

John Harper, Goods Superintendent, Department of Railways, was sworn, and further examined.

Stanley Alexander, Supervising Engineer, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 22 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. John T. Wood, Chairman of the Railway League, Grenfell, with reference to the proposed Railway from Condobolin to Euabalong.

The correspondence was received.

The Committee further considered the proposed Railway from The Rock to Green's Gonyah.

Charles Edward Rennie, Chief Draftsman, Department of Lands; Walter Alexander Smith, District Engineer, Department of Public Works, and Nicholas Colston Lockyer, Collector of Customs, were sworn, and examined.

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 23 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the proposed Railway from Coolamon to Ariah.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 24 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. N. C. Lockyer, Collector of Customs, with reference to the conveyance of New South Wales wheat through Victoria in bond.

Letter

Letter from Mr. S. Alexander, in explanation of certain portions of his report on proposed railways for Riverina.

Letter from Mr. D. S. Jones, Rylstone, expressing a desire to give evidence in the Committee's inquiry respecting the proposed Railway from Narrabri to Pilliga. The correspondence was received.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah. William McIntyre, Chief Electoral Officer, Chief Secretary's Department, was sworn, and examined. The Committee further considered the proposed Railway from Coolamon to Ariah. Hugh McLachlan, Secretary to the Railway Commissioners, was sworn, and examined.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Tuesday, 28th September.

TUESDAY, 28 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	George Black, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from residents of Walgett, expressing a desire to give evidence at Walgett before a Sectional Committee on the proposed Railway from Narrabri to Pilliga.

Letters from Messrs. H. Wilson and D. Jones, expressing a desire to give evidence in the Committee's inquiry in Sydney with reference to the proposed Railway from Narrabri to Pilliga.

Letter from Mr. S. Harrison, Secretary of the Temora to Mandamah Railway League, asking that, in the inquiry by a Sectional Committee respecting the proposed Railway from Coolamon to Ariah, evidence be taken by them at Mandamah in support of a route from Temora to that place.

Letter from residents of Grong Grong, Murrill Creek, North Berembed, Midgeon, Moombooldool, and surrounding districts, in favour of a line to Ariah from Grong Grong. The correspondence was received.

The Committee further considered the proposed Railway from Coolamon to Ariah. John Harper, Goods Superintendent, Department of Railways, was sworn, and examined.

The Committee adjourned at ten minutes past 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 29 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	George Black, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Coolamon to Ariah.

John Harper, Goods Superintendent, Department of Railways, was sworn, and further examined.

Henry Chamberlaine Russell, C.M.G., Government Astronomer, and Percy Scarr, Principal Assistant Engineer, Roads Branch, Department of Public Works, were sworn, and examined.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah.

Henry Chamberlaine Russell, C.M.G., Government Astronomer, was sworn, and examined.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 30 SEPTEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	George Black, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Memorandum and statement from Mr. H. Deane, Engineer-in-Chief for Railway Construction, giving information asked for by the Committee in relation to the proposed Railway from Condobolin to Euabalong.

The correspondence was received.

The Committee further considered the proposed Railway from Coolamon to Ariaiah. Hugh McLachlan, Secretary to the Railway Commissioners, was sworn, and further examined. Joseph Clarke, Inland Mail Clerk, Postal and Electric Telegraph Department; Charles Edward Rennie, Chief Draftsman, Department of Lands; and William McIntyre, Chief Electoral Officer, Chief Secretary's Department, were sworn, and examined. The Committee further considered the proposed Railway from The Rock to Green's Gunyah. Joseph Clarke, Inland Mail Clerk, Postal and Electric Telegraph Department, was sworn, and examined. Charles Edward Rennie, Chief Draftsman, Department of Lands, was sworn, and further examined. The Committee further considered the proposed Railway from Condobolin to Euabalong. Joseph Clarke, Inland Mail Clerk, Postal and Electric Telegraph Department, was sworn, and examined. The Committee adjourned at half-past 3, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 1 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	George Black, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. R. R. Machattie, Secretary of the Brewarrina and Byrock Railway League, with reference to the proposed Railway from Byrock to Brewarrina.
Memorandum from Mr. H. Deane, with information asked for in the Committee's inquiry respecting the proposed Railway from Condobolin to Euabalong.

The correspondence was received.

The Committee proceeded to consider the expediency of constructing a line of Railway from Byrock to Brewarrina.

Robert R. P. Hickson, Esq., Under Secretary and Commissioner for Roads, Department of Public Works, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Tuesday, 5th October.

TUESDAY, 5 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	George Black, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Under Secretary, Department of Lands, with copies of communications from the District Surveyors of Forbes, Hay, and Wagga Wagga, with reference to their attending before the Committee to give evidence respecting the country through which lines of railways between the rivers Lachlan and Murrumbidgee, and north and south of those rivers, would pass.

The correspondence was received.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

John Harper, Goods Superintendent, Department of Railways, was sworn, and examined.

The Committee adjourned at five minutes past 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 6 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	George Black, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

John Harper, Goods Superintendent, Department of Railways, was sworn, and further examined. Francis William Bacon, grazier, and William Chandos Wall, were sworn, and examined.

Mr. Trickett gave notice that he would move at the next meeting of the Committee,—“That Mr. Ewing, Mr. Roberts, and Mr. Black be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Railway from The Rock to Green's Gunyah and the proposed Railway from Coolamon to Ariaiah.”

The Committee adjourned at ten minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 7 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	|	Henry Clarke, Esq.,
The Hon. James Hoskins,	|	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	|	George Black, Esq.,
The Hon. William Joseph Trickett,	|	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Trickett moved,—“That Mr. Ewing, Mr. Roberts, and Mr. Black be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Railway from The Rock to Green’s Gonyah, and the proposed Railway from Coolamon to Ariaah.”

The motion was seconded by Mr. Lee, and passed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Peter Collinson Close (Hill, Clark, & Co.), and Grainger Barton, grazier, were sworn, and examined.

The Committee adjourned at 4 o’clock, until 2 o’clock p.m. on Friday, the following day.

FRIDAY, 8 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	|	Henry Clarke, Esq.,
The Hon. James Hoskins,	|	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	|	George Black, Esq.,
The Hon. William Joseph Trickett,	|	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

William Sawers, grazier, was sworn, and examined.

The Committee adjourned at 4 o’clock, until 2 o’clock p.m. on Tuesday, 12th October.

TUESDAY, 12 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	|	Charles Alfred Lee, Esq.,
		Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Henry Septimus Badgery (Pitt, Son, and Badgery) was sworn, and examined.

William Sawers, grazier, was sworn, and further examined.

Mr. Wright gave notice that he would move at the meeting of the Committee on Tuesday, 19th October,—“That a Sectional Committee, consisting of Mr. Humphery, Mr. Clarke, Mr. Lee, and Mr. Wright, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Byrock to Brewarrina.”

The Committee adjourned at five minutes to 4, until 2 o’clock p.m. on Wednesday, the following day.

WEDNESDAY, 13 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	|	Charles Alfred Lee, Esq.,
		Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Lawrence Henderson, stock and station agent, was sworn, and examined.

William Sawers, grazier, was sworn, and further examined.

The Committee adjourned at a quarter to 4, until 2 o’clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 14 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	Charles Alfred Lee, Esq.,
Francis Augustus Wright, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Hugh McLachlan, Secretary to the Railway Commissioners; William McIntyre, Chief Electoral Officer, Chief Secretary's Department; Walter Alexander Smith, District Surveyor, Roads Branch, Department of Public Works, and Charles Edward Rennie, Chief Draftsman, Department of Lands, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 15 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	Charles Alfred Lee, Esq.,
Francis Augustus Wright, Esq.	

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
<i>Sydney Morning Herald</i> —Advertising	9	8	0
Gale and Hicks (<i>Hillston Spectator</i>)—Advertising	0	14	0
Total	£10	2	0

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Henry Chamberlaine Russell, C.M.G., Government Astronomer, and George Charles Yeo, Draftsman, Stock Branch, Department of Mines, were sworn, and examined.

William McIntyre, Chief Electoral Officer, Chief Secretary's Department, and John Harper, Chief Traffic Manager (late Goods Superintendent), Department of Railways, were sworn, and further examined.

The Committee adjourned at a quarter-past 3, until 2 o'clock p.m. on Tuesday, 19th October.

TUESDAY, 19 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

George Charles Yeo, Draftsman, Stock Branch, Department of Mines, was sworn, and examined.

The Committee proceeded to consider the expediency of constructing a line of railway from Narrabri to Pilliga.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, and Henry Deane, Engineer-in-Chief Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 20 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

John Harper, Chief Traffic Manager (late Goods Superintendent), Department of Railways, was sworn, and further examined.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Hugh McLachlan, Secretary to the Railway Commissioners, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 21 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,

The Hon. William Joseph Trickett,

Henry Clarke, Esq.,

Charles Alfred Lee, Esq.,

Francis Augustus Wright, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

John Simpson, leaseholder, Narran Creek, and William John Callaghan, storekeeper, Goodooga, were sworn, and examined.

The Committee adjourned at five minutes to 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 22 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,

The Hon. William Joseph Trickett,

Frank Farnell, Esq.

Henry Clarke, Esq.,

Charles Alfred Lee, Esq.,

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

John Herrick Corbett, Resident Engineer, Department of Public Works, was sworn, and examined.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and examined.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Tuesday, 26th October.

TUESDAY, 26 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,

The Hon. James Hoskins,

The Hon. Charles James Roberts, C.M.G.,

The Hon. William Joseph Trickett,

The Hon. Daniel O'Connor,

Henry Clarke, Esq.,

Charles Alfred Lee, Esq.,

John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.,

George Black, Esq.,

Francis Augustus Wright, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Secretary and the President of the Temora Railway League, bringing under the notice of the Committee the desirableness of residents of Temora and district having an opportunity for tendering evidence to the Committee in favour of making the railway terminus at Temora the starting point of any railway extension to Wyalong.

The correspondence was received.

Mr. Hassall, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Condobolin to Euabalong, brought up the Report of the Sectional Committee, and moved that it be received and printed with the minutes of evidence taken before the Sectional Committee.

The motion was agreed to, and the Report was read by the Secretary.

Mr. Ewing, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from The Rock to Green's Gunyah, and the proposed Railway from Coolamon to Ariaah, brought up the Report of the Sectional Committee on the proposed Railway from The Rock to Green's Gunyah, and moved that it be received and printed with the minutes of evidence taken before the Sectional Committee.

The motion was agreed to, and the Report was read by the Secretary.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 27 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,

The Hon. James Hoskins,

The Hon. Charles James Roberts, C.M.G.,

The Hon. William Joseph Trickett,

The Hon. Daniel O'Connor,

Henry Clarke, Esq.,

Charles Alfred Lee, Esq.,

John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.,

George Black, Esq.,

Francis Augustus Wright, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Thomas Clark, Hon. Secretary, Railway League, Walgett, to Mr. W. N. Willis, M.P., and forwarded by him to the Committee, with reference to the proposed Railway from Narrabri to Pilliga.

Précis

Précis of papers on the subject of railway communication between Narrabri and Walgett, forwarded for the information of the Committee by the Under Secretary for Public Works. The correspondence was received.

The following accounts were passed for payment :—

	£	s.	d.
B. H. Friend, shorthand-writer accompanying Sectional Committee on Railway from Condobolin to Euabalong	54	13	3
Sam Hawkins (<i>Wagga Wagga Express</i>)—Advertising	0	15	0
Total	£55	8	3

Mr. Ewing, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from The Rock to Green's Gonyah, and the proposed Railway from Coolamon to Ariaah, brought up the report of the Sectional Committee on the proposed railway from Coolamon to Ariaah, and moved that it be received and printed with the minutes of evidence taken before the Sectional Committee.

The motion was agreed to, and the Report was read by the Secretary.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 28 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

Neville David Cohen (David Cohen & Co.) was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 29 OCTOBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

Robert Edward Jones, District Engineer, Roads Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 2nd November.

TUESDAY, 2 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
Henry Clarke, Esq.,	George Black, Esq.,
Charles Alfred Lee, Esq.,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Statement from Mr. H. Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, giving the lengths, cost, and distance from Sydney of the various railway routes to Walgett.

Letter from Mr. Francis Bacon, Dumble Station, with a sample of wheat grown at Dumble for hay.

The correspondence was received.

The following account was passed for payment :—

Angelo J. Smith, shorthand-writer accompanying the Sectional Committee on the proposed railways from The Rock to Green's Gonyah and Coolamon to Ariaah ...	£25	12	6
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The Committee further considered the proposed Railway from Narrabri to Pilliga.

Henry Chamberlaine Russell, C.M.G., Government Astronomer; Charles Edward Rennie, Chief Draftsman, Department of Lands; William McIntyre, Chief Electoral Officer, Chief Secretary's Department; and Percy Scarr, Principal Assistant Engineer, Roads Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 3 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. James Hoskins,
The Hon. Charles James Roberts, C.M.G.,
Henry Clarke, Esq.,
Charles Alfred Lee, Esq.,

John Lionel Fegan, Esq.,
Thomas Henry Hassall, Esq.,
George Black, Esq.,
Francis Augustus Wright, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

James Patrick Joseph Bell, was sworn, and examined.

The Committee further considered the proposed New Houses of Parliament for the Colony.

Walter Liberty Vernon, Government Architect, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 4 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. James Hoskins,
The Hon. Charles James Roberts, C.M.G.,
Henry Clarke, Esq.,
Charles Alfred Lee, Esq.,

John Lionel Fegan, Esq.,
Thomas Henry Hassall, Esq.,
George Black, Esq.,
Francis Augustus Wright, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed New Houses of Parliament for the Colony.

Walter Liberty Vernon, Government Architect, was sworn, and further examined.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 5 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. James Hoskins,
The Hon. Charles James Roberts, C.M.G.,
Henry Clarke, Esq.,
Charles Alfred Lee, Esq.,

John Lionel Fegan, Esq.,
Thomas Henry Hassall, Esq.,
George Black, Esq.,
Francis Augustus Wright, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and further examined.

Richard Dalrymple Hay, Chief Clerk, Forest Branch, Department of Lands, was sworn, and examined.

The Committee further considered the proposed Railway from the Rock to Green's Gunyah.

William Henry Patrick Cherry, Chief Compiler, Government Statistician's Department, was sworn, and examined.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

George Charles Yeo, Draftsman, Stock Branch, Department of Mines, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, 10th November.

WEDNESDAY,

WEDNESDAY, 10 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

William Henry O'Malley Wood, District Surveyor, Moree, and David Morgan Jones, Rylstone, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 11 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Charles L. Shainwald, Inspector of Branches (Messrs. E. Rich & Co., Forwarding Agents), was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 12 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

Louis Rich, late of Nelson and Rich, Walgett, was sworn, and examined.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah.

William Henry Patrick Cherry, Chief Compiler, Government Statistician's Office, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 16th November.

TUESDAY, 16 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

George Charles Yeo, Draftsman, Stock Branch, Department of Mines, and Joseph Clarke, Inland Mail Clerk, Postal and Electric Telegraph Department, were sworn, and examined.

The Committee further considered the proposed New Houses of Parliament for the Colony, and directed the Government Architect to prepare for their information statements and sketch plans of two modified designs.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 17 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed New Houses of Parliament for the Colony.

Walter Liberty Vernon, Government Architect, was sworn, and further examined.

The Committee further considered the proposed Railway from Coolamon to Ariaah.

Mr. Black moved,—“That the Committee proceed to consider the evidence on the proposed Railway from Coolamon to Ariaah, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Humphery, and passed.

Mr. Black moved,—“That, in the opinion of the Committee, it is not expedient the proposed Railway from Coolamon to Ariaah, as referred to the Committee by the Legislative Assembly, be carried out; but they suggest that a line be surveyed from Temora towards Gunbar.”

Mr. C. J. Roberts seconded the motion.

The debate was adjourned.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 18 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The adjourned debate upon Mr. Black's motion,—“That, in the opinion of the Committee, it is not expedient the proposed Railway from Coolamon to Ariaah, as referred to the Committee by the Legislative Assembly, be carried out; but they suggest that a line be surveyed from Temora towards Gunbar”—was resumed.

With concurrence, the motion was amended by the omission of all the words after the word “out,” and it was then passed.

The Committee proceeded to consider their Report to the Legislative Assembly upon the proposed Railway from Coolamon to Ariaah.

The Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 19 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah.

Mr. C. J. Roberts moved,—“That the Committee proceed to consider the evidence on the proposed Railway from The Rock to Green's Gunyah, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Black, and passed.

Mr. C. J. Roberts moved,—“That, in the opinion of the Committee, it is expedient the proposed Railway from The Rock to Green's Gunyah, as referred to the Committee by the Legislative Assembly, be carried out.”

The debate was adjourned.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Tuesday, 23rd November.

TUESDAY, 23 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment:—

J. H. Shennen—Reading and correcting printer's proofs of evidence taken before the Committee	£4 10 0
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The adjourned debate upon Mr. C. J. Roberts' motion,—“That, in the opinion of the Committee, it is expedient the proposed Railway from The Rock to Green's Gonyah, as referred to the Committee by the Legislative Assembly, be carried out”—was resumed.

Mr. Black seconded the motion.

Mr. Lee moved,—“That the motion be amended by the insertion of the word ‘not’ before the word ‘expedient.’”

The debate was further adjourned.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 24 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment:—

Fredk. Pinkstone (<i>Cootamundra Herald</i>)—Advertising	£0 13 0
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The Committee further considered the proposed Railway from The Rock to Green's Gonyah.

The adjourned debate upon Mr. C. J. Roberts' motion,—“That, in the opinion of the Committee, it is expedient the proposed Railway from The Rock to Green's Gonyah, as referred to the Committee by the Legislative Assembly, be carried out,”—upon which Mr. Lee had moved, “That the motion be amended by the insertion of the word ‘not’ before the word ‘expedient’”—was resumed.

The Chairman ruled the amendment to be out of order, on the grounds that its object could be attained by voting against the motion, and that any further amendment could be put before the Committee subsequently as a direct motion.

The motion was then passed on the following division:—

Ayes, 8.	Noes, 5.
Mr. Ewing,	Mr. Humphery,
Mr. Roberts,	Mr. Hoskins,
Mr. O'Connor,	Mr. Trickett,
Mr. Clarke,	Mr. Lee,
Mr. Hassall,	Mr. Fegan.
Mr. Black,	
Mr. Wright,	
Mr. Farnell.	

Mr. Lee moved,—“That it be a condition, if the railway be constructed, that the landowners guarantee the amount per acre recommended by the Railway Commissioners.”

Mr. Wright seconded the motion.

The debate was adjourned.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 25 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from The Rock to Green's Gonyah.

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The adjourned debate upon Mr. Lee's motion,—“That it be a condition that, prior to the railway being constructed, the landowners guarantee the amount per acre recommended by the Railway Commissioners,”—was resumed.

The motion was negatived on the following division:—

Ayes, 5.	Noes, 8.
Mr. Humphery,	Mr. Ewing,
Mr. Hoskins,	Mr. Roberts,
Mr. Trickett,	Mr. O'Connor,
Mr. Lee,	Mr. Clarke,
Mr. Wright.	Mr. Fegan,
	Mr. Hassall,
	Mr. Black,
	Mr. Farnell.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from The Rock to Green's Gunyah.

The preamble and clauses 1 to 8 were passed.

Clause 9.—The land in the district.

Mr. Lee moved,—“That the clause be amended by the omission of the words: ‘As the construction of the railway must enhance the value of land in the district, an increase in the rentals charged by the State cannot be regarded as unjustifiable.’”

The amendment was negatived on the following division:—

Ayes, 3.	Noes, 7.
Mr. Trickett,	Mr. Ewing,
Mr. Lee,	Mr. Humphery,
Mr. Fegan.	Mr. Hoskins,
	Mr. Roberts,
	Mr. O'Connor,
	Mr. Clarke,
	Mr. Hassall.

The clause was then passed.

Clauses 10 and 11 were passed.

Clause 12.—The Committee's recommendation.

Mr. Trickett moved,—“That the clause be amended by the omission of the words: ‘(3) the belief that the traffic on the line will from the first be satisfactory.’”

The amendment was passed on the following division:—

Ayes, 6.	Noes, 5.
Mr. Humphery,	Mr. Ewing,
Mr. Hoskins,	Mr. Roberts,
Mr. Trickett,	Mr. O'Connor,
Mr. Lee,	Mr. Clarke,
Mr. Fegan,	Mr. Black.
Mr. Hassall.	

The clause was then passed.

The Report was adopted on the following division:—

Ayes, 6.	Noes, 5.
Mr. Ewing,	Mr. Humphery,
Mr. Roberts,	Mr. Hoskins,
Mr. O'Connor,	Mr. Trickett,
Mr. Clarke,	Mr. Lee,
Mr. Hassall,	Mr. Fegan.
Mr. Black.	

The Chairman was authorised to sign the Report for presentation to the Legislative Assembly. The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 26 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed New Houses of Parliament for the Colony.

Walter Liberty Vernon, Government Architect, was sworn, and further examined.

Mr. Roberts gave notice that he would move at the next meeting of the Committee,—“That the Committee proceed to consider the evidence on the proposed New Houses of Parliament for the Colony, with a view to reporting on the subject to the Legislative Assembly.”

Mr. Roberts gave notice that he would move at the next meeting of the Committee,—“That, in the opinion of the Committee, it is not expedient the proposed New Houses of Parliament for the Colony, estimated to cost £533,484, as referred to the Committee by the Legislative Assembly, be carried out; but the Committee recommend the adoption of the amended design submitted by the Government Architect, at a cost, without a dome, not exceeding £257,000.”

Mr.

Mr. Wright gave notice that he would move at the next meeting of the Committee,—“That, in the opinion of the Committee, it is not expedient the proposed New Houses of Parliament for the Colony, as referred to the Committee by the Legislative Assembly, be carried out; but the Committee recommend the adoption of the scheme submitted by the Government Architect, providing for alterations to the present Parliamentary Buildings at a cost not exceeding £15,000.”

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 30th November.

TUESDAY, 30 NOVEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed New Houses of Parliament for the Colony.

Walter Liberty Vernon, Government Architect, was sworn, and further examined.

The notices of motions by Mr. C. J. Roberts and Mr. Wright, with reference to the proposed New Houses of Parliament for the Colony, were postponed.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 1 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed New Houses of Parliament for the Colony.

Mr. C. J. Roberts moved,—“That the Committee proceed to consider the evidence on the proposed New Houses of Parliament for the Colony, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Farnell, and passed.

Mr. C. J. Roberts moved,—“That in the opinion of the Committee, it is not expedient the proposed New Houses of Parliament for the Colony, estimated to cost £533,484, as referred to the Committee by the Legislative Assembly, be carried out; but the Committee recommend the adoption of the amended design submitted by the Government Architect, at a cost, without a dome, not exceeding £257,000.”

Mr. O'Connor seconded the motion.

The debate was adjourned.

Mr. Hassall gave notice that, in the event of Mr. C. J. Roberts' motion for the erection of New Houses of Parliament, at a cost not exceeding £257,000, being carried, he would move,—“That, after hearing the evidence of a number of the principal architects of this city on the original design submitted, it is expedient to invite competitive designs on the basis of the amended scheme submitted by the Colonial Architect.”

Mr. Hassall gave notice that he would move at the next meeting of the Committee:—

“That the Committee proceed to consider the evidence on the proposed Railway from Condobolin to Euabalong, with a view to reporting on the subject to the Legislative Assembly.”

“That, in the opinion of the Committee, it is not expedient the proposed Railway from Condobolin to Euabalong, as referred to the Committee by the Legislative Assembly, be carried out; but they recommend that a permanent survey be made of the explored route for a line of Railway from Koorawatha to Hillston, with a view to its consideration in conjunction with existing surveys.”

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 2 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

<p>The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,</p>	<p>Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.</p>
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed New Houses of Parliament for the Colony.

The adjourned debate upon Mr. C. J. Roberts' motion,—“That, in the opinion of the Committee, it is not expedient the proposed New Houses of Parliament for the Colony, estimated to cost £533,484, as referred to the Committee by the Legislative Assembly, be carried out; but the Committee recommend the adoption of the amended design submitted by the Government Architect, at a cost, without a dome, not exceeding £257,000”—was resumed.

The motion was negatived on the following division:—

<p>Ayes, 3. Mr. Roberts, Mr. O'Connor, Mr. Fegan.</p>	<p>Noes, 10. Mr. Ewing, Mr. Humphery, Mr. Hoskins, Mr. Trickett, Mr. Clarke, Mr. Lee, Mr. Hassall, Mr. Black, Mr. Wright, Mr. Farnell.</p>
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Mr. Hassall's contingent notice of motion was withdrawn.

Mr. Wright moved,—“That, in the opinion of the Committee, it is not expedient the proposed New Houses of Parliament for the Colony, as referred to the Committee by the Legislative Assembly, be carried out; but the Committee recommend the adoption of the scheme submitted by the Government Architect, providing for alterations to the present Parliamentary Buildings at a cost not exceeding £15,000.”

Mr. Humphery seconded the motion.

The debate was adjourned.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 3 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

<p>The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,</p>	<p>Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.</p>
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The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. J. Horbury Hunt, with reference to the proposed New Houses of Parliament for the Colony.

The correspondence was received.

The following account was passed for payment:—

J. H. Shennen,—Reading and correcting printers' proofs of evidence taken by the
Committee £3 5 0

The Committee further considered the proposed New Houses of Parliament for the Colony.

The adjourned debate upon Mr. Wright's motion,—“That, in the opinion of the Committee, it is not expedient the proposed New Houses of Parliament for the Colony, as referred to the Committee by the Legislative Assembly, be carried out; but the Committee recommend the adoption of the scheme submitted by the Government Architect, providing for alterations to the present Parliamentary Buildings at a cost not exceeding £15,000”—was resumed.

The motion was passed on the following division:—

<p>Ayes, 9. Mr. Ewing, Mr. Hoskins, Mr. Trickett, Mr. Clarke, Mr. Lee, Mr. Hassall, Mr. Black, Mr. Wright, Mr. Farnell.</p>	<p>Noes, 3. Mr. Roberts, Mr. O'Connor, Mr. Fegan.</p>
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Mr.

Mr. Hassall moved,—“That the Committee proceed to consider the evidence on the proposed Railway from Condobolin to Euabalong, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Farnell, and passed.

Mr. Hassall moved,—“That, in the opinion of the Committee, it is not expedient the proposed Railway from Condobolin to Euabalong, as referred to the Committee by the Legislative Assembly, be carried out; but they recommend that a permanent survey be made of the explored route for a line of Railway from Koorawatha to Hillston, with a view to its consideration in conjunction with existing surveys.”

Mr. Farnell seconded the motion.

The motion having, with concurrence, been amended so that it should read,—“That, in the opinion of the Committee, it is not expedient the proposed Railway from Condobolin to Euabalong, as referred to the Committee by the Legislative Assembly, be carried out; but they recommend, in connection with any proposal for a railway to Hillston, that a survey be made for a line from Koorawatha, with a view to its consideration in conjunction with existing surveys,”—was then passed.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Monday, 6th December.

MONDAY, 6 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed New Houses of Parliament for the Colony.

The preamble and clauses 1 to 11 were passed.

Clause 12.—Conclusions to be drawn from the inquiry.

Mr. Black moved,—“That the clause be amended by the omission of the words, ‘Few persons will be disposed to say that this is not excessive and unnecessary.’”

The amendment was passed on the following division, upon the question,—“That the words proposed to be omitted stand part of the clause” :—

Ayes, 3.	Noes, 7.
Mr. Hoskins,	Mr. Ewing,
Mr. Trickett,	Mr. Humphery,
Mr. Fegan.	Mr. Roberts,
	Mr. O'Connor,
	Mr. Hassall,
	Mr. Black,
	Mr. Wright.

The clause, as amended, was passed on the following division :—

Ayes, 8.	Noes, 3.
Mr. Ewing,	Mr. Roberts,
Mr. Humphery,	Mr. O'Connor,
Mr. Hoskins,	Mr. Fegan.
Mr. Trickett,	
Mr. Lee,	
Mr. Hassall,	
Mr. Black,	
Mr. Wright.	

Clause 13 was passed.

The Report was adopted on the following division :—

Ayes, 8.	Noes, 3.
Mr. Ewing,	Mr. Roberts,
Mr. Humphery,	Mr. O'Connor,
Mr. Hoskins,	Mr. Fegan.
Mr. Trickett,	
Mr. Lee,	
Mr. Hassall,	
Mr. Black,	
Mr. Wright.	

The Chairman was authorised to sign the Report for presentation to the Legislative Assembly.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, the following day.

TUESDAY,

TUESDAY, 7 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lec, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from Condobolin to Euabalong.

The Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 8 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lec, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

Henry Nelson was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 9 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lec, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

John Hannon Murphy was sworn, and examined.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Joseph William Boulton, Superintendent of Public Watering Places and Artesian Bores, Department of Mines, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 14th December.

TUESDAY, 14 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lec, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Clerk of the Legislative Assembly, informing the Committee of the passing by the Legislative Assembly of resolutions referring to the Committee for consideration and report the following proposed public works:—

- Railway from Warren to Coonamble.
- Railway from Koorawatha to Grenfell.
- Railway from Woolabra to Collarenebri.

Railway

Railway from Maitland to Taree.
 Railway from the Terminus of the Rosehill Railway to Dural.
 Harbour works at Tweed River.
 Harbour works at Bellinger River.
 Harbour works at Nambuccera River.
 Harbour works at Macleay River.
 Harbour works at Hastings River.
 Harbour works at Manning River.
 Weirs on the River Darling, between Bourke and Wilcannia.

The correspondence was received.

The Committee proceeded to consider the expediency of constructing a line of Railway from Warren to Coonamble.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works; Henry Chamberlaine Russell, C.M.G., Government Astronomer; and Charles Edward Rennie, Chief Draftsman, Department of Lands, were sworn, and examined.

The Committee adjourned at twenty minutes to 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 15 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Warren to Coonamble.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, was sworn, and further examined.

Hugh McLachlan, Secretary to the Railway Commissioners, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 16 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Warren to Coonamble.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 17 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Warren to Coonamble.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at thirty-five minutes past 3, until 2 o'clock p.m. on Monday, 20th December.

MONDAY,

MONDAY, 20 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment:—

Stephen Sullivan (<i>Wagga Advertiser</i>), advertising	...	...	...	...	...	£	s.	d.
						0	15	0

The Committee further considered the proposed Railway from Warren to Coonamble.

George Charles Yeo, Draftsman, Stock Branch, Department of Mines; Walter Alexander Smith, District Engineer, Roads Branch, Department of Public Works; and Sydney James Pinnington, Acting Chief Electoral Officer, Chief Secretary's Department, were sworn, and examined.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee proceeded to consider the expediency of constructing a line of Railway from Koorawatha to Grenfell.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at twenty minutes past 3, until 2 o'clock p.m. on Tuesday, 21st December.

TUESDAY, 21 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Koorawatha to Grenfell.

Hugh McLachlan, Secretary to the Railway Commissioners, and John Harper, Chief Traffic Manager, Department of Railways, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 22 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Secretary to the Railway Commissioners, forwarding a plan of a section of the Railway from Harden to Blayney.

The correspondence was received.

The Committee further considered the proposed Railway from Koorawatha to Grenfell.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and further examined.

Henry Chamberlaine Russell, C.M.G., Government Astronomer; William McIntyre, Chief Electoral Officer, Chief Secretary's Department; and Charles Edward Rennie, Chief Draftsman, Department of Lands, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 23 DECEMBER, 1897.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Koorawatha to Grenfell.

William Henry John Slee, Chief Inspector of Mines, and William Henry Patrick Cherry, Chief Compiler, Government Statistician's Department, were sworn, and examined.

The Chairman brought under notice the question of increasing the salaries of Mr. H. V. O'Meagher and Mr. A. Hurley, clerks on the Committee's office staff.

Mr. Trickett moved,—“That in the opinion of the Committee, Mr. O'Meagher's salary should be increased to £250, and Mr. Hurley's to £125 per annum, and that such increases be recommended to the favourable consideration of the Hon. the Speaker of the Legislative Assembly.”

The motion was seconded by Mr. Farnell, and passed.

The Committee adjourned at twenty minutes to 4, until 2 o'clock p.m. on Tuesday, 4th January, 1898.

TUESDAY, 4 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Koorawatha to Grenfell.

Charles Edward Rennie, Chief Draftsman, Department of Lands, was sworn, and further examined. John Christian Watson, Esq., M.P., was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 5 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the expediency of constructing a Railway from the Terminus of the Rosehill Railway to Dural.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 6 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The

The Secretary read the following correspondence:—

Copy of a report by the Railway Commissioners on the proposed purchase of the Rosehill Railway, dated 29th May, 1896, forwarded to the Committee by the Under Secretary, Department of Public Works.

The correspondence was received.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 7 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Isaac Chapman, Manager of the Rosehill Railway, and Hugh McLachlan, Secretary to the Railway Commissioners, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 11th January.

TUESDAY, 11 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. H. Colbert, Hon. Secretary, Parramatta and Dural Railway League; and letter from Mr. F. W. Todhunter, Hon. Secretary, Parramatta Progress Association, forwarding the names of persons desirous of being examined in the Committee's inquiry respecting the proposed Railway from the Terminus of the Rosehill Railway to Dural.

The correspondence was received.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Isaac Chapman, Manager of the Rosehill Railway, was sworn, and further examined.

Thomas Rhodes Firth, Engineer-in-Chief for Existing Lines, Department of Railways, was sworn, and examined.

The Committee adjourned at 4 o'clock, until twenty-five minutes past 9 o'clock a.m. on Wednesday, the following day, at the Redfern Railway Station.

WEDNESDAY, 12 JANUARY, 1898.

The Committee met at 9.25 a.m. at Redfern Railway Station.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	The Hon. Daniel O'Connor,
The Hon. James Hoskins,	Henry Clarke, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

Accompanied by Mr. A. E. Powell, Surveyor, Railway Construction Branch, Department of Public Works, and in pursuance of their inquiry respecting the proposed Railway from the terminus of the Rosehill Railway to Dural, the Committee proceeded by train to Clyde; thence by special train to Rosehill, and along the Rosehill Railway to its terminus at Carlingford; and from the terminus, in vehicles, to Dural, in order to inspect the existing railway line and the route of the proposed extension, and see the district through which the extension would go. From Dural the Committee drove through Castle Hill, Kellyville, and Baulkham Hills to Parramatta to acquaint themselves with a route recommended for a tramway as an alternative to the proposed railway. The Committee returned to Sydney at five minutes past 7 p.m.

THURSDAY,

THURSDAY, 13 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Statement of cost of tramway line from Campbelltown to Camden, forwarded by Mr. T. R. Firth, Engineer-in-Chief for Existing Lines, Department of Railways, in connection with his evidence on the Committee's inquiry respecting the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Letters from Mr. Edwin Doudney, L.R.C.P., E., &c., and Alderman Henry Jenkins, Mayor of Ermington and Rydalmere, expressing a desire to give evidence on the Committee's inquiry respecting the proposed Railway from the Terminus of the Rosehill Railway to Dural.

The correspondence was received.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 14 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

William Thomas Wright was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m., on Tuesday, 18th January.

TUESDAY, 18 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

John Charles Hunt, fruit-grower, Dural; John William Foster, fruit-grower, Castle Hill; Christopher John Moore, fruit-grower, Castle Hill; and John Speir Heron, fruit-grower, Castle Hill, were sworn, and examined.

The Committee adjourned at twelve minutes past 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 19 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Luke Gallard, fruit-grower, Kenthurst; Samuel Fagan, fruit-grower, Dural; George Henry Werth, fruit-grower, Glenhaven; Henry Thomas Johnston, Mayor of Dundas; and David Scott, Arcadia, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 20 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

James Purser, fruit-grower, Castle Hill; Walter James Black, fruit-grower, Glenorie; and John Purser, fruit-grower, Carlingford, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 21 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Rev. Henry Robert Pigott, Kellyville; Henry Jenkins, Mayor of Ermington and Rydalmere; James Tamsett, fruit-grower, Baulkham Hills; and William Henry Smith, fruit-grower, Castle Hill, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 9 o'clock a.m. on Saturday, the following day, at Redfern Railway Station.

SATURDAY, 22 JANUARY, 1898.

The Committee met at 9 a.m. at Redfern Railway Station.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	John Lionel Fegan, Esq.,
The Hon. Daniel O'Connor,	Thomas Henry Hassall, Esq.,
Henry Clarke, Esq.,	George Black, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee then, in pursuance of their inquiry with reference to the proposed Railway from the Terminus of the Rosehill Railway to Dural, proceeded by train to Hornsby, and thence in vehicles to Galston and Arcadia, where inquiry was made respecting the fruit-growing capabilities of this portion of the district, from which traffic would be obtained by the proposed railway, and the extent to which it was likely to contribute to the earnings of the line.

The Committee returned to Sydney at six minutes past 3.

MONDAY, 24 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The

The Secretary read the following correspondence:—

Letters from Mr. C. B. Cairns, Mr. D. D. Henderson, and Mr. E. Vanderstegen, stating that evidence from them in the Committee's inquiry, respecting the proposed Railway from the Terminus of the Rosehill Railway to Dural, was unnecessary.

The correspondence was received.

The following account was passed for payment:—

	£ s. d.
W. G. Baumann,—Expenses connected with the Committee's visit of inspection with reference to the proposed Railway from the Terminus of the Rosehill Railway to Dural	9 4 6

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Edwin Doudney, L.R.C.P., E., &c., Castle Hill; Walter Alexander Smith, District Engineer, Roads Branch, Department of Public Works; Dowell O'Reilly, Esq., M.P.; and John Judah Barnett, fruit-grower, Arcadia, were sworn, and examined.

The Committee adjourned at ten minutes past 4, until 2 o'clock p.m. on Tuesday, the following day.

TUESDAY, 25 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,		Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

James William Hill, architect, Parramatta, and Reginald Bowman, M.B., M.R.C.S., Chairman, Parramatta Progress Association, were sworn, and examined.

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Thursday, 27th January.

THURSDAY, 27 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,		Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

John Thorpe, Parramatta; Joseph William Withers, Parramatta; William Alfred Brodie, property auctioneer, Parramatta; and Peter Thomas Joseph Parfitt, Manager, Bank of New Zealand, Sydney, were sworn, and examined.

Walter Alexander Smith, District Engineer, Roads Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 28 JANUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor,		Henry Clarke, Esq., Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

William Charles Hill, Chairman, and Henry Harris, Shareholder and Director, Rosehill Race Club, were sworn, and examined.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and further examined.

Mr.

Mr. Farnell gave notice that he would move at the next meeting of the Committee:—"That the Committee proceed to consider the evidence on the proposed Railway from the Terminus of the Rosehill Railway to Dural, with a view to reporting on the subject to the Legislative Assembly."
The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 1st February.

TUESDAY, 1 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

John Bennett, and Alderman Thomas Moxham, Mayor of Parramatta, were sworn, and examined. Mr. Farnell's notice of motion for the consideration of the evidence in the inquiry was postponed. The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 2 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

William Edmund Tunks, clerk, Valuation Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 3 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
E. J. Black—Hire of vehicles in connection with Committee's visit of inspection with reference to the proposed Railway from the Terminus of the Rosehill Railway to Dural	6	10	0
E. J. Black—Ditto ditto...	5	10	0
	£12 0 0		

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Walter Alexander Smith, District Engineer, Roads Branch, Department of Public Works, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and further examined.

The Committee further considered the proposed Railway from Koorawatha to Grenfell.

George Henry Greene, Esq., M.P., was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 4 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Under Secretary, Department of Lands, with reference to a railway reserve between Grenfell and Young.

The correspondence was received.

The Committee further considered the proposed Railway from Koorawatha to Grenfell.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, and William McIntyre, Chief Electoral Officer, Chief Secretary's Department, were sworn, and further examined.

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Tuesday, 8th February.

TUESDAY, 8 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the expediency of constructing Harbour Works at Macleay River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, was sworn, and examined.

Mr. Lec gave notice that he would move at the next meeting of the Committee,—“That Mr. Clarke, Mr. Fegan, and Mr. Lee, be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Railway from Koorawatha to Grenfell.”

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 9 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Statement from the Secretary to the Railway Commissioners showing the financial result of the working of the Camden tramway.

Statement from the Engineer-in-Chief for Railway Construction, giving the grades, curves, and estimated cost of various lines of railway to Dural, and the estimated cost of a line from the Great Northern Railway near Pennant Hills station to a point on the route of the proposed Railway to Dural, near Thompson's Corner.

The correspondence was received.

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Robert Vernon Saddington, Secretary, Australian Kerosene Oil and Mineral Company, was sworn, and examined.

John Charles Hunt, fruit-grower, Dural, and Christopher John Moore, fruit-grower, Castle Hill, were sworn, and further examined.

Elijah Ford Fuller, fruit-grower, Dural, was sworn, and examined.

Mr. Lee's notice of motion—“That Mr. Clarke, Mr. Fegan, and Mr. Lee be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Railway from Koorawatha to Grenfell”—was withdrawn.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 10 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Macleay River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and examined.

Mr. C. J. Roberts gave notice that he would move at the next meeting of the Committee,—“That a Sectional Committee, consisting of Mr. Ewing, Mr. O'Connor, Mr. Clarke, and Mr. Fegan, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Koorawatha to Grenfell.”

Mr. Hassall gave notice that he would move at the next meeting of the Committee,—“That a Sectional Committee, consisting of Mr. Ewing, Mr. Roberts, Mr. Lee, and Mr. Hassall, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Warren to Coonamble.”

Mr. Wright's notice of motion for the appointment of a Sectional Committee with reference to the proposed Railway from Byrock to Brewarrina, and the proposed Railway from Narrabri to Pilliga, was, by consent, withdrawn.

Mr. Wright gave notice that he would move at the next meeting of the Committee,—“That a Sectional Committee, consisting of Mr. Humphery, Mr. Black, and Mr. Wright be appointed to inspect, take evidence, and report with reference to the proposed Railway from Byrock to Brewarrina.”

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 11 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

John Noake,—Expenses connected with Committee's visit of inspection with reference to the proposed Railway from the Terminus of the Rosehill Railway to Dural	£	s.	d.
John Ferguson (<i>Cumberland Times</i>)—Advertising	0	18	0
Australian Newspaper Co., Ltd. (<i>Star</i>)—Advertising	0	6	9
	1	7	0
Total	£2	11	9

Mr. C. J. Roberts moved,—“That a Sectional Committee, consisting of Mr. Ewing, Mr. O'Connor, Mr. Clarke, and Mr. Fegan, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Koorawatha to Grenfell.”

The motion was seconded by Mr. Lee, and passed.

Mr. Wright moved,—“That a Sectional Committee, consisting of Mr. Humphery, Mr. Black, and Mr. Wright be appointed to inspect, take evidence, and report with reference to the proposed Railway from Byrock to Brewarrina.”

The motion was seconded by Mr. Farnell, and passed.

Mr. Hassall's notice of motion for the appointment of a Sectional Committee with reference to the proposed Railway from Warren to Coonamble, was postponed.

The Committee further considered the proposed Harbour Works at Macleay River.

Alexander Brown Portus, Superintending Engineer of Dredges, Department of Public Works, and Francis Clarke, Esq., M.P., were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 15th February.

TUESDAY, 15 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—
Letter from Mr. J. W. Hill, Parramatta, with reference to his evidence in the Committee's inquiry respecting the proposed Railway from the Terminus of the Rosehill Railway to Dural.

The correspondence was received.

The following accounts were passed for payment:—

	£	s.	d.
Daily Telegraph Newspaper Co., Ltd.—Advertising	...	...	...
S. Bennett (<i>Evening News</i>)—Advertising	...	...	...
Total	...	...	...
	£2	12	6

The Committee further considered the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Mr. Farnell moved,—“That the Committee proceed to consider the evidence on the proposed Railway from the Terminus of the Rosehill Railway to Dural, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Hassall, and passed.

Mr. Farnell moved,—“That in the opinion of the Committee, it is expedient that the proposed Railway from the Terminus of the Rosehill Railway to Dural, as referred to the Committee by the Legislative Assembly, be carried out.”

The motion was seconded by Mr. Clarke, and negatived on the following division:—

Ayes, 5.	Noes, 8.
Mr. O'Connor,	Mr. Ewing,
Mr. Clarke,	Mr. Humphery,
Mr. Lce,	Mr. Hoskins,
Mr. Fegan,	Mr. Roberts,
Mr. Farnell.	Mr. Trickett,
	Mr. Hassall,
	Mr. Black,
	Mr. Wright.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 16 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Macleay River.

John McLaughlin, Esq., M.P.; Charles Edward Rennie, Chief Draftsman, Department of Lands; Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department; and Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 17 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Macleay River.

John See, Esq., M.P., and Magnus Thompson, J.P., were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 18 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The

The Committee further considered the proposed Harbour Works at Macleay River. James Bolton, shipwright, and Richard Taplin, master mariner, were sworn, and examined. Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and further examined. The Committee adjourned at half-past 3, until 2 o'clock p.m. on Tuesday, 22nd February.

TUESDAY, 22 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett,		Charles Alfred Lee, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Hon. Secretary, Cootamundra District Council, requesting that the Sectional Committee on the proposed Railway from Koorawatha to Grenfell take evidence at Cootamundra in favour of a railway extension from Temora to Wyalong as against the proposed line from Koorawatha to Grenfell.

The Committee divided on the question,—“That the letter be forwarded to the Sectional Committee, without comment.”

Ayes, 4. Mr. Humphery, Mr. Roberts, Mr. Trickett, Mr. Lee.		Noes, 4. Mr. Hoskins, Mr. Hassall, Mr. Black, Mr. Wright.
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The numbers being equal, the Vice-Chairman gave his casting-vote with the “Ayes.”

The following account was passed for payment:—

John Sands (Sydney Directory) £1 0 0

The Committee proceeded to consider the expediency of constructing a Railway from Maitland to Taree.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 23 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, Charles Alfred Lee, Esq.,		Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 24 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, Charles Alfred Lee, Esq.,		Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Hugh McLachlan, Secretary to the Railway Commissioners; William Henry Hall, Sub-editor of Statistical Year Books, Government Statistician's Office; Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works; and Charles Edward Rennie, Chief Draftsman, Department of Lands, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 25 FEBRUARY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	Thomas Henry Hassall, Esq.,
The Hon. Charles James Roberts, C.M.G.,	George Black, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.,
Charles Alfred Lee, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Francis Clarke, Esq., M.P., and Joseph Witer Allworth, Acting Chief Surveyor, Department of Lands, were sworn, and examined.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Tuesday, 1st March.

TUESDAY, 1 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
Francis Augustus Wright, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letters from R. A. Wiseman and A. F. Hall, Newcastle, with reference to the proposed Railway from Maitland to Taree.

Letter from the Council Clerk, Liverpool, with reference to the Committee's Report upon the proposed Erection of Buildings at Rookwood for Infirm and Destitute Persons.

The correspondence was received.

The Committee further considered the proposed Railway from Maitland to Taree.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 2 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Joseph Clarke, Inland Mail Clerk, Postal and Electric Telegraph Department; and Thomas Rhodes Firth, Engineer-in-Chief for Existing Lines, Department of Railways, were sworn, and examined.

The Committee adjourned at 3 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 3 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Thomas Rhodes Firth Engineer-in-Chief for Existing Lines, Department of Railways, was sworn, and further examined.

Richard Cooke, Secretary, North Coast Steam Navigation Co. (Limited); Walter Alexander Smith, District Engineer, Roads Branch, Department of Public Works; and George Charles Yeo, draftsman, Department of Mines, were sworn, and examined.

The Committee further considered the proposed Harbour Works at the Macleay River.

Richard Cooke, Secretary, North Coast Steam Navigation Co. (Limited), was sworn, and examined.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 4 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment :—

J. Le Gay Brereton,—Reading and correcting printer's proofs of evidence ...	£	s.	d.
Australian Newspaper Co., Ltd. (<i>Star</i>)—Advertising ...	0	16	0
Total ...	£4	6	0

The Committee further considered the proposed Railway from Maitland to Taree.

Justin McSweeney, contractor and timber merchant, and Henry Chamberlaine Russell, C.M.G., Government Astronomer, were sworn, and examined.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee further considered the proposed Harbour Works at the Macleay River.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and examined.

Mr. Lee (with concurrence) moved,—“That Mr. Fegan be a member of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Byrock to Brewarrina.”

The motion was seconded by Mr. Roberts, and passed.

Mr. Fegan (with concurrence) moved,—“That Mr. O'Connor be a member of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Byrock to Brewarrina.”

The motion was seconded by Mr. Hassall, and passed.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, 8th March.

TUESDAY, 8 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letters from the Cootamundra District Council and the Barmedman Railway League, with reference to the Committee's inquiry respecting the proposed Railway from Koorawatha to Grenfell.

Memorandum from Pilot J. A. Jamieson, Macleay River, to the Marine Board, Sydney, with reference to the proposed Harbour Works at Macleay River.

The correspondence was received.

The Committee further considered the proposed Railway from Maitland to Taree.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and further examined.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and examined.

The Committee adjourned at twenty minutes to 4, until 2 o'clock p.m. on Wednesday, the following day

WEDNESDAY, 9 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The

The Committee proceeded to consider the expediency of constructing a line of Railway from Woolabra to Collarendabri.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 10 MARCH, 1893.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
Arthur Blenkin,—Shorthand-writer accompanying Sectional Committee on proposed Railway from Koorawatha to Grenfell	17	2	10
S. Bennett (<i>Evening News</i>)—Advertising	0	15	0
Black & Co. (<i>Cumberland Free Press</i>)—Advertising	0	9	0
Total	£18	6	10

Mr. Ewing, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Koorawatha to Grenfell, brought up the Report of the Sectional Committee, and moved that it be received and printed with the evidence taken before the Sectional Committee.

The motion was agreed to, and the Report was read by the Secretary.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from the Terminus of the Rosehill Railway to Dural.

Clauses 1 to 12 were passed, and the further consideration of the Report was adjourned.

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 11 MARCH, 1893.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Woolabra to Collarendabri.

John Harper, Chief Traffic Manager, Department of Railways, was sworn, and examined.

Mr. Black gave notice that he would move at the next meeting of the Committee,—“That a Sectional Committee, consisting of Mr. Ewing, Mr. Trickett, Mr. Black, and Mr. Wright, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Maitland to Taree, and the proposed Harbour Works at the Manning River.”

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Monday, 14th March, 1893.

MONDAY, 14 MARCH, 1893.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from the Sectional Committee appointed with reference to the proposed Railway from Byrock to Brewarrina, reporting progress.

Letter

Letter from Mr. John Hibberd, Gladstone, with reference to the proposed Harbour Works at Macleay River.

Letter from Mr. G. A. Munro, Hon. Secretary, Warren-Coonamble Railway League, with reference to the proposed Railway from Warren to Coonamble.

The correspondence was received.

The following accounts were passed for payment :—

	£	s.	d.
Daily Telegraph Newspaper Co. (Ltd.)—Advertising	0	18	0
W. G. Baumann—Expenses connected with Committee's visit of inspection with reference to the proposed Railway from the Terminus of the Rosehill Railway to Dural		4	17
		6	6
Total	£5	15	6

Mr. Hassall moved,—“That a Sectional Committee, consisting of Mr. Ewing, Mr. Roberts, Mr. Lee, and Mr. Hassall, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Warren to Coonamble.”

The motion was seconded by Mr. Trickett, and passed.

The Committee further considered the proposed Railway from Woolabra to Collarendabri.

Hugh McLachlan, Secretary to the Railway Commissioners; Henry Chamberlaine Russell, C.M.G., Government Astronomer, and William Henry Hall, Sub-editor of Statistical Publications, Government Statistician's Office, were sworn, and examined.

The Committee further considered the proposed Railway from Maitland to Taree.

Richard Atkinson Price, Esq., M.P., was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, the following day.

TUESDAY, 15 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, Henry Clarke, Esq.,		Charles Alfred Lee, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Woolabra to Collarendabri.

Charles Edward Rennie, Chief Draftsman, Department of Lands; George Charles Yeo, Draftsman, Stock Branch, Department of Mines; and Edward M'Carthy Allman, Assistant Engineer, Roads Branch, Department of Public Works, were sworn, and examined.

The Committee further considered the proposed Railway from Maitland to Taree.

George Charles Yeo, Draftsman, Stock Branch, Department of Mines, was sworn, and further examined.

William Edwin Tunks, Clerk, Valuation Branch, Department of Public Works, was sworn, and examined.

Richard Atkinson Price, Esq., M.P., was sworn, and further examined.

The Committee proceeded to consider the expediency of constructing Harbour Works at Tweed River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 16 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, Henry Clarke, Esq.,		Charles Alfred Lee, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Tweed River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and examined.

Mr. Trickett gave notice that he would move at the next meeting of the Committee,—“That a Sectional Committee, consisting of Mr. Roberts, Mr. Trickett, Mr. Clarke, Mr. Lee, and Mr. Hassall, be appointed to inspect, take evidence, and report with reference to the proposed Harbour Works at Tweed River.”

The Committee adjourned at 10 minutes to 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 17 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Tweed River.

John Bede Kelly, Esq., M.P.; the Hon. Alexander Kethel, M.L.C.; and Bartholomew Martin Corrigan, ship-owner, were sworn, and examined.

The Committee further considered the proposed Railway from Maitland to Taree.

Bartholomew Martin Corrigan, ship-owner, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 18 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment:—

John Le Gay Brereton—Reading and correcting printers' proofs of evidence ... £5 0 0

The Committee further considered the proposed Harbour Works at Tweed River.

Lawrence Tulloch, master of the steamer "Augusta"; John Pugh, master of the steamer "Wollumbin"; Robert Langley, ship-owner; and the Hon. Samuel Charles, M.L.C., were sworn, and examined.

Mr. Trickett's notice of motion for the appointment of a Sectional Committee with reference to the proposed Harbour Works at Tweed River, was, by consent, withdrawn.

Mr. Trickett gave notice that he would move at the next meeting of the Committee,—“That a Sectional Committee, consisting of Mr. Trickett, Mr. Clarke, Mr. Lee, and Mr. Black, be appointed to inspect, take evidence, and report with reference to the proposed Harbour Works at Tweed River.”

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Monday, 21st March, 1898.

MONDAY, 21 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Temporary Chairman.

The Hon. James Hoskins,	George Black, Esq.,
The Hon. William Joseph Trickett,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Macleay River.

Frederick William Neitenstein, Comptroller-General of Prisons, Department of Justice, was sworn, and examined.

The Committee further considered the proposed Harbour Works at Tweed River.

Walter Scott Campbell, Chief Clerk, Department of Agriculture; Charles Edward Rennie, Chief Draftsman, Department of Lands; and Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department, were sworn, and examined.

Mr. Trickett's notice of motion for the appointment of a Sectional Committee with reference to the proposed Harbour Works at Tweed River, was postponed.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, the following day.

TUESDAY, 22 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed

The

The Secretary read the following correspondence :—

Letter from Major Neild, M.P., Commissioner on Charities for New South Wales, asking to be supplied, for personal perusal, in connection with his report to His Excellency the Governor, with copies of the evidence given by Mr. G. H. Greene, M.P., Mr. W. S. Suttor, and Mr. J. Q. Wood, in regard to the proposed Railway from Koorawatha to Grenfell.

Mr. Trickett moved,—“That Major Neild be informed that copies of the evidence cannot be supplied, but that it may be perused by him at the Committee’s office.”

The motion was seconded by Mr. Clarke, and passed.

Mr. Trickett moved,—“That a Sectional Committee, consisting of Mr. Trickett, Mr. Clarke, Mr. Lee, and Mr. Black, be appointed to inspect, take evidence, and report with reference to the proposed Harbour Works at Tweed River.”

The motion was seconded by Mr. Wright, and passed.

The Committee proceeded to consider the expediency of constructing Harbour Works at Manning River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, was sworn, and examined.

The Committee further considered the proposed Railway from Maitland to Taree.

William Edwin Tunks, Clerk, Land Valuation Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 7 minutes to 4, until 2 o’clock p.m. on Wednesday, the following day.

WEDNESDAY, 23 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,

The Hon. William Joseph Trickett,

The Hon. Daniel O’Connor,

Henry Clarke, Esq.,

Charles Alfred Lee, Esq.,

George Black, Esq.,

Francis Augustus Wright, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Telegram from Mr. Ewing, Chairman of the Sectional Committee appointed with reference to the proposed Railway from Warren to Coonamble, reporting progress.

The correspondence was received.

The following account was passed for payment :—

	£	s.	d.
John Le Gay Brereton—Reading and correcting printer’s proofs of evidence ...	1	0	0

The Committee further considered the proposed Harbour Works at Manning River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, and George Charles Yeo, Draftsman, Stock Branch, Department of Mines, were sworn, and examined.

The Committee adjourned at 4 o’clock, until 2 o’clock p.m. on Thursday, the following day.

THURSDAY, 24 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,

The Hon. William Joseph Trickett,

The Hon. Daniel O’Connor,

Henry Clarke, Esq.,

Charles Alfred Lee, Esq.,

George Black, Esq.,

Francis Augustus Wright, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Manning River.

Samuel Boulden, master of the steamer “Coraki,” was sworn, and examined.

The Committee further considered the proposed Harbour Works at Tweed River.

George Wallace Nicoll, steamship-owner, was sworn, and examined.

The Committee adjourned at 4 o’clock, until 2 o’clock p.m. on Friday, the following day.

FRIDAY, 25 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,

The Hon. William Joseph Trickett,

The Hon. Daniel O’Connor,

Henry Clarke, Esq.,

Charles Alfred Lee, Esq.,

George Black, Esq.,

Francis Augustus Wright, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Manning River.

Thomas Robert Allt, Managing Director, North Coast Steam Navigation Co. (Ltd.), and Captain Francis Hixson, R.N., President, Marine Board, were sworn, and examined.

Captain John Jackson, Manager of Public Wharfs, made an affirmation, and was examined; Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department, was sworn, and examined.

The Committee further considered the proposed Harbour Works at Tweed River.

Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Monday, 28th March.

MONDAY, 28 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	|	John Lionel Fegan, Esq.,
The Hon. Daniel O'Connor,	|	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Woolabra to Collarendabri.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Charles McDonnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Charles L. Shainwald, Inspector of Branches (Messrs. E. Rich & Co., Forwarding Agents), was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Tuesday, the following day.

TUESDAY, 29 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	|	John Lionel Fegan, Esq.,
The Hon. Daniel O'Connor,	|	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Charles L. Shainwald, Inspector of Branches (Messrs. E. Rich & Co., Forwarding Agents), and John Harper, Chief Traffic Manager, Department of Railways, were sworn, and further examined.

The Committee further considered the proposed Harbour Works at Manning River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 30 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,	|	John Lionel Fegan, Esq.,
The Hon. Daniel O'Connor,	|	Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Woolabra to Collarendabri.

Edward MacCarthy Allman, Assistant Engineer, Roads Branch, Department of Public Works, was sworn, and further examined.

The Committee further considered the proposed Harbour Works at Manning River.

Charles Edward Rennie, Chief Draftsman, Department of Lands, was sworn, and examined.

The Committee proceeded to consider the expediency of constructing Harbour Works at Bellinger River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, and Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 31 MARCH, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,
The Hon. Daniel O'Connor,

John Lionel Fegan, Esq.,
Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Bellinger River.

Charles Edward Rennie, Chief Draftsman, Department of Lands; Thomas Ratcliffe, Pilot, Bellinger River; Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department; William Sydney Preddey, Timber Merchant; and George Charles Yeo, Draftsman, Stock Branch, Department of Mines, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 1 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,
The Hon. Daniel O'Connor,

John Lionel Fegan, Esq.,
Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegrams from the Sectional Committees appointed with reference to the proposed Railway from Warren to Coonamble, and the proposed Harbour Works at Tweed River, reporting progress.

The correspondence was received.

The Committee further considered the proposed Harbour Works at Tweed River.

Robert Craig, Managing Director, Tweed River Creamery Butter Company, was sworn, and examined.

The Committee further considered the proposed Harbour Works at Bellinger River.

George De Fraine, Timber Merchant, was sworn, and examined.

The Committee further considered the proposed Harbour Works at Manning River.

George Walters, General Manager, Australasian Timber Company, was sworn, and examined.

Mr. Fegan gave notice that he would move at the next meeting of the Committee:—"That the Committee proceed to consider the evidence on the proposed Railway from Koorawatha to Grenfell, with a view to reporting on the subject to the Legislative Assembly."

The Committee adjourned at ten minutes to 4, until 2 o'clock p.m. on Tuesday, 5th April.

TUESDAY, 5 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Honorable Frederick Thomas Humphery, Vice-Chairman.

The Hon. James Hoskins,
The Hon. William Joseph Trickett,
The Hon. Daniel O'Connor,
Henry Clarke, Esq.,

Charles Alfred Lee, Esq.,
John Lionel Fegan, Esq.,
George Black, Esq.,
Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Lee, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Harbour Works at Tweed River, brought up the Report of the Sectional Committee, and moved that it be received, and printed with the minutes of evidence taken before the Sectional Committee.

The motion was seconded by Mr. Trickett, and passed.

Mr. Humphery, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Byrock to Brewarrina, brought up the Report of the Sectional Committee, and moved that it be received, and printed with the minutes of evidence taken before the Sectional Committee.

The motion was seconded by Mr. Fegan, and passed.

The reports were read by the Secretary.

The Committee further considered the proposed Harbour Works at Bellinger River.

William Alexander Manning, solicitor, and Thomas Stewart, formerly pilot, Bellinger River, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 6 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Francis Augustus Wright, Esq.	

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
Australian Newspaper Co. (<i>Star</i>)—Advertising	0	16	0
William Robert Baker (<i>Tweed and Brunswick Advocate</i>)—Advertising	0	4	9
J. Le Gay Brereton—Reading and correcting printer's proofs of evidence... ..	1	15	0
R. R. Carrington, Shorthand-writer accompanying Sectional Committee on the proposed Railway from Byrock to Brewarrina	16	7	4
Edward Downey, Shorthand-writer accompanying Sectional Committee on the proposed Harbour Works at Tweed River	17	2	7
Total	£36	5	8

The Committee further considered the proposed Harbour Works at Bellinger River.

John See, Esq., M.P., John McLaughlin, Esq., M.P., and Louis Paulsen, master of ss. "Rosedale," were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 7 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Francis Augustus Wright, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Committee further considered their Report to the Legislative Assembly on the proposed Railway from the Terminus of the Roschill Railway to Dural.

Clause 13. Proposed purchase of the Rosehill Railway.

The clause was considered, and the further consideration of it adjourned.

Mr. Fegan moved,—“That the Committee proceed to consider the evidence on the proposed Railway from Koorawatha to Grenfell, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. O'Connor, and passed.

Mr. Fegan moved,—“That, in the opinion of the Committee, it is expedient the proposed Railway from Koorawatha to Grenfell, as referred to the Committee by the Legislative Assembly, be carried out.”

Mr. Clarke seconded the motion.

The debate was adjourned.

Mr. Lee gave notice that he would move at the next meeting of the Committee:—“That the Committee proceed to consider the evidence on the proposed Harbour Works at Tweed River, with a view to reporting on the subject to the Legislative Assembly.”

The Committee adjourned at a quarter past 3, until 2 o'clock p.m. on Tuesday, 12th April.

TUESDAY, 12 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
<i>Daily Telegraph</i> —Advertising	0	19	0
S. Bennett (<i>Evening News</i>)—Advertising	0	15	0
Total	£1	14	0

The

The Committee further considered the proposed Harbour Works at Bellinger River.

Patrick Hogan was sworn, and examined.

The Committee further considered the proposed Railway from Koorawatha to Grenfell.

The adjourned debate upon Mr. Fegan's motion,—“That, in the opinion of the Committee, it is expedient the proposed Railway from Koorawatha to Grenfell, as referred to the Committee by the Legislative Assembly, be carried out,”—was resumed.

The motion was passed.

The Committee further considered their Report to the Legislative Assembly on the proposed Railway from the terminus of the Rosehill railway to Dural.

The consideration of Clause 13—Proposed purchase of the Rosehill railway—was resumed.

Mr. Farnell moved,—“That if the Rosehill Railway from Clyde to Carlingford, including the branch line to the Parramatta River, the timber wharf at the terminating point of the branch line, with the loading appliances upon it, the turntable, all land, and station, platform, and siding accommodation, and everything else provided or carried out in connection with the railway under Bennett's and Simpson's Railway Acts, can be purchased by the Government for a sum not exceeding £20,000, the Committee recommend that the purchase be made.”

The motion was seconded by Mr. Hoskins, and passed on the following division :—

Ayes, 9.	Noes, 2.
Mr. Ewing, Mr. Humphery, Mr. Hoskins, Mr. Roberts, Mr. Trickett, Mr. Clarke, Mr. Lee, Mr. Fegan, Mr. Farnell.	Mr. Black, Mr. Wright.

The further consideration of the clause was adjourned.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 13 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered their Report to the Legislative Assembly on the proposed Railway from the terminus of the Rosehill Railway to Dural.

The consideration of Clause 13—Proposed purchase of the Rosehill Railway—was resumed.

The clause was passed, the Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from Koorawatha to Grenfell.

The Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee further considered the proposed Harbour Works at Tweed River.

Mr. Lee moved,—“That the Committee proceed to consider the evidence on the proposed Harbour Works at Tweed River, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Black, and passed.

Mr. Lee gave notice that he would move, at the next meeting of the Committee,—“That, in the opinion of the Committee, it is expedient that the proposed Harbour Works at Tweed River, as referred to the Committee by the Legislative Assembly, be carried out.”

The Committee adjourned at twenty minutes to 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 14 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,	Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The

The Committee proceeded to consider the expediency of constructing Harbour Works at Nambucca River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, and Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, were sworn, and examined.

Mr. Lee's notice of motion with reference to the proposed Harbour Works at Tweed River was postponed.

The Committee adjourned at 4 o'clock, until half-past 10 o'clock a.m. on Friday, the following day.

FRIDAY, 15 APRIL, 1898.

The Committee met at 10'30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,		Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

William Sawers, grazier, was sworn, and further examined.

William Dickson, pastoralist, and William Nicholas Willis, Esq., M.P., were sworn, and examined.

The Committee adjourned at ten minutes to 1, until 2 o'clock p.m. on Tuesday, 19th April.

TUESDAY, 19 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,		Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Francis William Bacon, grazier, was sworn, and further examined.

Richard Randolph Machattie, stock and station agent, Brewarrina, was sworn, and examined.

Mr. Black's notice of motion with reference to the appointment of a Sectional Committee on the proposed Railway from Maitland to Taree, and the proposed Harbour Works at Manning River, was withdrawn.

Mr. Fegan gave notice that he would move at the next meeting of the Committee:—"That a Sectional Committee, consisting of Mr. Ewing, Mr. Roberts, Mr. Fegan, and Mr. Hassall, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Narrabri to Pilliga, and the proposed Railway from Woolabra to Collarendabri."

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 20 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery, The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett, The Hon. Daniel O'Connor, Henry Clarke, Esq.,		Charles Alfred Lee, Esq., John Lionel Fegan, Esq., Thomas Henry Hassall, Esq., George Black, Esq., Francis Augustus Wright, Esq., Frank Farnell, Esq.
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The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
Moody and Macdonald (<i>Coonamble Independent</i>)—Advertising... ..	0	11	0
J. Le Gay Brereton, Reading and correcting printer's proofs of evidence taken before the Committee	3	0	0
Total	3	11	0

Mr. Ewing, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Warren to Coonamble, brought up the Report of the Sectional Committee, and moved that it be received, and printed with the Minutes of Evidence taken before the Sectional Committee.

The motion was agreed to.

The

The Committee further considered the proposed Harbour Works at Nambucca River. John McLaughlin, Esq., M.P., and Patrick Hogan, were sworn, and examined. The Committee further considered the proposed Harbour Works at Bellinger River. Frederick Thomas Matthews was sworn, and examined. The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 21 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Warren to Coonamble.

The Report of the Sectional Committee was read by the Secretary.

The Committee further considered the proposed Harbour Works at Tweed River.

Mr. Lee moved,—“That, in the opinion of the Committee, it is expedient that the proposed Harbour Works at Tweed River, as referred to the Committee by the Legislative Assembly, be carried out.”

The motion was seconded by Mr. Trickett, and passed on the following division:—

Ayes, 12.	Noes, 1.
Mr. Ewing,	Mr. Humphery.
Mr. Hoskins,	
Mr. Roberts,	
Mr. Trickett,	
Mr. O'Connor,	
Mr. Clarke,	
Mr. Lee,	
Mr. Fegan,	
Mr. Hassall,	
Mr. Black,	
Mr. Wright,	
Mr. Farnell.	

Mr. Roberts gave notice that he would move at the next meeting of the Committee,—“That the Committee proceed to consider the evidence on the proposed Railway from Warren to Coonamble, with a view to reporting on the subject to the Legislative Assembly.”

The Committee adjourned at twenty-five minutes to 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 22 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Warren to Coonamble.

Alexander Wilson was sworn, and examined.

The Committee further considered the proposed Harbour Works at Nambucca River.

Charles Edward Rennie, Chief Draftsman, Department of Lands; George Charles Yeo, Draftsman, Stock Branch, Department of Mines; and Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department, were sworn, and examined.

The Committee further considered the proposed Harbour Works at Macleay River.

Oscar Rowe was sworn, and examined.

Mr. C. J. Roberts moved,—“That the Committee proceed to consider the evidence on the proposed Railway from Warren to Coonamble, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Hassall, and passed.

Mr. C. J. Roberts gave notice that he would move at the next meeting of the Committee,—“That, in the opinion of the Committee, it is not expedient that the proposed Railway from Warren to Coonamble, as referred to the Committee by the Legislative Assembly, be carried out; but the Committee recommend that a survey be made of a route for a Railway from Dubbo to Coonamble, as shown approximately on the sketch accompanying the Sectional Committee's Report.”

Mr. Humphery gave notice that he would move at the next meeting of the Committee,—“That the Committee proceed to consider the evidence on the proposed Railway from Byrock to Brewarrina, with a view to reporting on the subject to the Legislative Assembly.”

The

The Committee further considered the proposed Railway from Narrabri to Pilliga.
Mr. Fegan moved,—“That a Sectional Committee, consisting of Mr. Ewing, Mr. Roberts, Mr. Fegan, and Mr. Hassall, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Narrabri to Pilliga, and the proposed Railway from Woolabra to Collarendabri.”

The motion was seconded by Mr. Roberts, and passed.

The Committee adjourned at twenty-five minutes to 4, until 2 o'clock p.m. on Tuesday, 26th April.

TUESDAY, 26 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Charles Alfred Lee, Esq.,
The Hon. James Hoskins,	John Lionel Fegan, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Thomas Henry Hassall, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
John Fairfax and Sons (<i>S. M. Herald</i>)—Advertising	3	8	0
G. W. Reynolds (<i>Burrangong Argus</i>)—Advertising	0	13	6
Total	£4	1	6

The Committee further considered the proposed Railway from Warren to Coonamble.

Mr. C. J. Roberts moved,—“That, in the opinion of the Committee, it is not expedient that the proposed Railway from Warren to Coonamble, as referred to the Committee by the Legislative Assembly, be carried out; but they recommend that a survey be made of a route for a Railway from Dubbo to Coonamble as shown approximately on the sketch accompanying the Sectional Committee's Report.”

Mr. Hassall seconded the motion.

Mr. Trickett moved,—“That the motion be amended by the omission of all the words after the word ‘out.’”

The amendment was negatived on the following division:—

Ayes, 4.

Mr. Ewing,
Mr. Trickett,
Mr. Clarke,
Mr. Lee.

Noes, 7.

Mr. Humphery,
Mr. Hoskins,
Mr. Roberts,
Mr. Fegan,
Mr. Black,
Mr. Wright,
Mr. Farnell.

The motion was then passed.

The Committee further considered the proposed Railway from Byrock to Brewarrina.

Mr. Humphery moved,—“That the Committee proceed to consider the evidence on the proposed Railway from Byrock to Brewarrina, with a view to reporting on the subject to the Legislative Assembly.”

The motion was seconded by Mr. Fegan, and passed.

Mr. Humphery moved,—“That, in the opinion of the Committee, it is expedient that the proposed Railway from Byrock to Brewarrina, as referred to the Committee by the Legislative Assembly, be carried out, provided that it be made legally binding upon the Crown lessees in the district served by the railway to pay, until the railway shall become self-supporting, one farthing per acre rent additional to their present or ordinary assessment, such additional rent to be credited to the Railway Commissioners.”

Mr. Fegan seconded the motion.

The debate was adjourned until Tuesday, 10th May.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 27 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read and confirmed.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Harbour Works at Tweed River.

The Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee proceeded to consider the expediency of constructing Harbour Works at Hastings River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 28 APRIL, 1893.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Hon. G. H. Cox, M.L.C., enclosing a memorial from residents of Leadville and its vicinity, in support of a railway from Mudgee to Coonamble.

The letter was received.

The Committee further considered the proposed Harbour Works at Hastings River.

Francis Clarke, Esq., M.P., and Charles Edward Rennie, Chief Draftsman, Department of Lands, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 29 APRIL, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Henry Clarke, Esq.,
The Hon. Charles James Roberts, C.M.G.,	John Lionel Fegan, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

W. Drake, Shorthand writer accompanying Sectional Committee on proposed Railway from Warren to Coonamble	£	s.	d.
John Brush & Co., Office requisites... ..			
Total	£37	13	0

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from Warren to Coonamble.

The Report was adopted and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

Mr. Clarke gave notice that he would move at the next meeting of the Committee,—“That Mr. Trickett, Mr. Black, and Mr. Farnell, be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Harbour Works at Hastings River, and the proposed Harbour Works at Manning River.”

The Committee adjourned at 3 o'clock, until 2 o'clock p.m. on Tuesday, 3rd May.

TUESDAY, 3 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

W. B. Howarth (“Grenfell Record”)—Advertising	s.	d.
J. R. M'William & Son (“Coonamble Times”)—Advertising		
W. H. Perry (“Brewarrina Times”)—Advertising		
Total	£1	3 6

The Committee further considered the proposed Harbour Works at Hastings River.

Harold Kingland, master of the schooner “Empress of India,” and Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 4 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Henry Clarke, Esq.,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Hastings River.

William John M'Donnell, accountant, and Louis Paulson, master of the steamer "Rosedale," were sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 5 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Telegram from the Sectional Committee appointed with reference to the proposed Railway from Narrabri to Pilliga, and the proposed Railway from Woolabra to Collarendabri, reporting progress.

Letter from Mr. F. Clarke, M.P., with statistical information relating to the municipal district of the Hastings River, and a copy of resolutions passed at Kempsey with regard to railway extension to that place.

The correspondence was received.

The Committee further considered the proposed Harbour Works at Hastings River.

William Henry John Slee, Chief Inspector of Mines, Department of Mines, was sworn, and examined.

Mr. Clarke's notice of motion for the appointment of a Sectional Committee with reference to the proposed Harbour Works at Hastings River, and the proposed Harbour Works at Manning River, was withdrawn.

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 6 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Henry Clarke, Esq.,	Francis Augustus Wright, Esq.,
	Frank Farnell, Esq.

The minutes of the previous meeting were read and confirmed.

The Secretary read the following correspondence :—

Telegram from the Sectional Committee appointed with reference to the proposed Railway from Narrabri to Pilliga, and the proposed Railway from Woolabra to Collarendabri, reporting progress.

The correspondence was received.

The Committee further considered the proposed Harbour Works at Hastings River.

Alderman Francis Buckle, steam-tug proprietor, was sworn, and examined.

The Committee further considered the proposed Harbour Works at Nambucca River.

Alderman Francis Buckle, steam-tug proprietor, was sworn, and examined.

The Committee further considered the proposed Harbour Works at Bellinger River.

Alderman Francis Buckle, steam-tug proprietor, was sworn, and examined.

The Committee adjourned at 4 o'clock until 2 o'clock p.m. on Tuesday, 10th May.

TUESDAY,

TUESDAY, 10 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.	
The Hon. James Hoskins,	Henry Clarke, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from the Sectional Committee appointed with reference to the proposed Railway from Narrabri to Pilliga, and the proposed Railway from Woolabra to Collarendabri, reporting progress.

The correspondence was received.

The Committee further considered the proposed Harbour Works at Hastings River.

John Lowrie Ruthven, civil engineer; George Charles Yeo, draftsman, Stock Branch, Department of Mines; and Reginald M'Rae Mitchell, clerk, Government Statistician's Office, Chief Secretary's Department, were sworn, and examined.

The resumption of the adjourned debate on Mr. Humphery's motion with reference to the proposed Railway from Byrock to Brewarrina, was postponed.

The Committee adjourned at 4 o'clock until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 11 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.	
The Hon. James Hoskins,	Henry Clarke, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read and confirmed.

The Committee further considered the proposed Harbour Works at Hastings River.

John See, Esq., M.P., was sworn, and examined.

The Committee further considered the proposed Harbour Works at Macleay River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and further examined.

Mr. Lee gave notice that he would move at the next meeting of the Committee,—“That Mr. Ewing, Mr. Roberts, Mr. Trickett, Mr. Clarke, Mr. Lee and Mr. Farnell be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Harbour Works at the Bellinger, Nambucca, and Macleay Rivers.”

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 12 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.	
The Hon. James Hoskins,	Henry Clarke, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from Mr. J. A. Martin, President of the Progress Committee, Mungindi, requesting that the Sectional Committee appointed with reference to the proposed Railway from Woolabra to Collarendabri be asked to inquire into the advisableness of a railway extension from Moree to Mungindi.

Telegram from the Sectional Committee appointed with reference to the proposed Railway from Narrabri to Pilliga and the proposed Railway from Woolabra to Collarendabri, reporting progress.

The correspondence was received, and it was decided that a copy of the telegram from Mungindi be forwarded to the Sectional Committee.

Mr. Lee moved,—“That Mr. Ewing, Mr. Roberts, Mr. Trickett, Mr. Clarke, Mr. Lee, and Mr. Farnell be appointed a Sectional Committee to inspect, take evidence, and report with reference to the proposed Harbour Works at Bellinger, Nambucca, and Macleay Rivers.”

The motion was seconded by Mr. Roberts, and passed.

The Committee further considered the proposed Harbour Works at Hastings River.

Walter Shellshear, Divisional Engineer, Department of Railways, was sworn, and examined.

The Committee further considered the proposed Harbour Works at Nambucca River.

Louis Paulson, master of the steamer “Rosedale,” was sworn, and examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 13 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.	
The Hon. James Hoskins,	Henry Clarke, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read and confirmed.

The following account was passed for payment:—

W. A. Holman (*Grenfell Vedette*),—Advertising £0 6 9

The Committee further considered the proposed Harbour Works at Manning River.

Charles Macleay Boyce, solicitor, was sworn, and examined.

The Committee adjourned at a quarter to 4, until 2 o'clock p.m. on Tuesday, 17th May.

TUESDAY, 17 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.	
The Hon. James Hoskins,	Henry Clarke, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. William Joseph Trickett,	George Black, Esq.,
The Hon. Daniel O'Connor,	Francis Augustus Wright, Esq.,
Frank Farnell, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from the Sectional Committee appointed with reference to the proposed Railway from Narrabri to Pilliga, and the proposed Railway from Woolabra to Collarendabri, reporting progress.

The correspondence was received.

The Committee further considered the proposed Harbour Works at Macleay River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and further examined.

The Committee further considered the proposed Harbour Works at Manning River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 18 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.	
The Hon. James Hoskins,	The Hon. Daniel O'Connor,
The Hon. William Joseph Trickett,	George Black, Esq.,
Francis Augustus Wright, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Nambucca River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at a quarter past 3, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 19 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.	
The Hon. Frederick Thomas Humphery,	John Lionel Fegan, Esq.,
The Hon. James Hoskins,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Francis Augustus Wright, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

Mr. Ewing, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Narrabri to Pilliga, brought up the Report of the Sectional Committee, and moved that it be received, and printed with the Minutes of Evidence taken before the Sectional Committee.

The motion was agreed to.

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103

The Committee further considered the proposed Railway from Woolabra to Collarendabri.

Mr. Ewing, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway from Woolabra to Collarendabri, brought up the Report of the Sectional Committee, and moved that it be received, and printed with the Minutes of Evidence taken before the Sectional Committee.

The motion was agreed to.

The Reports were read by the Secretary.

The Committee further considered the proposed Harbour Works at Bellinger River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and examined.

Mr. Black moved,—“That the Committee inspect, take evidence, and report with reference to the proposed Railway from Maitland to Taree, and the proposed Harbour Works at the Manning and Hastings Rivers.”

The motion was seconded by Mr. Hassall, and passed.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 20 MAY, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	John Lionel Fegan, Esq.,
The Hon. James Hoskins,	Thomas Henry Hassall, Esq.,
The Hon. Daniel O'Connor,	George Black, Esq.,
Francis Augustus Wright, Esq.	

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from the Sectional Committee appointed with reference to the proposed Harbour Works at the Bellinger, Nambucca, and Macleay Rivers, reporting progress.

The correspondence was received.

The Committee further considered the proposed Railway from Narrabri to Pilliga.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works; John Harper, Chief Traffic Manager, Department of Railways, and Charles Edward Rennie, Chief Draftsman, Department of Lands, were sworn, and further examined.

The Committee adjourned at 10 minutes past 3, until 9 o'clock a.m. on Saturday, the following day, at the Redfern Railway Station.

SATURDAY, 21 MAY, 1898.

The Committee met at the Redfern Railway Station, at 9 a.m., and proceeded by train to Newcastle.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were passed for payment:—

	£	s.	d.
G. V. Mocatta—Travelling expenses accompanying the Sectional Committee appointed with reference to the proposed Railway from Byrock to Brewarrina	3	0	0
H. Green & Co. (<i>Warren Herald</i>)—Advertising	0	7	0
Total...	£3	7	0

The Committee further considered the proposed Railway from Maitland to Taree, and the proposed Harbour Works at the Manning and Hastings Rivers, and arranged the order of their future proceedings.

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Monday, 23rd May.

MONDAY, 23 MAY, 1898.

The Committee met at the Chamber of Commerce, Newcastle, at 2 p.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

The Honorable Alexander Brown, M.L.C., William Lowe Kidd, Mayor of Newcastle, and Alfred Francis Hall, civil engineer and licensed surveyor, were sworn, and examined.

The Committee adjourned at a quarter to 4, until half-past 8 o'clock a.m., on Tuesday, the following day.

TUESDAY,

TUESDAY, 24 MAY, 1898.

The Committee met at the "Great Northern Hotel," Newcastle, at 8:30 a.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,	|	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	|	George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree, and adjourned until 2 o'clock p.m. on Wednesday, the following day, at West Maitland.

WEDNESDAY, 25 MAY, 1898.

The Committee met at the Municipal Council Chambers, West Maitland, at 2 p.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,	|	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	|	George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Alexander Wilkinson, Mayor of West Maitland; Carl Frederick Solling, solicitor; Oliver Kay Young, auctioneer; Richard Windeyer Thompson, solicitor; William Hope Mackay, grazier; Christopher Eipper, editor, *Maitland Mercury*; Henry O'Sullivan White, licensed surveyor; and John Rourke, manufacturer and importer, were sworn, and examined.

The Committee adjourned at twenty minutes past 4, until 2 o'clock p.m. on Thursday, the following day, at East Maitland.

THURSDAY, 26 MAY, 1898.

The Committee met at the Municipal Council Chambers, East Maitland, at 2 p.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,	|	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	|	George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

George Thomas Chambers, solicitor and ex-Mayor of East Maitland, was sworn, and examined.

The Committee adjourned at 4 o'clock until 11 o'clock a.m., on Friday, the following day, at Paterson.

FRIDAY, 27 MAY, 1898.

The Committee met at the "Court-house Hotel," Paterson, at 11:30 a.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,	|	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	|	George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Theophilus Cooper, pastoralist; Ebenezer Doust, ex-postmaster; and Edward John Cann, storekeeper, were sworn, and examined.

The Committee adjourned at half-past 12, until 10 o'clock a.m., on Saturday, the following day, at Dungog.

SATURDAY, 28 MAY, 1898.

The Committee met at the Municipal Council Chambers, Dungog, at 10 a.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,	|	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	|	George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

George Studdert Waller, grazier; Thomas Randles Whitehouse, hospital wardsman; Thomas Irwin, farmer and grazier; Joseph Abbott, Mayor of Dungog; Walter Bennett, journalist; Frederick Augustus Hooke, grazier; Edward Piper, storekeeper; Samuel Stanley Kingston, farmer; William Orr Skillon, manager, Dungog Butter Factory; and John Alexander Jones, alderman of Dungog, were sworn, and examined.

The Committee adjourned at a quarter to 5, until 2 o'clock p.m., on Monday, 30 May, at Stroud.

MONDAY,

MONDAY, 30 MAY, 1898.

The Committee met at the Court-house, Stroud, at 3 p.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,
John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.,
George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works; Charles Percy Thomas, solicitor; Gordon Launcelot Andrews, bank manager, Bank of Australasia; James M'Intyre, storekeeper; Andrew M'Neill, butcher; Thomas Sydney Magna, post and telegraph assistant; and Charles Westley Cripps, Clerk of Petty Sessions and Crown Lands Agent, were sworn, and examined.

The Committee adjourned at 20 minutes to 5, until half-past 2 o'clock p.m. on Tuesday, the following day, at Gloucester.

TUESDAY, 31 MAY, 1898.

The Committee met at "Costin's Hotel," Gloucester, at 2 p.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,
John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.,
George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment:—

	£	s.	d.
Arthur Blenkin, Shorthand-writer accompanying Sectional Committee on proposed Railway from Narrabri to Pilliga, and proposed Railway from Woolabra to Collarendabri	35	2	6

The Committee further considered the proposed Railway from Maitland to Taree.

Alexander Laurie, Esq., grazier, Rawdon Vale; Rue Bergin, surveyor, Department of Lands; John Notley, creamery proprietor, Barrington River; Angus Benlon, farmer, Barrington; and Norman Bell, farmer, Barrington, were sworn, and examined.

The Committee adjourned at ten minutes to 5, until 2 o'clock p.m. on Wednesday, the following day, at Krumbach.

WEDNESDAY, 1 JUNE, 1898.

The Committee met at the "Commercial Hotel," Krumbach, at 2 p.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,
John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.,
George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

John James Gallagher, hotel proprietor; and James William Gossip, farmer, were sworn, and examined.

The Committee adjourned at 3 o'clock, until 10 o'clock a.m. on Thursday, the following day, at Taree.

THURSDAY, 2 JUNE, 1898.

The Committee met at the Court-house, Taree, at 11 a.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,
John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.,
George Black, Esq.]

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment:—

	£	s.	d.
Charles Lyne—Expenses as Secretary accompanying Committee in their inquiry respecting the proposed Railway from Maitland to Taree, and the proposed Harbour Works at Manning and Hastings Rivers	16	10	0

The Committee further considered the proposed Railway from Maitland to Taree.

John Thomson, Mayor of Taree; Ernest Frederick Meares, bank manager; Henry Winter Flett, grazier; Peter A. Muscil, farmer; and Thomas Burnhal Boyce, journalist, were sworn, and examined.

The Committee further considered the proposed Harbour Works at Manning River.

John Thomson, Mayor of Taree; George Ricketts, master mariner and local manager, North Coast Steam Navigation Company; and Thomas West Dugdale, storekeeper, were sworn, and examined.

The Committee adjourned at a quarter to 5, until half-past 10 o'clock a.m. on Friday, the following day, at Cundletown.

FRIDAY,

FRIDAY, 3 JUNE, 1898.

The Committee met at the School of Arts, Cundletown, at 10:30 a.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,
John Lionel Fegan, Esq.

Thomas Henry Hassall, Esq.,
George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Robert Cox, J.P.; James Levick, builder; Henry John Cornish, dispenser of medicine; James Collins, farmer; William George Everingham Smith, farmer; and Moritz Ahronsen, were sworn, and examined.

The Committee further considered the proposed Harbour Works at Manning River.

William Mills, boatman, was sworn, and examined.

The Committee met at "McCartney's Hotel," Croki, at 3 p.m.

The Committee further considered the proposed Harbour Works at Manning River.

George Allan, farmer, Ezra Perrett, farmer, Edward Albert Sheather, fisherman, William Henry Shoesmith, farmer and oyster-getter, and William John Henry, manager, Lower Manning Dairying Company, were sworn, and examined.

The Committee adjourned at half-past 4, until 11 o'clock a.m. on Saturday, the following day, at Harrington.

SATURDAY, 4 JUNE, 1898.

The Committee met at Taree at 9 a.m., and in pursuance of their inquiry with reference to the proposed Harbour Works at Manning River, and accompanied by Mr. H. D. Walsh, District Engineer, Harbour and Rivers Branch, Department of Public Works, proceeded by steamer to Harrington, where they inspected the portions of the north training-wall and breakwater partly constructed, and examined the entrance to the river, the position of the bar, and the sites for the further works proposed.

At 2 p.m. the Committee met at the Assembly Hall, Harrington.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

The Hon. Daniel O'Connor,
John Lionel Fegan, Esq.

Thomas Henry Hassall, Esq.,
George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Under Secretary, Department of Public Works, with minute from the Engineer-in-Chief for Public Works, in reference to the proposed Locking of the river Darling.

The correspondence was received.

The following accounts were passed for payment:—

	£	s.	d.
Tucker, Thompson, and Eipper (<i>Maitland Mercury</i>)—Advertising	0	8	0
W. J. Walton (<i>Narrabri Age</i>)—Advertising	0	9	0

Total	£0	17	0
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The Committee further considered the proposed Harbour Works at Manning River.

Henry Deane Walsh, District Engineer, Harbours and Rivers Branch, Department of Public Works, William Scott Murray, pilot, William Charles Reading, civil engineer and manager for the contractor for the Manning River Harbour Works, James Martin Kerken, master of the steam tug "John Gollan," Reuben Richards, farmer and grazier, and Alexander Newton, master mariner, were sworn, and examined.

The Committee adjourned at 4 o'clock, until half-past 10 o'clock a.m. on Monday, 6th June, at Tinonee.

MONDAY, 6 JUNE, 1898.

The Committee met at the Temperance Hall, Tinonee, at 11 a.m.

MEMBERS PRESENT:—

Francis Augustus Wright, Esq., Temporary Chairman.

Thomas Thomson Ewing, Esq.,
The Hon. Daniel O'Connor,

John Lionel Fegan, Esq.,
Thomas Henry Hassall, Esq.,
George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed railway from Maitland to Taree.

Patrick Gollan, retired shipbuilder, and William Smith, saw-mill proprietor and secretary of the Tinonee Progress Committee, were sworn, and examined.

The

The Committee met at the Court-house, Wingham, at 2:30 p.m.

The Committee further considered the proposed Railway from Maitland to Taree.

Henry Josling Hammond, storekeeper; William Wallace Stewart, contractor; William Fotheringham, Mayor of Wingham; Andrew Peter Gilloghy, farmer, and John Abbott, farmer, were sworn, and examined.

The Committee adjourned at a quarter-past 4, until 9 o'clock a.m. on Tuesday, the following day, at Taree.

TUESDAY, 7 JUNE, 1898.

The Committee met at Taree at 9 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Daniel O'Connor,	|	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	|	George Black, Esq.,
		Francis Augustus Wright, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee, accompanied by Mr. H. D. Walsh, District Engineer, Harbours and Rivers Branch, Department of Public Works, then proceeded by steamer to Harrington where, with reference to the proposed Harbour Works at Manning River, they further inspected the portions of the north training-wall and breakwater partly constructed, and the sites for the additional works proposed, and visited the quarry at Crowdy Head from which the stone used in the construction of the training-wall and breakwater is obtained.

The Committee further considered the proposed Railway from Maitland to Taree.

Henry Deane Walsh, District Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at 7 p.m., until half-past 10 a.m. on Wednesday, the following day, at Cooperook.

WEDNESDAY, 8 JUNE, 1898.

The Committee met at Cooperook at half-past 10 a.m., and at half-past 7 p.m. at Kew.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Daniel O'Connor,	|	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	|	George Black, Esq.,
		Francis Augustus Wright, Esq.

The minutes of the previous meeting were read and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree and the proposed Harbour Works at Manning River.

The Committee adjourned at 8 o'clock p.m., until 10 o'clock a.m. on Thursday, the following day.

THURSDAY, 9 JUNE, 1898.

The Committee met at the "Royal Hotel," Kew, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Daniel O'Connor,	|	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	|	George Black, Esq.,
		Francis Augustus Wright, Esq.

The minutes of the proceedings were read, and confirmed.

The Committee further considered the proposed Railway from Maitland to Taree.

Michael Fagan, landholder, Kendall; John Moore, farmer and grazier, Kendall; William McGrath, hotelkeeper; Henry James Perrett, saw-mill proprietor, Kendall; David Laughlin, farmer, Camden Haven; and Alfred Brooks, Resident Engineer, Harbours and Rivers Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at five minutes past 12, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 10 JUNE, 1898.

The Committee met at Port Macquarie at 2 p.m..

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.		
The Hon. Daniel O'Connor, John Lionel Fegan, Esq.,	|	Thomas Henry Hassall, Esq., George Black, Esq.,
Francis Augustus Wright, Esq.		

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Hastings River.

Accompanied by Mr. David Houison, District Engineer, Harbours and Rivers Branch, Department of Public Works, the Committee visited and inspected the southern training-wall in course of construction and examined the river entrance and the position of the bar, and afterwards visited the quarry from which the stone used in the construction of the wall is being obtained.

The Committee adjourned at 5 p.m., until half-past 10 o'clock a.m. on Saturday, the following day, at Wauchope.

SATURDAY, 11 JUNE, 1898.

The Committee met at 10.30 a.m. at Port Macquarie, and proceeding by steamer up the Hastings River, examined the sites for the proposed eastern and western training-walls.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.		
The Hon. Daniel O'Connor, John Lionel Fegan, Esq.,	|	Thomas Henry Hassall, Esq., George Black, Esq.,
Francis Augustus Wright, Esq.		

At 2 p.m. the Committee met at "Browning's Hotel," Wauchope.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Works at Hastings River.

Duncan Bain, farmer, was sworn, and examined.

The Committee adjourned at half-past 2, until 10 o'clock a.m. on Monday, 13th June, at Port Macquarie.

MONDAY, 13 JUNE, 1898.

The Committee met at the Court-house, Port Macquarie, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.		
The Hon. Daniel O'Connor, John Lionel Fegan, Esq.,	|	Thomas Henry Hassall, Esq., George Black, Esq.,
Francis Augustus Wright, Esq.		

The minutes of the previous meeting were read, and confirmed.

Mr. Hassall moved,—“That, in order to enable the Members of the Committee in Sydney to take further evidence there, the Members of the main Committee now sitting at Port Macquarie resolve themselves, at the close of their proceedings to-day, into a Sectional Committee to further consider the proposed Railway from Maitland to Taree, and the proposed Harbour Works at the Manning and Hastings Rivers.”

The motion was seconded by Mr. Black, and passed.

The Committee further considered the proposed Harbour Works at Port Macquarie.

Daniel Callaghan, master mariner; William Andrew Spence, Mayor of Port Macquarie; Nathaniel Netterfield, sergeant of police; Robert Davidson, journalist; John Hibbard, saw-mill proprietor; and Arthur Percival Hall, district manager of the Australian Dairying Company, were sworn, and examined.

The Committee adjourned at 3 o'clock, until 2 o'clock p.m. on Wednesday, 15th June.

WEDNESDAY, 15 JUNE, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.		
The Hon. James Hoskins, The Hon. Charles James Roberts, C.M.G., The Hon. William Joseph Trickett,	|	Henry Clarke, Esq., Charles Alfred Lee, Esq., Frank Farnell, Esq.

The Secretary read the following correspondence:—

Letter from Mr. B. Crumpton, with reference to the proposed Harbour Works at Macleay River.

The correspondence was received.

Mr.

Mr. Lee, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Harbour Works at Bellinger River, brought up the report of the Sectional Committee, and moved that it be received and printed with the Minutes of Evidence taken before the Sectional Committee.

The motion was agreed to.

The Report was read by the Secretary.

Mr. Lee, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Harbour Works at Nambucca River, brought up the Report of the Sectional Committee, and moved that it be received and printed with the Minutes of Evidence taken before the Sectional Committee.

The motion was agreed to.

The Report was read by the Secretary.

Mr. Lee, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Harbour Works at Macleay River, brought up the Report of the Sectional Committee, and moved that it be received and printed with the Minutes of Evidence taken before the Sectional Committee.

The motion was agreed to.

The Report was read by the Secretary.

The Committee further considered the proposed Harbour Works at Nambucca River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and further examined.

The Committee further considered the proposed Harbour Works at Bellinger River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and further examined.

The Committee further considered the proposed Harbour Works at Macleay River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until 2 o'clock p.m. on Friday, 17th June.

FRIDAY, 17 JUNE, 1898.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Charles Alfred Lee, Esq., Temporary Chairman.

The Hon. James Hoskins,

The Hon. Charles James Roberts, C.M.G.,

The Hon. William Joseph Trickett,

Henry Clarke, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider their Thirteenth General Report to His Excellency the Governor.

The Report was adopted, and the Vice-Chairman was authorised to sign it for presentation to His Excellency the Governor.

Mr. C. J. Roberts gave notice that he would move at the next meeting of the Committee,—“That the Committee proceed to consider the evidence on the proposed Harbour Works at Macleay River, with a view to reporting on the subject to the Legislative Assembly.”

Mr. Clarke gave notice that he would move at the next meeting of the Committee,—“That the Committee proceed to consider the evidence on the proposed Harbour Works at Nambucca River, with a view to reporting on the subject to the Legislative Assembly.”

Mr. Farnell gave notice that he would move at the next meeting of the Committee,—“That the Committee proceed to consider the evidence on the proposed Harbour Works at Bellinger River, with a view to reporting on the subject to the Legislative Assembly.”

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Tuesday, 21st June.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Condobolin to Euabalong.

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Friday, 17 September, 1897, to inspect, take evidence, and report with reference to the proposed Railway from Condobolin to Euabalong.

SATURDAY, 25 SEPTEMBER, 1897.

The Sectional Committee met at the "Royal Hotel," Condobolin, at 5 p.m.

MEMBERS PRESENT:—

The Hon. Daniel O'Connor,	|	Thomas Henry Hassall, Esq.,
John Lionel Fegan, Esq.,	|	Frank Farnell, Esq.

Resolved, on motion of Mr. Farnell, seconded by Mr. O'Connor,—“That Mr. Hassall do take the chair of this Sectional Committee.”

The Sectional Committee adjourned at 5.10 p.m.

MONDAY, 27 SEPTEMBER, 1897.

The Sectional Committee met at the "Royal Hotel," Condobolin, at 10 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor,	|	John Lionel Fegan, Esq.,
	|	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded to consider the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—David Henry Tasker, Mayor of Condobolin; John Coppock White, land and commission agent, Condobolin; Arthur James Taylor, selector, Cugong; John Whittaker, carrier, Condobolin; David Scott, grazier, Mowabba; James Brown Milne, wool-scourer, Condobolin; George Daniel Woodall, postmaster, Condobolin; Lachlan M'Lean, grazier, Boona West; John Henry Pears, railway contractors' book-keeper, Condobolin; James Rabinowitch, storekeeper, Condobolin; Richard White, station manager, Borambil; James Dunn, butcher, Condobolin; and Richard Volkman, brewer, Condobolin.

The Sectional Committee adjourned at 3.30 p.m.

TUESDAY, 28 SEPTEMBER, 1897.

The Sectional Committee met at the "Cugong Hotel," at 8 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor,	|	John Lionel Fegan, Esq.,
	|	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—Richard Byrnes, farmer and hotel-keeper, Cugong; Herbert Evans, selector, Cugong; and William Hezekiah Crouch, settlement lessee, Cugong.

The Sectional Committee adjourned at 9 p.m.

WEDNESDAY, 29 SEPTEMBER, 1897.

The Sectional Committee met at the Court-house, Condobolin, at 4 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor,	|	John Lionel Fegan, Esq.,
	|	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—Henry Cabot, storekeeper and hotelkeeper, Euabalong; Donald Cameron, station manager, North Wooyeo; Frederick Small, Post and Telegraph Master, Euabalong; William M'Lean, hotelkeeper, Euabalong; and Albert Edward Conrad Volkman, farmer, Euabalong.

The Sectional Committee adjourned at 5.30 p.m.

THURSDAY,

THURSDAY, 30 SEPTEMBER, 1897.

The Sectional Committee met at the Court-house, Euabalong, at 10 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
 Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—Michael Wyer, senior constable, Euabalong; Charles Light Cause, mining manager, Mount Hope; Walter Henry Twine, accountant and surveyor, South Mount Hope; Henry McCook, farmer, South Mount Hope; and Frederick Millthorpe, homestead lessee, Hyandra.

The Sectional Committee adjourned at 2:30 p.m.

FRIDAY, 1 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Lake Cudgellico, at 5 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
 Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—Christopher Davis, Windmill Farm, Cudgellico; Robert George Jamieson, senior constable, Lake Cudgellico; and Alexander Gordon Huie, carpenter and Secretary of Progress Committee, Cudgellico.

The Sectional Committee adjourned at 6:15 p.m.

SATURDAY, 2 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Lake Cudgellico, at 10 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
 Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—Joseph Blacker, saddler, Lake Cudgellico; Albert Pillinger, selector, Currawong, Lake Cudgellico; John Knight, storekeeper, Lake Cudgellico; Alexander Huie, carrier, Lake Cudgellico; Robert Orr, pastoral tenant, Lake Cudgellico; Ewan M'Rae, selector, Lake Cudgellico; and John William Denny, fisherman, Lake Cudgellico.

The Sectional Committee adjourned at 12:45 p.m.

MONDAY, 4 OCTOBER, 1897.

The Sectional Committee met at the Uabba Pastoral Holding, at 3 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
 Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

George Logue Dickson, pastoralist, Uabba, was sworn, and examined.

The Sectional Committee adjourned at 3:45 p.m.

TUESDAY, 5 OCTOBER, 1897.

The Sectional Committee met at the Hunthawong Pastoral Holding, at 8 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
 Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—Alfred William M'Pherson, station manager, Hunthawong; Alexander Cumming, homestead lessee, Tocabihi; and Walter Scott Campbell, Chief Clerk, Department of Agriculture.

The Sectional Committee adjourned at 9:30 p.m.

WEDNESDAY,

WEDNESDAY, 6 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Hillston, at 3 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
 Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.
 The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.
 The following witnesses were sworn, and examined:—Thomas Kennedy, Surveyor, Railway Construction Branch, Department of Public Works; Thomas Cadell, Inspector of Stock, Hillston; Robert Walter Stewart, commission agent, Hillston; and William Thomas, farmer, Willama, Hillston.
 The Sectional Committee adjourned at 5'45 p.m.

THURSDAY, 7 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Hillston, at 9'45 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
 Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.
 The Acting Secretary read a communication from the Yalgogrin Progress Committee requesting that the Sectional Committee would examine witnesses at Yalgogrin.
 Resolved, on motion by Mr. O'Connor, seconded by Mr. Fegan,—“That the request of the Yalgogrin Progress Committee be complied with.”
 The Acting Secretary read a communication from the Cootamundra District Council requesting that the Sectional Committee would examine witnesses at Cootamundra.
 Resolved, on motion by Mr. Fegan, seconded by Mr. O'Connor,—“That the Cootamundra District Council be informed that the Sectional Committee are unable to comply with their request.”
 The Acting Secretary read a communication from the Barmedman Railway League requesting that the Sectional Committee would examine witnesses at Barmedman.
 Resolved, on motion by Mr. O'Connor, seconded by Mr. Fegan,—“That the request of the Barmedman Railway League be complied with.”
 The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.
 The following witnesses were sworn, and examined:—Joseph Rowe Varcoe, farmer, Camp Plain, Hillston; Arthur Caldwell Sawtell, police sergeant, Hillston; Robert Stewart Varcoe, farmer, Newlyn, Hillston; Alexander Cameron, homestead lessee, Murrumbong, Mossgiel; Bernard Wright Doyle, farmer, Gunbar; William Smith Arnott, post and telegraph master, Hillston; Benjamin Varcoe, miller, Hillston; David Gormly, Council clerk and road engineer, Hillston; Alfred Bickford, farmer, Woodlands, Hillston; James Macbeth Fullarton, storekeeper, Hillston; Patrick Smith, grazier, Hay; Robert Cooper, farmer, Bunda, Hillston; James Brissenden, farmer, The Grove, Hillston; and Robert Hughes, Crown lands agent, Hillston.
 The Sectional Committee adjourned at 4 p.m.

SATURDAY, 9 OCTOBER, 1897.

The Sectional Committee met at the “Rankin's Springs Hotel,” at 8 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
 Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.
 The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.
 The following witnesses were sworn, and examined:—William Edward Turnbull, station manager, Conapaira; Thomas Shields, selector, Naradham; and John Hannan, hotel-keeper, Rankin's Springs.
 The Sectional Committee adjourned at 9'30 p.m.

MONDAY, 11 OCTOBER, 1897.

The Sectional Committee met at the “Yalgogrin Hotel,” at 7'30 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
 Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.
 The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.
 The following witnesses were sworn, and examined:—Theophilus Frederick Smith, warden's clerk, Yalgogrin; William Thompson, selector, Caroon, Yalgogrin; William Stanley, selector, Restdown, Nariah; and William Herbert Waldron, grazier, Yalgogrin.
 The Sectional Committee adjourned at 9'30 p.m.

TUESDAY,

TUESDAY, 12 OCTOBER, 1897.

The Sectional Committee met at the "Yalgogrin Hotel," at 9:30 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Acting Secretary read a communication from residents of Bygaloree pointing out the advantages to the district which would ensue from the construction of a railway from Wyalong to Hillston. Resolved on motion by Mr. Farnell, seconded by Mr. Fegan,—“That the communication be received.”

The Sectional Committee further considered the proposed railway from Condobolin to Euabalong. The following witnesses were sworn, and examined:—Walter Barnett, hotelkeeper, Yalgogrin; Edward Carroll, miner, Yalgogrin; and Samuel Hill, grazier, Yarrandale. The Sectional Committee adjourned at 12:15 p.m.

The Sectional Committee met at the "Ungarie Hotel," at 8:15 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong. The following witnesses were sworn, and examined:—Digby Noy Johns, settlement lessee, Crown Camp, Wollongough; Charles Bayley Blyth, station manager, Wollongough; Thomas Phelan, grazier and agriculturist, Ungarie; Richard Jones, farmer, Wollongough; and William Smith, selector, Ungarie.

The Acting Secretary read a telegram from the Temora Railway League inviting the Sectional Committee to visit Temora, and take evidence in regard to railway extension to Hillston.

Resolved on motion by Mr. Fegan, seconded by Mr. Farnell,—“That the Secretary of the League be informed that the Sectional Committee cannot accept their invitation.”

The Sectional Committee adjourned at 10:15 p.m.

THURSDAY, 14 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Wyalong, at 10 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong. The following witnesses were sworn, and examined:—John Smethers, architect, Wyalong; Jeremiah Moriarty, dealer, Wyalong; James Plowe, hotel-manager, Wyalong; Frederick Neeld, jun., miner, Wyalong; John Ernest Eisenstaller, mineralogist, Wyalong; Robert James Cullen, mining speculator, Wyalong; James Joseph M'Donnell, mine-owner, Wyalong; John Nicholas Penberthy, miner, Wyalong; James Stewart, pastoralist, Lake Cowal, Marsden; Robert Edward Moore, selector, Wyalong; Peter Neilson, farmer, Wyalong; William Dawson, miner, Wyalong; Jacob Haub, farmer, Hiawatha; John Charles Holmes, farmer and grazier, Fairview, Wyalong.

The Sectional Committee adjourned at 4:15 p.m.

FRIDAY, 15 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Wyalong, at 10 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.
The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong. The following witnesses were sworn, and examined:—William Clarke, Police Magistrate, Wyalong; Laurence Daniel Mullane, commission agent, Wyalong; John Richmond, mining surveyor, Wyalong; George William Rose, senior-constable, Wyalong; and John Curtin M'Mahon, stock and share broker, Wyalong.

The Sectional Committee adjourned at 2:30 p.m.

SATURDAY,

SATURDAY, 16 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Barmedman, at 2:30 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—Edwin Davis Donkin, pastoralist, Mandama; Denis Byrne, farmer, Barmedman; James Stewart, farmer, Reefton; Charles Leonard, carpenter, Barmedman; Lewis Joseph Luke MacNamara, grazier, Barmedman; Edward O'Donnell, farmer, Barmedman; Duncan Cruikshank, farmer and contractor, Barmedman; Thomas Steffani, farmer, Barmedman; and James Kerr, grazier and farmer, Fernyhurst, Temora.

The Sectional Committee adjourned at 5:50 p.m.

MONDAY, 18 OCTOBER, 1897.

The Sectional Committee met at the Mandama Pastoral Holding, at 9 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee considered a draft report.

The Sectional Committee adjourned at 10 a.m.

The Sectional Committee met at Morangarell, at 4 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

George Allen M'Gregor, pastoralist, Morangarell, was sworn, and examined.

The Sectional Committee adjourned at 5 p.m.

TUESDAY, 19 OCTOBER, 1897.

The Sectional Committee met at the "Bimbi Hotel," Bimbi, at 11 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—Steel Caldwell, pastoralist, Lower Belabla; Joseph Burrett, commission agent, Bimbi; and Hugh Gault, saw-mill proprietor, Bimbi.

The Sectional Committee adjourned at 12:30 p.m.

WEDNESDAY, 20 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Grenfell, at 10 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The following witnesses were sworn, and examined:—Octavius Lloyd, surveyor, Railway Construction Branch, Department of Public Works; Albert George Little, surveyor, Railway Construction Branch, Department of Public Works; Thomas Bembrick, storekeeper, Grenfell; Patrick Alfred Madden, farmer and grazier, Piney Range, Grenfell; Robert Matteson Vaughn, civil engineer, Grenfell; Ralph Hall, storekeeper, Grenfell; John Quayle Wood, pastoralist, Brundah, Grenfell; William Jones, selector, Warraderry, Grenfell; William Richardson, grazier, Bogolong, Grenfell; John Cleary, farmer and grazier, Piney Range; William Wells Priddle, farmer and grazier, Grenfell; James Casey, farmer and grazier, Weddin View; and John Quigley, orchardist, Two-mile, Grenfell.

The Sectional Committee adjourned at 5 p.m.

THURSDAY, 21 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Grenfell, at 10 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

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The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong. The following witnesses were sworn, and examined:—John Buckman, farmer, Brundah, Grenfell; Amos Southwell, farmer, Brundah, Grenfell; William Henry Hazleton, Sheriff's officer, and formerly mining registrar, Grenfell; George Cousins, mining secretary, Grenfell; William Roberts, police sergeant, Grenfell; George Henry Greene, Esq., M.P., grazier, Iandra; George Theophilus Saunders Boileau, Crown lands agent, Grenfell.

The Sectional Committee further considered a draft report.

The Sectional Committee adjourned at 4:30 p.m.

FRIDAY, 22 OCTOBER, 1897.

The Sectional Committee met at the "Empire Hotel," at 8 a.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor,

John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong. The Acting Secretary read communications from residents of Koorawatha and Young requesting the Committee to visit those towns and take evidence in reference to a railway to Grenfell, Wyalong, and Hillston.

Resolved, on motion by Mr. Fegan, seconded by Mr. O'Connor,—“That the request be not complied with.”

The Sectional Committee, accompanied by A. G. Little, Esq., surveyor, Railway Construction Branch, Department of Public Works, inspected the line of survey of the proposed railway from Koorawatha to Grenfell, and reaching Koorawatha at 4:30 p.m. proceeded to Sydney *via* Harden.

TUESDAY, 26 OCTOBER, 1897.

The Sectional Committee met at the Legislative Assembly Chambers, Sydney, at 12:15 p.m.

MEMBERS PRESENT:—

Thomas Henry Hassall, Esq., Chairman.

The Hon. Daniel O'Connor,

John Lionel Fegan, Esq.,

Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

The Acting Secretary read a draft report.

Resolved, on motion by Mr. Fegan, seconded by Mr. Farnell,—“That the Report as read be now adopted.”

The Sectional Committee adjourned at 1:15 p.m.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Coolamon to Ariaah.

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Thursday, 7th October, 1897, to inspect, take evidence, and report with reference to the proposed Railway from Coolamon to Ariaah.

SATURDAY, 9 OCTOBER, 1897.

The Sectional Committee met at the Council Chambers, Cootamundra, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,

George Black, Esq.

The Sectional Committee proceeded to consider the proposed Railway from Coolamon to Ariaah.

The following witnesses were sworn, and examined:—John James Miller, auctioneer, and stock and station agent, Cootamundra; William Miller, stock and station agent, Cootamundra; Frederick Pinkstone, journalist, Cootamundra; Arthur Sharp, district surveyor, Forbes; George Thompson, stock and station agent, Cootamundra; William Falconer, builder and contractor, Cootamundra; Robert Hastie, farmer and grazier, Malongla, near Cootamundra; and William Hall Mathews, storekeeper, Cootamundra.

The Sectional Committee then adjourned.

MONDAY, 11 OCTOBER, 1897.

The Sectional Committee met at the Council Chambers, Cootamundra, at 11 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariaiah.

William Gibbon Walker, District Surveyor, Hay, was sworn, and examined.

The Sectional Committee then adjourned.

TUESDAY, 12 OCTOBER, 1897.

The Sectional Committee met at the Council Chambers, Cootamundra, at 11 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariaiah.

Arrangements were made for visiting the district and inspecting the route from Coolamon to Ariaiah, after which the Sectional Committee adjourned.

MONDAY, 18 OCTOBER, 1897.

The Sectional Committee met at the Oddfellows' Hall, Coolamon, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariaiah.

The following witnesses were sworn, and examined:—William Boyd, farmer, and secretary to the Coolamon to Ariaiah Railway League; Alexander Arbuthnot McKersa, farmer, Colinroobie; Henry Daniel Adams, Narrandera; Thomas Watson, farmer, Ganmain; Barnet Basil Bennett, Wagga Wagga; John Holloway, grazier, Moombooldool; Walter Hubert Neary, Station-master, Coolamon; Jamieson Ashwood, storekeeper, Coolamon; John Barnes, commission agent, Coolamon; and Frederick Hall, storekeeper, Coolamon.

The Sectional Committee then adjourned.

TUESDAY, 19 OCTOBER, 1897.

The Sectional Committee met at Mr. Boyd's residence, Uley, Warri, at 3 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariaiah.

The following witnesses were sworn, and examined:—John O'Shaughnessy, farmer, Moombooldool; Sydney William Wellman, manager, Ariaiah station; James Fyfe, farmer, Mount Chrystal; Michael Mickelson, saw-mill proprietor, Mount Chrystal; Alfred George Humby, near Warri; John Kelson McKeown, farmer, near Warri; Edwin Charles Pope, manager, South Yalgogrin Station; Donald Tait Wilson, grazier, North Bolero; Charles John Bear, farmer, North Berembed; William Keynes; Stephen Fehoe, farmer; John Clark, farmer, Cowabbie; and Robert Alexander Gemmell, farmer, Warri.

The Sectional Committee then adjourned.

WEDNESDAY, 20 OCTOBER, 1897.

The Sectional Committee met at the "Junction Inn," Methul, at 3 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariaiah.

The following witnesses were sworn, and examined:—Basil Barnett Bennett, farmer and grazier, Wagga Wagga; William Fisher, farmer, Mimosa West; William MacCauley, farmer, Mimosa West; John Cassidy, farmer, Tara; Thomas McCaig, farmer, Methul; John Mills, farmer, Big Mimosa East; William Hewett, farmer, Methul; and Samuel Harrison, farmer, Broken Dam.

Basil Barnett Bennett, farmer and grazier, Wagga Wagga, was sworn, and further examined.

The Sectional Committee then adjourned.

THURSDAY,

117

THURSDAY, 21 OCTOBER, 1897.

The Sectional Committee met at Mimosa Station at 11 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariaah.

The following witnesses were sworn, and examined:—Thomas Priest, farmer, Mimosa East; John Charlesworth, farmer; John Penfold, farmer; Thomas William McCaig, farmer, Methul; and John Robertson, grazier, Mimosa.

The Sectional Committee then adjourned.

FRIDAY, 22 OCTOBER, 1897.

The Sectional Committee met at the "Talbot Hotel," Temora, at 2:30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded to consider their Report on the proposed Railway from Coolamon to Ariaah.

The Sectional Committee then adjourned.

SATURDAY, 23 OCTOBER, 1897.

The Sectional Committee met in the Council Chamber at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee then proceeded with the further consideration of their Report on the proposed line of Railway.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.*SECTIONAL COMMITTEE.***Railway from The Rock to Green's Gunyah.****MINUTES OF PROCEEDINGS.**

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Thursday, 7th October, 1897, to inspect, take evidence, and report with reference to the proposed Railway from The Rock to Green's Gunyah.

WEDNESDAY, 13 OCTOBER, 1897.

The Sectional Committee met at the Hotel, Green's Gunyah, at 11 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The Sectional Committee proceeded to consider the proposed Railway from The Rock to Green's Gunyah.

The following witnesses were sworn, and examined:—Walter Day, farmer, Green's Gunyah; Patrick Breslin, farmer, French Park; Charles August Lindner, farmer, Green's Gunyah; John Henry Mentz, farmer, Milbrulong; John Rawson, junr., farmer and grazier; John Hardie, farmer, The Rock; William Litchfield, farmer; Maurice Carroll, farmer and grazier, Boree Creek; Thomas Bond, farmer and grazier, near Green's Gunyah; Michael O'Connell, farmer, Green's Gunyah; John Lloyd, farmer and grazier; Thomas Wilson, farmer, Brookong North; Andrew Matthews, farmer, near Green's Gunyah; John McDonell, farmer; Thomas Alfred George, farmer and grazier, near Boree Creek; Thomas Henry Davis, farmer, Green's Gunyah; Samuel Higgins, homestead lessee; William Herbert, farmer and grazier, near Green's Gunyah; William Douglas Drummond, farmer, Berrigan; and Robert Alexander Warden, acting manager, Commercial Banking Company of Sydney (Limited), Green's Gunyah.

The Sectional Committee then adjourned.

THURSDAY,

THURSDAY, 14 OCTOBER, 1897.

After inspecting the country to Galore and Brookong, the Sectional Committee met at Brookong, at 7 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from The Rock to Green's Gunyah.

The following witnesses were sworn, and examined :—John Bligh Nutting, inspector of stations, Union Mortgage and Agency Company of Australia (Limited), and William Charles Rolls, manager, Brookong Station.

Walter Day, farmer, Green's Gunyah, was sworn, and further examined.

The Sectional Committee then adjourned.

FRIDAY, 15 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Urana, at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from The Rock to Green's Gunyah.

The following witnesses were sworn, and examined :—Charles Norman Culley, stock and station agent, Urana; Percy Rollo Brett, Inspector of Stock, Urana; and Herman Ambrose Hill, storekeeper, Urana.

The Sectional Committee then adjourned.

SATURDAY, 16 OCTOBER, 1897.

The Sectional Committee met at the residence of Mr. McCaughey, Coonong, at 7 a.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded with the consideration of their Report on the proposed Railway. Subsequently the Sectional Committee adjourned, and proceeded to Coolamon.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

*SECTIONAL COMMITTEE.**Railway from Koorawatha to Grenfell.*

MINUTES OF PROCEEDINGS.

MINUTES of the proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Friday, 11th February, 1898, to inspect, take evidence, and report with reference to the proposed Railway from Koorawatha to Grenfell.

The Sectional Committee left Sydney by the 9 p.m. train on Friday, 18 February, and arrived at Young at 8 a.m. on the following day.

SATURDAY, 19 FEBRUARY, 1898.

The Sectional Committee met at the "Royal Hotel," Young, at 2 p.m.

MEMBERS PRESENT :—

The Hon. Daniel O'Connor,
Thomas Thomson Ewing, Esq.,

Henry Clarke, Esq.,
John Lionel Fegan, Esq.

On the motion of Mr. Clarke, seconded by Mr. Fegan, it was resolved,—“That Mr. Thomas Thomson Ewing be the Chairman of the Sectional Committee.”

The Sectional Committee proceeded to the Lands Office and examined the maps of the parishes through which the railway survey from Young to Grenfell has been made. A visit was paid to the Co-operative Roller-flour Mills, the Meat Chilling and Freezing Works, and the Butter Factory. The Sectional Committee also drove to the junction of the railway survey with the existing line, returning to Young at 6 p.m.

MONDAY,

MONDAY, 21 FEBRUARY, 1898.

The Sectional Committee left Young at 8.30 a.m., and arrived at Koorawatha at 10.30 a.m.

The Sectional Committee met at the Public Hall, Koorawatha, at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
 The Hon. Daniel O'Connor, | Henry Clarke, Esq.,
 John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded to consider the proposed Railway from Koorawatha to Grenfell.

The following witnesses were sworn and examined:—Messrs. George Barr, William Allen, David Anderson, John Murray, John Campbell Pease, Walter Sydney Suttor, and John Quayle Wood.

The Sectional Committee adjourned at 5 p.m.

TUESDAY, 22 FEBRUARY, 1898.

The Sectional Committee met at the "Railway Hotel," Koorawatha, at 8 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
 The Hon. Daniel O'Connor, | Henry Clarke, Esq.,
 John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee, accompanied by Mr. Albert George Little, Engineer, Railway Construction Branch, Public Works Department, left Koorawatha by special Conveyance at 9 a.m., and inspected, as far as practicable, the route of the proposed railway to Grenfell. The Sectional Committee also visited the Warrangong, Uppingham, Iandra, and Brundah Stations, and drove through a large portion of the wheat-growing districts, reaching Grenfell at 7 p.m.

WEDNESDAY, 23 FEBRUARY, 1898.

The Sectional Committee met at the Court-house, Grenfell, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
 The Hon. Daniel O'Connor, | Henry Clarke, Esq.,
 John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Koorawatha to Grenfell.

The following witnesses were sworn, and examined:—Messrs. Thomas Bembrick, Steel Caldwell, Hugh Gault, Duncan Angus Cameron, John Smith Purdy, Thomas Goonan, Patrick Alfred Madden, Michael McCue, Alfred Shackel, Ralph Halls, Henry Fitch, Ashby Frederick Osborne, Patrick John Cleary, William Richardson, George Cousins, and John Bolton.

The Sectional Committee adjourned at 3.30 p.m., and subsequently inspected the Cyanide Works and the site of the proposed railway station.

THURSDAY, 24 FEBRUARY, 1898.

The Sectional Committee met at the Court-house, Grenfell, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
 The Hon. Daniel O'Connor, | Henry Clarke, Esq.,
 John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Koorawatha to Grenfell.

The following witnesses were examined:—Thomas Edward Arnfield, Thomas Bryant, Henry Allsopp, George Henry Greene, Esq., M.P.; John Quayle Wood, and William Jones.

The Sectional Committee adjourned at 1 p.m., and subsequently visited the Bogolong Station.

FRIDAY, 25 FEBRUARY, 1898.

The Sectional Committee met at the "Empire Hotel," Grenfell, at 8 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
 The Hon. Daniel O'Connor, | Henry Clarke, Esq.,
 John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee left Grenfell at 8.30 a.m., for Young, *via* Arramagong and Bulla Creek.

The Sectional Committee met at the Public Hall, Bulla Creek, at 2 p.m., when the following witnesses were examined:—Messrs. John Napier, John Lynch, Peter Cramb, Robert Baker, Thomas Nashe, Frederick Fowler, John Cusack, Christopher Powderley, Henry Doherty, and Thomas Joyce.

The Sectional Committee left Bulla Creek at 4 p.m., and arrived at Young at 7 p.m.

SATURDAY,

SATURDAY, 26 FEBRUARY, 1898.

The Sectional Committee met at the Court-house, Young, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
 The Hon. Daniel O'Connor, | Henry Clarke, Esq.,
 John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Koorawatha to Grenfell.

The following witnesses were examined:—Messrs. Edward Taylor, John Adolf Rossbach, G. Edmund Spark, William McGrath, Arthur James Taylor, James Woodridge, James William Slatyer, Alfred Aston, William James Hills, Herbert George Makepeace Thackeray, and Job Fowler.

The Sectional Committee adjourned at 4:30 p.m.

MONDAY, 28 FEBRUARY, 1898.

The Sectional Committee met at the Court-house, Young, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Koorawatha to Grenfell.

The following witnesses were examined:—Messrs. Sydney Bell, Thomas Chapman, William McIntosh, Donald McKenzie, John Forsythe, John Maroney, Romer Meadows, John Donald McKenzie, John Carlton Watson, William Ehrlich, William Parker, George Whiteman, Alfred Blackham, Thomas Hancock, James Archibald McKinnon, and John James Monday.

The Sectional Committee adjourned at 4 p.m. At 7 p.m. the Sectional Committee left Young for Sydney, which was reached at 6 a.m. on Tuesday, 1 March.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

*SECTIONAL COMMITTEE.**Railway from Byrock to Brewarrina.*

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Friday, 11th February, 1898, to inspect, take evidence, and report with reference to the proposed Railway from Byrock to Brewarrina.

MONDAY, 14 MARCH, 1898.

The Sectional Committee met at the School of Arts, Brewarrina, at 3 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.
 The Hon. Frederick Thomas Humphery was elected Chairman.

The Sectional Committee proceeded to consider the proposed Railway from Byrock to Brewarrina. Richard James Kelly, chemist and druggist, Brewarrina, was sworn, and examined.

The Sectional Committee adjourned at 4:25 p.m.

TUESDAY, 15 MARCH, 1898.

The Sectional Committee met at the School of Arts, Brewarrina, at 10 a.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Chairman.
 The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Byrock to Brewarrina.

The following witnesses were sworn, and examined:—Myles Thomas Huggins, Waiter George Jameson, Eugene Patrick Fennell, and Cecil Lane Brown.

The Sectional Committee adjourned at 4:20 p.m.

WEDNESDAY,

WEDNESDAY, 16 MARCH, 1898.

The Sectional Committee met at the School of Arts, Brewarrina, at 10 a.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Chairman.
The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Byrock to Brewarrina.

The following witnesses were sworn, and examined:—James Howe Saunders, Thomas McMahon, William Dickson, William Lindsay, John O'Dwyer, Augustus Sullivan, and Andrew David Kerrigan.

The Sectional Committee adjourned at 4:30 p.m.

THURSDAY, 17 MARCH, 1898.

The Sectional Committee met at the School of Arts, Brewarrina, at 10 a.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Chairman.
The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Byrock to Brewarrina.

Andrew David Kerrigan, was sworn, and further examined.

The Sectional Committee adjourned at 11:40 a.m.

FRIDAY, 18 MARCH, 1898.

The Sectional Committee met at the School of Arts, Brewarrina, at 10 a.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Chairman.
The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Byrock to Brewarrina.

The following witnesses were sworn, and examined:—Blakeney Broughton; William Nicholas Willis, Esq., M.P.; Colin Campbell Fraser; John Watson; and Richard Randolph Machattie.

The Sectional Committee adjourned at 1:10 p.m.

SATURDAY, 19 MARCH, 1898.

The Sectional Committee met at the School of Arts, Brewarrina, at 10 a.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Chairman.
The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Byrock to Brewarrina.

Richard Randolph Machattie, Walter George Jameson, and Richard James Kelly, were sworn, and further examined.

The following witnesses were sworn, and examined:—Wilfred John White, George White, Charles James Robine, Thomas Willans Conolly, and Edward MacFarlane.

The Sectional Committee adjourned at 11:50 a.m.

MONDAY, 21 MARCH, 1898.

The Sectional Committee met at the "Royal Hotel," Byrock, at 9 a.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Chairman.
The Hon. Daniel O'Connor, | John Lionel Fegan, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Byrock to Brewarrina.

George Voss Mocatta, was sworn, and examined.

The Sectional Committee adjourned at 9:30 a.m.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Harbour Works at Tweed River.

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Tuesday, 22nd March, 1898, to inspect, take evidence, and report with reference to the proposed Harbour Works at Tweed River.

MONDAY, 28 MARCH, 1898.

The Sectional Committee left Sydney by the 6.15 p.m. train on Friday, 25th March, and arrived at Brisbane on Saturday at 10.30 p.m. The Sectional Committee left Brisbane for Tweed Heads *via* Southport, on Monday, 28th March, at 7.40 a.m. arriving at Tweed Heads at 4 p.m. the same day.

The Sectional Committee met at the "Pacific Hotel" at 7.30 p.m.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett,	|	Charles Alfred Lee, Esq.,
Henry Clarke, Esq.,	|	George Black, Esq.

On the motion of Mr. Trickett, seconded by Mr. Clarke, it was resolved "That Charles Alfred Lee, Esq., be elected Chairman of the Sectional Committee".

The Sectional Committee adjourned until Tuesday at 10 a.m.

TUESDAY, 29 MARCH, 1898.

The Sectional Committee met at the School of Arts, Tweed Heads, at 10 a.m., after inspecting the site of the proposed Works.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. William Joseph Trickett,	|	Henry Clarke, Esq.,
	|	George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded to consider the proposed Harbour Works at Tweed River.

The following witnesses were sworn, and examined:—Thomas W. Keele, District Engineer; Charles Dowling Whitty, Sub-Collector of Customs and Inspector of Stock; Thomas H. Smith, pilot, Tweed Heads; Norbert J. Ivory, master mariner; Joseph Kirkwood, master mariner; Frederick J. Davey, President of Tweed Heads Progress Association; William H. Wilson, storekeeper, and William Mackay Charles, farmer.

The Sectional Committee adjourned at 5 p.m.

WEDNESDAY, 30 MARCH, 1898.

The Sectional Committee left Tweed Heads by steamer at 7 a.m., and proceeded up the river, examining the works already carried out, and the various sand patches referred to by Mr. Darley and Mr. Keele in their evidence, which will have to be removed by dredging. Arrived at Murwillumbah at 11.30 a.m.

The Sectional Committee met at the Court-house, Murwillumbah, at 2 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq. Chairman.

The Hon. William Joseph Trickett,	|	Henry Clarke, Esq.,
	|	George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Tweed River.

The following witnesses were sworn, and examined:—William Rodgers Isaacs, landowner; Russell Dowling, Manager, Colonial Sugar Refining Company's Mill, Condong; William Wardrop, storekeeper; and Edward Hill Johnstone, licensed surveyor.

Gavin Pelligrew, cane-grower, made an affirmation, and was examined.

The Sectional Committee adjourned at 4.40 p.m., until 10 a.m. the next day.

THURSDAY,

THURSDAY, 31 MARCH, 1898.

The Sectional Committee met at the Court-house, Murwillumbah, at 10 a.m.

MEMBERS PRESENT :—

Charles Alfred Lee, Esq., Chairman.
The Hon. William Joseph Trickett, | Henry Clarke, Esq.
George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Tweed River.

The following witnesses were sworn, and examined :—Isaac McAlrath, managing director, Tweed River Creamery Butter Company; John Edmund Burke, butcher; William George Collier, sugar-mill owner; Richard Painter Charles, storekeeper; Patrick McMahan, cane-grower; George Dinsey, farmer. Russell Dowling, manager, Colonial Sugar Refining Company's Mill, Condong, and Thomas W. Keele, District Engineer, Ballina, were sworn, and further examined.

The Sectional Committee then proceeded to inspect the country lying between the Tweed River and Byron Bay, the trade of which it was stated would be drawn to the Tweed River for export.

FRIDAY, 1 APRIL, 1898.

The Sectional Committee returned to the Tweed Heads at 4:30 p.m., and met at 7:30 p.m.

MEMBERS PRESENT :—

Charles Alfred Lee, Esq., Chairman.
The Hon. William Joseph Trickett, | Henry Clarke, Esq.,
George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee prepared and considered their Report.

SATURDAY, 2 APRIL, 1898.

The Sectional Committee met at the "Pacific Hotel," Tweed Heads, at 9 a.m.

MEMBERS PRESENT :—

Charles Alfred Lee, Esq., Chairman.
The Hon. William Joseph Trickett, | Henry Clarke, Esq.,
George Black, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered their Report, and adopted it unanimously.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Warren to Coonamble.

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works appointed on Monday, 14th March, 1898, to inspect, take evidence, and report with reference to the proposed Railway from Warren to Coonamble.

SATURDAY, 19 MARCH, 1898.

The Sectional Committee met at the "Club Hotel," Warren, at 2 p.m.

MEMBERS PRESENT :—

The Hon. Charles James Roberts, C.M.G. | Thomas Thomson Ewing, Esq.,
Thomas Henry Hassall, Esq.

It was resolved, on the motion of Mr. Roberts, seconded by Mr. Hassall, "That Mr. Ewing be Chairman of the Sectional Committee."

The Sectional Committee proceeded to consider the proposed Railway from Warren to Coonamble.

The Sectional Committee were interviewed by the Mayor, and other local authorities, with whom they discussed the question of holding an inquiry at Warren.

A letter was received from Mr. W. R. Rowles, of Warren, expressing his willingness to give evidence.

MONDAY, 21 MARCH, 1898.

The Sectional Committee met at the "Club Hotel," Warren, at 9:30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Warren to Coonamble. Charles Henry Pigott, Mayor of Warren; William Robert Rowles, storekeeper and selector; and Paul Horrigan, were sworn, and examined.

The Sectional Committee left Warren by special coach at 11 a.m., travelling by the main road; passing through Tenandra, where the Government artesian bore was inspected, they arrived at Bullagreen at 5:30 p.m.

TUESDAY, 22 MARCH, 1898.

The Sectional Committee met at "Munro's Hotel," Bullagreen, at 9:30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.

Daniel McAlary, grazier; Philip R. Robinson, farmer and grazier; Thomas Jones, grazier; James McCalman, grazier; James McLeish, grazier; David Munro, grazier; Michael Quigley, grazier; Manus Strain, grazier; Malcolm McCalman, grazier; and George Alexander Munro, secretary to the Railway League, were sworn, and examined.

The Sectional Committee left Bullagreen by special coach at 1 p.m., and arrived at Bourbah at 2:15 p.m.

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.

John B. Peacock, grazier; Robert Charles Byrne, grazier; Sydney Myatt, grazier; Patrick Donohoe, grazier; and William Donohoe, grazier, were sworn, and examined.

The Sectional Committee left Bourbah at 3 p.m., and arrived at Coonamble at 6:30 p.m.

WEDNESDAY, 23 MARCH, 1898.

The Sectional Committee met at the Municipal Council Chambers, Coonamble, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.

Herbert H. Nash, licensed surveyor; Thomas William Medley, Inspector of Stock; Donald Fletcher, President, Coonamble Railway League; William John Taylor, grazier; Daniel N. McAlary, selector; Edward Whitney, grazier; John Landers, grazier; John Rigney, grazier; William Farrell, grazier; William Nott, grazier; and Henry Lyons, forwarding agent, were sworn, and examined.

The Sectional Committee adjourned at 4 o'clock.

THURSDAY, 24 MARCH, 1898.

The Sectional Committee met at the Municipal Council Chambers, Coonamble, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.

Clement Dillon, Crown Lands Agent; Thomas D. Bertram, Mayor; Peter A. Polin, storekeeper; Arthur E. Newton, Road Superintendent; George C. A. Cobb, forwarding agent; Mark Herrmann, storekeeper; James Denny, farmer; Sidney R. Skuthorpe, solicitor; Thomas Clarke, secretary, Walgett Railway League; Caleb Murchison, landowner; and William Nash, grazier, were sworn, and examined.

Donald Fletcher, President, Coonamble Railway League, was sworn, and further examined.

The Sectional Committee adjourned at 5:15 p.m.

FRIDAY, 25 MARCH, 1898.

The Sectional Committee met at the Municipal Council Chambers, Coonamble, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded to an inspection of the country for a distance of about 15 miles, in a north-easterly direction from Coonamble.

SATURDAY,

SATURDAY, 26 MARCH, 1898.

The Sectional Committee met at "Tattersall's Hotel," Coonamble, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.
The Sectional Committee proceeded by special coach to Gulargambone.

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.
John Thomas Skuthorpe, hotelkeeper; John Kearney, farmer; John Murphy, hotelkeeper;
George Joseph Skinner, butcher; William George Tupper, Edward Henry Holland, and Henry Harvey,
were sworn, and examined.

MONDAY, 28 MARCH, 1898.

The Sectional Committee met at the "Telegraph Hotel," Gilgandra, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.
The Sectional Committee proceeded to an inspection of the country in the vicinity of Gilgandra,
returning to the "Telegraph Hotel."

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.
Alfred A. Mudie, auctioneer and commission agent; Sidney James Barden, grazier; John Francis,
grazier; Arthur F. Garling, storekeeper, and Thomas Gardiner, blacksmith, were sworn, and examined.

TUESDAY, 29 MARCH, 1898.

The Sectional Committee met at Hitchen's Hall, Gilgandra, at 9:30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.
The Sectional Committee further considered the proposed Railway from Warren to Coonamble.
Archibald C. Berry, senior constable of police; James Barling, grazier; Richard Hitchen, farmer;
Peter O'Neill, farmer; Edward Maher, selector; George P. Barnet, grazier; Charles William Brown,
grazier; Ernest Joseph Wheble, grazier; William John Berryman, grazier; Timothy Marchant, farmer;
James Alfred Berryman, grazier; Stephen Chandler, farmer and grazier, and George Lithgow, farmer,
were sworn, and examined.

The Sectional Committee proceeded by special coach as far as Yellow Creek, stopping on the way
at Balladoran, where they were interviewed by several local residents.

WEDNESDAY, 30 MARCH, 1898.

The Sectional Committee met at the "Square and Compass Hotel," Yellow Creek, at 8:30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read and confirmed.
The Sectional Committee proceeded by special coach to Dubbo, and at 3:30 p.m. held a sitting in
the office of the Land Board.

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.
William Makin Thomas, staff surveyor; Robert George Dulhunty, Inspector of Stock; and James
Andrew Ryan, financier, were sworn, and examined.

THURSDAY, 31 MARCH, 1898.

The Sectional Committee met at the office of the Land Board, Dubbo, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.
The Sectional Committee further considered the proposed Railway from Warren to Coonamble.
William England Morgan, editor, *Dubbo Despatch*; William M. B. Dayrell, manager, Co-operative
Flour Mill; Richard McGee, Railway station-master; Craven H. Fitzhardinge, solicitor; William E. Binning,
Road Superintendent; George Augustus Clarke, sub-inspector, Permanent-way Department; Edwin N.
Blacket, auctioneer and land agent; Edward Charles Ewers, contractor and timber merchant; George
Henry Taylor, Returning Officer; John Wheaton, farmer, and Edmund Henry Utey, Mayor, were
sworn, and examined.

Robert George Dulhunty, Inspector of Stock, was sworn, and further examined.

FRIDAY,

FRIDAY, 1 APRIL, 1898.

The Sectional Committee met at the "Royal Hotel," Dubbo, at 7:30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded by special coach to Cobborah, and at 7:30 p.m. held a sitting at the "Cobborah Hotel."

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.

Thomas Samuel Slack, senior-constable of police; George Paterson, farmer; Henry A. Patrick, grazier; William Thomas Chapman, farmer; James Hogden, farmer and carrier; and James Henry Daley, farmer, were sworn, and examined.

SATURDAY, 2 APRIL, 1898.

The Sectional Committee met at the "Cobborah Hotel," Cobborah, at 7:30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded by special coach to Gulgong, and held a sitting at 2:30 p.m. in the Town Hall.

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.

Christopher R. Young, storekeeper and miller; Richard Rouse, jun., grazier; George Steele, sergeant of police; Edward McCulloch, Council Clerk; and John Tuxford, Mayor, were sworn, and examined.

MONDAY, 4 APRIL, 1898.

The Sectional Committee met at the Court-house, Mudgee, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Warren to Coonamble.

The Hon. G. H. Cox, M.L.C.; Robert Jones, Esq., M.P.; Charles D. Meares, solicitor; and Eugene Daley, stock dealer, were sworn, and examined.

TUESDAY, 5 APRIL, 1898.

The Sectional Committee met at "Shaw's Hotel," Wallerawang, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee considered their Report to the Parliamentary Standing Committee on Public Works.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Narrabri to Pilliga.

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works appointed on Friday, 22nd April, 1898, to inspect, take evidence, and report with reference to the proposed Railway from Narrabri to Pilliga.

The Sectional Committee left Sydney at 9.5 a.m. on Saturday, 30th April, 1898, and arrived at Newcastle at 1 p.m. the same day.

The Sectional Committee met at the "Great Northern Hotel," Newcastle, at 2.30 p.m.

MEMBERS PRESENT:—

The Hon. Charles James Roberts, C.M.G., | Thomas Thomson Ewing, Esq.,
John Lionel Fegan, Esq.

It was resolved, on the motion of Mr. Roberts, seconded by Mr. Fegan, "That Mr. Ewing be the Chairman of the Sectional Committee."

The Sectional Committee proceeded to consider the proposed Railway from Narrabri to Pilliga.

The following witnesses were sworn, and examined:—George Frederick Earp, merchant and shipping agent, and Vice-President of the Newcastle Chamber of Commerce; James F. Kerr, agent for the Singer Company, Wallsend; and Michael March, manager, Dalgety and Co., Newcastle.

The Sectional Committee adjourned at 4.30 p.m.

MONDAY, 2 MAY, 1898.

The Sectional Committee left Newcastle on Sunday, 1st May, at 9.45 p.m., and arrived at Narrabri at 8 a.m. on the following day.

The Sectional Committee met at "Thurlow's Hotel," Narrabri, at 10 a.m.

MEMBERS PRESENT:—

John Lionel Fegan, Esq., | Thomas Thomson Ewing, Esq., Chairman.
Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Narrabri to Pilliga.

The following witnesses were sworn, and examined:—Albert Ernest Collins, Mayor of Narrabri; and Walter Neville Sendall, District Surveyor, Tamworth.

The Sectional Committee adjourned at noon, and again met at 4 p.m. and 8 p.m., when Bishop Lyne, Inspector of Conditional Purchases and of Forestry, and Richard Ford Jenkins, Road Superintendent, Moree, were sworn, and examined.

The Sectional Committee adjourned at 9 p.m.

TUESDAY, 3 MAY, 1898.

The Sectional Committee met at "Thurlow's Hotel," Narrabri, at 10.30 a.m.

MEMBERS PRESENT:—

John Lionel Fegan, Esq., | Thomas Thomson Ewing, Esq., Chairman.
Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee, accompanied by Mr. Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, left Narrabri by special conveyance at 11 a.m. and inspected the country along the route of the proposed Railway as far as Wee Waa, which was reached at 4 p.m.

WEDNESDAY, 4 MAY, 1898.

The Sectional Committee met at the Court-house, Wee Waa, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Narrabri to Pilliga.

The following witnesses were sworn, and examined:—Walter William Richard Holcombe, grazier, Weeta Waa; Albert Coppleson, storekeeper, Wee Waa; John Gray, contractor, grazier and agriculturist, Wee Waa; Walter Coughlan, stock and station agent, Wee Waa; Andrew Hamilton, hotelkeeper, Wee Waa; Charles Peter O'Rourke, sawmill proprietor, Wee Waa; Arthur Walter Holcombe, junr., grazier, Crian; and Charles Brennan, grazier, Wee Waa.

The Sectional Committee adjourned at 1 p.m.

THURSDAY,

THURSDAY, 5 MAY, 1898.

The Sectional Committee met at "Hamilton's Hotel," Wee Waa, at 8:30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee, accompanied by Mr. Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, left Wee Waa at 9 a.m. for Pilliga, Cubbabri, and inspected, as far as practicable, the country in the neighbourhood of the route of the proposed railway, arriving at Pilliga at 10 p.m.

FRIDAY, 6 MAY, 1898.

The Sectional Committee met at the "Royal Hotel," Pilliga, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Narrabri to Pilliga.

The following witnesses were sworn, and examined:—John Henry Robertson, storekeeper, Pilliga; Patrick Kelly, sawmill proprietor, Pilliga; and Stephen Dempsey, selector, North Lynne, near Pilliga.

The Sectional Committee adjourned at 1 p.m.

SATURDAY, 7 MAY, 1898.

The Sectional Committee accompanied by Mr. Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, left Pilliga by special coach at 8:30 a.m. and proceeded to Come-by-Chance, *via* Keeleendi. The Sectional Committee inspected the portions of the country *en route*, and arrived at Come-by-Chance at 8 p.m.

The Sectional Committee met at "Hawkin's Hotel," Come-by-Chance at 9 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Narrabri to Pilliga.

The following witnesses were sworn, and examined:—Charles Edward Evans, senr., selector, Bungle Gully; Arthur Colless, selector, Come-by-Chance; William Arthur Colless, storekeeper, Come-by-Chance; and Morris Russell, post and telegraph master, Come-by-Chance.

The Sectional Committee adjourned at 10 p.m.

MONDAY, 9 MAY, 1898.

The Sectional Committee accompanied by Mr. Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, left Come-by-Chance by special conveyance on Sunday, 8 May, and proceeded *via* Keeleendi, to Goangra, at which place they arrived at 6 p.m. The Sectional Committee resumed their journey at 8 a.m. on Monday, 9 May, and arrived at Walgett at 2 p.m.

The Sectional Committee met at the Court-house, Walgett, at 3 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Narrabri to Pilliga.

The following witnesses were sworn, and examined:—Isaac Collins, grazier, Barwon Vale; Robert Dugan, homestead lessee, Milrae; Robert Henderson Duncan, Narran Point, Walgett; Robert John Polt Higgins, Warren Downs, Walgett; George Wilkins, sawmill proprietor, Walgett; and Charles William Macauley, butcher, Walgett.

The Sectional Committee adjourned at 4 p.m.

TUESDAY, 10 MAY, 1898.

The Sectional Committee met at the Court-house, Walgett, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Narrabri to Pilliga.

The following witnesses were sworn, and examined:—William Godfrey Ferris, homestead lessee, Geronga; Thomas Clarke, secretary, Railway League, Walgett; Wallace Ryrie, Inspector of Stock, Walgett; Charles James Druitt, bank manager, Walgett; Wallace Webster, Inspector of Conditional Purchases and of Forestry,

Forestry, Walgett; George Lionel Hember, manager, Flemington Station, and secretary, Selectors' Association, Walgett; Finlay MacRae, stock and station agent, Walgett; William Nicholas Willis, Esq., M.P.; Bertrand Sidney Martin, stock and station agent, Walgett; Terence Francis Fagan, coachbuilder, Walgett; and Bernard Joseph Martin, post and telegraph master, Walgett.

The Sectional Committee adjourned at 4 p.m., and subsequently paid a visit of inspection to the Barwon River, Dangar Bridge.

WEDNESDAY, 11 MAY, 1898.

The Sectional Committee met at the "Royal Hotel," Walgett, at 8:30 a.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee accompanied by Mr. Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, left Walgett at 9 a.m., and inspected the country subject to flood in the neighbourhood of Eurie Eurie.

The Sectional Committee again met at 1 p.m., when Mr. William Sim, licensed surveyor, Walgett, was sworn, and examined.

The Sectional Committee arrived at Mercadool at 5 p.m., and on the following day proceeded to Collarendabri to take evidence on the construction of a proposed railway from Woolabra to Collarendabri.

SATURDAY, 14 MAY, 1898.

The Sectional Committee met at Bulyeroi, and sat during the day.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee considered their Report to the Parliamentary Standing Committee on Public Works.

TUESDAY, 17 MAY, 1898.

The Sectional Committee met and sat during the day.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered their Report to the Parliamentary Standing Committee on Public Works. The Report was drafted, and its further consideration postponed until the following day.

WEDNESDAY, 18 MAY, 1898.

The Sectional Committee met to finally consider the matter referred to them.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered and concluded their Report, which the Chairman was authorised to sign and present to the General Committee.

The Sectional Committee arrived at Sydney on Thursday, 19th May, at noon.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Woolabra to Collarendabri.

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Friday, 22nd April, 1898, to inspect, take evidence, and report with reference to the proposed Railway from Woolabra to Collarendabri.

WEDNESDAY, 11 MAY, 1898.

The Sectional Committee, after taking evidence with respect to the proposed Railway from Narrabri to Pilliga, left Walgett for Collarendabri at 9 a.m.

The Sectional Committee met at Eurie Eurie at 1 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.

The Sectional Committee proceeded to consider the proposed Railway from Woolabra to Collarendabri.

William Sim, licensed surveyor, Walgett, was sworn, and examined.

The Sectional Committee arrived at Mercadool at 5.30 p.m.

THURSDAY, 12 MAY, 1898.

The Sectional Committee, accompanied by Mr. Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, left Mercadool at 9 a.m., and arrived at Collarendabri at 1 p.m.

The Sectional Committee met at the Royal Hotel, Collarendabri, at 3 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

A communication was received from Mr. John A. Martin, President, Mungindi Progress Association, requesting the Committee to visit Mungindi, to hear argument in support of the extension of the railway from Moree to Mungindi. A reply was forwarded to the effect that the Sectional Committee had no power to deal with the matter.

The Sectional Committee subsequently inspected the site of the proposed railway station at Collarendabri.

FRIDAY, 13 MAY, 1898.

The Sectional Committee met at the Court-house, Collarendabri, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Woolabra to Collarendabri.

The following witnesses were sworn, and examined:—Edmund Brennan Loughnan, secretary, Railway League, Collarendabri; William Nicholas Willis, Esq., M.P.; John Theodore Merry, store-keeper and hotelkeeper, Angledool; Thomas John Sherwin, grocer, Mullawa; John Augustus Robertson, Currawillinghi; Daniel Joseph O'Connell, selector, near Collarendabri; Joseph William Cook Langhorne, grazier, Oreel Station; Alfred Blomfield, Mount Brandon; William Reed, selector, Collarendabri; John Charles Humphries, journalist, Collarendabri; Frank Adams, Myambla; and David Hynes, station hand, Collymongool.

Frederick Ludlow and William Pearse, without being sworn, corroborated evidence which had been given.

The Sectional Committee adjourned at 4 p.m.

SATURDAY, 14 MAY, 1898.

The Sectional Committee met at the "Royal Hotel," Collarendabri, at 9 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

John Lionel Fegan, Esq.,

Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee, accompanied by Mr. Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, left Collarendabri at 9.30 a.m., and inspected the flooded country on the east side of Collarendabri.

The Sectional Committee also inspected the route of the proposed railway as far as Bulyeroi, which was reached at 5 p.m.

MONDAY,

MONDAY, 16 MAY, 1898.

The Sectional Committee, accompanied by Mr. Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, left Bulyeri at 9 a.m., and arrived at Millie at 2 p.m.

The Sectional Committee met at the "Royal Mail Hotel," Millie, at 4 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Woolabra to Collarendabri.

The following witnesses were sworn, and examined:—John Hannon Murphy, Jews' Lagoon; Roger Boland, selector, Angfield; Alexander Donaldson, manager, Bunna Bunna; Charles John Hamilton, Inomin; John Herbert Duff, Duffslea; Thomas Joseph Boland, selector, Millie; Robert Cameron, selector, Pidgee Pidgee; and John Vaughan Wilson, selector, Thalaba.

The Sectional Committee adjourned at 6 p.m.

TUESDAY, 17 MAY, 1898.

The Sectional Committee met at the "Royal Mail Hotel," Millie, at 9 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
John Lionel Fegan Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee, accompanied by Mr. Charles M'Donnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, left Millie at 10 a.m., and arrived at Narrabri, via Woolabra, at 6 p.m.

The Sectional Committee again met and considered their Report to the Parliamentary Standing Committee on Public Works. The Report was drafted, and its further consideration postponed until the following day.

WEDNESDAY, 18 MAY, 1898.

The Sectional Committee met to finally deal with the matter referred to them.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
John Lionel Fegan, Esq., | Thomas Henry Hassall, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered and concluded their Report, which the Chairman was authorised to sign and present to the General Committee.

The Sectional Committee arrived at Sydney on Thursday, 19th May, at noon.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.**SECTIONAL COMMITTEE.****Harbour Works at Bellinger River.****MINUTES OF PROCEEDINGS.**

MINUTES of Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works appointed on Thursday, 12th May, 1898, to inspect, take evidence, and report with reference to the proposed Harbour Works at Bellinger River.

The Sectional Committee left Sydney by the North Coast Company's steamship "City of Grafton," at 9 p.m. on Tuesday, 17th May, and arrived at Grafton at 3:30 p.m. on Thursday, 19th May.

THURSDAY, 19 MAY, 1898.

The Sectional Committee met at the "Crown Hotel," Grafton, at 4 p.m.

MEMBERS PRESENT:—

The Hon. Charles James Roberts, C.M.G., | Charles Alfred Lee, Esq.,
Henry Clarke, Esq., | Frank Farnell, Esq.

On the motion of Mr. Clarke, seconded by Mr. Roberts, it was resolved "That Charles Alfred Lee, Esq., be the Chairman of the Sectional Committee."

FRIDAY, 20 MAY, 1898.

The Sectional Committee met at the "Crown Hotel," Grafton, at 10 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Henry Clarke, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee, accompanied by Mr. Blomfield, Resident Engineer, left Grafton by the Clarence River Company's steamer "Woolwich," and proceeded to Yamba to inspect the harbour works in progress there for the improvement of the entrance to the river.

The Sectional Committee reached Yamba at 5 p.m.

SATURDAY, 21 MAY, 1898.

The Sectional Committee met at "Coyle's Hotel," Yamba, at 9 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Henry Clarke, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee, accompanied by Mr. Blomfield, Resident Engineer, visited the southern breakwater at Yamba, and then proceeded by ballast train to Green Point, where they witnessed the quarrying and the loading into the trucks of the stone used in the construction of the training-bank at Goodwood Island, now in progress.

Leaving Green Point, the Sectional Committee inspected the southern training-bank, and saw the operation of transferring stone from the ballast-trucks to the barges upon which it is carried to the Goodwood Island bank. At 11.30 a.m. the Sectional Committee took the steamer to Grafton, and inspected *en route* the work at the Goodwood Island training-bank.

The Sectional Committee reached Grafton at 4.40 p.m.

MONDAY, 23 MAY, 1898.

The Sectional Committee met at the "Crown Hotel," Grafton, at 8 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Henry Clarke, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded to South Grafton, and from there took special coach to Woolgoolga.

The Sectional Committee reached Woolgoolga at 5 p.m. They inspected the jetty and the appliances for loading and unloading timber there, and made inquiries as to the extent of the foreign, intercolonial, and coastal trade.

TUESDAY, 24 MAY, 1898.

The Sectional Committee met at the "Woolgoolga Hotel," Woolgoolga, at 9 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Henry Clarke, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded by special coach to Coff's Harbour, where they arrived at noon. The Sectional Committee visited the jetty at Coff's Harbour, 2 miles from the township, and inspected the arrangements for transacting the inward and outward business of the port.

The Sectional Committee returned to the township at 5 p.m.

WEDNESDAY, 25 MAY, 1898.

The Sectional Committee met at the "Cricketers' Arms Hotel," Coff's Harbour, at 10 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.
The Hon. Charles James Roberts, C.M.G., | Henry Clarke, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded to consider the proposed Harbour Works at Bellinger River. The following witnesses were sworn, and examined:—James Gill, caretaker of the Government jetty at Coff's Harbour; James Marles, storekeeper, Coff's Harbour; William Crabb, mining manager of the Beacon Gold Mine, Bucca Creek; Eugene Frederick Rudder, farmer, Coramba; and Henry Boulwood, journalist, Fernmount.

The Sectional Committee adjourned at 1 p.m.

THURSDAY,

THURSDAY, 26 MAY, 1898.

The Sectional Committee met at the "Cricketers' Arms Hotel," Coff's Harbour, at 9 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | Henry Clarke, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee proceeded by special coach to Bellingen *via* Raleigh and Fernmount.

The Sectional Committee reached Bellingen at 3 p.m.

FRIDAY, 27 MAY, 1898.

The Sectional Committee met at the Court-house, Bellingen, at 10 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | Henry Clarke, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Bellinger River.

The following witnesses were sworn, and examined:—John Thomas Greer, farmer, Bellinger River; David Anderson, farmer and maize-buyer, Bellingen; and Edward Raymond, wheelwright and coach-builder, Bellingen.

The Sectional Committee at 12:40 p.m. adjourned until 2:30 p.m., when Frederick Doepel, ship-builder and drogher-master, and local agent for the North Coast Steamship Company; James Edward Tyler, farmer and grazier, Guy Fawkes; Robert Taylor Thorburn, Nowra; and Frederick Thomas Matthews, storekeeper, Bellingen; were sworn, and examined.

The Sectional Committee adjourned at 5 minutes past 5 o'clock p.m.

SATURDAY, 28 MAY, 1898.

The Sectional Committee left Bellingen at 8:30 a.m. and proceeded to Fernmount.

The Sectional Committee met at "Black's Hotel," Fernmount, at 10 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | Henry Clarke, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Bellinger River.

The following witnesses were sworn, and examined:—William Richard Spillett, farmer, South Arm, Bellinger River; Andrew Black, hotelkeeper, Fernmount; F. R. H. Baker, auctioneer, Fernmount; Robert Stuart M'Dougall, Fernmount; and John Pollock, cordial and aerated water manufacturer, Fernmount.

The Sectional Committee adjourned at 12:30 p.m. At 2 p.m. the Sectional Committee continued their journey to the Bellinger Heads, where they arrived at 3:30 p.m.

MONDAY, 30 MAY, 1898.

The Sectional Committee left Bellinger Heads at 9 a.m., and voyaged up the South Arm of the Bellinger as far as Picket Hill Creek, where they inspected the quarry from which the stone for the proposed Harbour Works is to be obtained. Returning, they proceeded up Back Creek to its junction with the North Arm, and thence down the North Arm to the Heads, viewing *en route* the site of the proposed training-walls, and inspecting the temporary bank now in progress.

The Sectional Committee met at "Barrett's Hotel," at 2:30 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G., | Henry Clarke, Esq.,
Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Bellinger River.

The following witnesses were sworn, and examined:—David Houson, District Engineer; Walter Darwin Higgins, Inspector of Works, Bellinger Heads; Alfred Edwin Ellis, saw-mill proprietor and storekeeper, Bellinger Heads; and Thomas Key Ratcliffe, pilot and telephone master, Bellinger Heads.

Robert Stuart M'Dougall, Fernmount; and Andrew Black, hotel-keeper, Fernmount, were sworn, and further examined.

The Sectional Committee adjourned at 5:30 p.m.

THURSDAY,

THURSDAY, 2 JUNE, 1898.

The Sectional Committee left the Bellinger Heads at 9 a.m. on Tuesday, 31st May, and proceeded by way of Nambucca and Macksville to Clybucca, where they arrived on Thursday, 2nd June; at 1 p.m.

The Sectional Committee met at the "Traveller's Rest Hotel," Clybucca, at 2 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	|	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Bellinger River. On the motion of Mr. Roberts, seconded by Mr. Clarke, it was resolved:—"That the construction of the proposed Harbour Works at Bellinger River, at a cost not exceeding £36,000, be recommended." The Sectional Committee adjourned at 3 p.m.

TUESDAY, 7 JUNE, 1898.

The Sectional Committee met at the "Victoria Hotel," Kempsey, at 10 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	|	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Bellinger River.

The Chairman submitted a draft report, which was read.

On the motion of Mr. Roberts, seconded by Mr. Clarke, it was resolved:—"That the report be adopted."

The Sectional Committee adjourned at 10:30 p.m.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Harbour Works at Nambucca River.

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Thursday, 12th May, 1898, to inspect, take evidence, and report with reference to the proposed Harbour Works at Nambucca River.

The Sectional Committee left Sydney by the North Coast Company's steamship "City of Grafton," at 9 p.m. on Tuesday, 17th May. The Sectional Committee arrived at Grafton on Thursday, 19th May, and proceeded by way of Woolgoolga, Coff's Harbour, and the Bellinger to the Nambucca Heads, where they opened their inquiry on Tuesday, 31st May. Mr. Trickett left Sydney by steamer at noon on Saturday, 28th May, and arrived at Jerseyville on Sunday at 1 p.m. On Monday he inspected the Harbour Works at the Macleay, and left by steamer for Nambucca at 11 a.m., arriving at 1 p.m. He then inspected the Harbour Works at the Nambucca, and then joined the other Members of the Sectional Committee in a further inspection on Tuesday.

TUESDAY, 31 MAY, 1898.

The Sectional Committee met at the "Victoria Hotel," Nambucca, at 2 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	|	Frank Farnell, Esq.

On the motion of Mr. Clarke, seconded by Mr. Trickett, it was resolved "That Charles Alfred Lee, Esq., be the Chairman of the Sectional Committee."

The Sectional Committee proceeded to consider the proposed Harbour Works at Nambucca River.

The following witnesses were sworn, and examined:—David Houison, District Engineer; John Eichmann, saw-mill proprietor and storekeeper, Nambucca; William John Whaites, pilot, Nambucca Heads; David Mitchell, dredge-master, Nambucca; and William Bragg, bee-farmer, Lower Nambucca.

The Sectional Committee adjourned at 5 p.m.

The

The Sectional Committee left Nambucca Heads at 8:30 a.m., and arrived at Macksville at 10:30 a.m.

The Sectional Committee met at the "Star Hotel," Macksville, at 2:30 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	|	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Nambucca River.

The following witnesses were sworn, and examined:—Thomas Bolton, President, Macksville Progress Association; Edward Hitchins, auctioneer, Warrell Creek and Macksville; Angus M'Kay, storekeeper, Macksville; William Ezold, storekeeper, Macksville; Frederick Notley, storekeeper, Macksville; Robert Quayle, first-class constable, Macksville, and William Woods, Secretary, Macksville Progress Committee.

The Sectional Committee adjourned at 5:45 p.m.

THURSDAY, 2 JUNE, 1898.

The Sectional Committee left Macksville at 10 a.m., and arrived at Clybucca at 1 p.m.

The Sectional Committee met at the "Traveller's Rest Hotel," Clybucca, at 3 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	|	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Nambucca River.

It was proposed by Mr. Clarke, seconded by Mr. Farnell,—“That the construction of the proposed Harbour Works at Nambucca River, at a cost not exceeding £72,500, be recommended.”

Upon which Mr. Trickett moved, as an amendment—“That all the words after ‘That’ be omitted, with a view to the insertion of the following words:—‘on the present evidence, and until the further opinion of the Engineer-in-Chief is obtained, it is advisable that the construction of the following works be recommended, viz. :—

Northern breakwater, at a cost not exceeding	...	...	...	£27,675
Northern wall extension, at a cost not exceeding	...	...	...	1,687
Warrell Creek diversion, „ „	...	...	...	7,245 ’ ’

The amendment was negatived upon the following division:—

Ayes, 4.	|	Noes, 1.
Mr. Lee,		Mr. Trickett.
Mr. Roberts,		
Mr. Clarke,		
Mr. Farnell.		

The motion was agreed to.

The Sectional Committee adjourned at 4 p.m.

TUESDAY, 7 JUNE, 1898.

The Sectional Committee met at the "Victoria Hotel," Kempsey, at 10:30 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	|	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Nambucca River.

The Chairman submitted a draft report, which was read.

Upon the motion of Mr. Clarke, seconded by Mr. Farnell, it was resolved,—“That the report be adopted.”

The Sectional Committee adjourned at 11 p.m.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Harbour Works at Macleay River.

MINUTES OF PROCEEDINGS

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Thursday, 12th May, 1898, to inspect, take evidence, and report with reference to the proposed Harbour Works at Macleay River.

The Sectional Committee left Sydney by the North Coast Company's steamship "City of Grafton," at 9 p.m., on Tuesday, 17th May. The Sectional Committee reached Grafton on Thursday, 19th May, and proceeded by way of Woolgoolga, Coff's Harbour, the Bellinger, and the Nambucca, inspecting and taking evidence *en route* with reference to the proposed Harbour Works on those rivers, to the Macleay, arriving at Kempsey at 1 p.m., on Friday, 3rd June. At Kempsey, they were met by Mr. David Houison, District Engineer, and they discussed with him the arrangements to be made for their inspection of the river and its entrance. They also had interviews with the Mayor of Kempsey, the District Surveyor, and the Local Crown Lands Agent regarding the evidence to be produced at the inquiry on Monday.

FRIDAY, 3 JUNE, 1898.

The Sectional Committee met at the "Victoria Hotel," Kempsey, at 7 p.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,		Frank Farnell, Esq.

On the motion of Mr. Roberts, seconded by Mr. Farnell, it was resolved "That Charles Alfred Lee, Esq., be the Chairman of the Sectional Committee."

The Sectional Committee deliberated as to their procedure.
The Sectional Committee adjourned at 7:30 p.m.

SATURDAY, 4 JUNE, 1898.

The Sectional Committee met at the "Victoria Hotel," Kempsey, at 7:45 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,		Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

At 8 a.m. the Members of the Sectional Committee, accompanied by Mr. David Houison, District Engineer, left Kempsey, and proceeded by river to the new entrance. Here they were met by Mr. Goodsir, Assistant Engineer-in-Charge of the works, and were taken out to the quarries from which the stone for the training-walls is obtained. On their return, they inspected the work now in progress, visited the sites of the proposed training-banks, and made themselves thoroughly acquainted with the scheme of improvement recommended by the Harbours and Rivers Branch.

From the new entrance the Sectional Committee proceeded to the old entrance at Grassy Head, where they were met by the pilot, and taken out to the bar.

Returning by river, the Sectional Committee reached Kempsey at 6:15 p.m.

MONDAY, 6 JUNE, 1898.

The Sectional Committee met at the Court-house, Kempsey, at 10 a.m.

MEMBERS PRESENT:—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	|	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,		Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the proposed Harbour Works at Macleay River.

The following witnesses were sworn, and examined:—David Houison, District Engineer; Samuel Sheppard, farmer, Rainbow Reach; and Frederick William Cox, farmer, Rainbow Reach.

At 12:45 p.m. the Sectional Committee adjourned until 2:30 p.m., when Timothy Rafferty, farmer, Central Kempsey; William Thomas Ryan Sinclair, river pilot, Kempsey; John Anderson Jamieson, pilot, Macleay Heads; and Alexander Ferguson, agent, North Coast Steam Navigation Company, Kemps r, were sworn, and examined.

The Sectional Committee adjourned at 5 p.m.

TUESDAY,

TUESDAY, 7 JUNE, 1898.

The Sectional Committee met at the Court-house, Kempsey, at 10 a.m.

MEMBERS PRESENT :—

Charles Alfred Lee, Esq., Chairman.

The Hon. Charles James Roberts, C.M.G.,	Henry Clarke, Esq.,
The Hon. William Joseph Trickett,	Frank Farnell, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Harbour Works at Macleay River.

The following witnesses were sworn, and examined :—Brabazon Newcome Casement, medical practitioner, Kempsey; James Arthur Winney, journalist, Kempsey; Austral Rowe, farmer, Yarrabapini; Thomas Patrick John Taylor, storekeeper, Kempsey; Austral Verge, grazier and landowner, Macleay River; and Enoch Rudder, farmer and grazier, Kempsey.

The Sectional Committee, at 1 p.m., adjourned until 2:30 p.m., when Herbert Phillips, Crown Lands Agent and Clerk of Petty Sessions, Kempsey; Otho Orde Dangar, auctioneer, Kempsey; Otto Albert Herborn, licensed surveyor, Macleay and Port Macquarie districts; John Hibbard, storekeeper, Dalcoongli and Gladstone; William Thomas Dangar, saddler, Kempsey; Alfred James Trees, farmer, West Kempsey; Phillip Calfe Hill; Thomas Hennessy, saw-mill proprietor, West Kempsey; and Henry Edmund Palmer, Inspector of Stock, Kempsey, were sworn, and examined.

The Sectional Committee adjourned at 5 p.m., and met again at the "Victoria Hotel," at 8 p.m.

Upon the motion of Mr. Roberts, seconded by Mr. Farnell, it was resolved,—“That the construction of the proposed Harbour Works at the Macleay River, at a cost not exceeding £93,000, be recommended.”

The Chairman submitted a draft Report, which was read.

Upon the motion of Mr. Roberts, seconded by Mr. Farnell, it was resolved,—“That the Report be adopted.”

The Sectional Committee adjourned at 9 p.m.

1898.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DEPARTMENT OF PUBLIC WORKS.

(SUMMARY OF SPECIAL WORKS CARRIED OUT BY DAY-LABOUR FROM 2ND AUGUST, 1894, TO 14TH JUNE, 1898.)

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

DEPARTMENT OF PUBLIC WORKS.

SUMMARY of SPECIAL WORKS carried out by Day-labour during period from 2nd August, 1894, to 14th June, 1898.

Description of Work.	No. of Special Works.	Aggregate Estimated Cost.	Aggregate Actual Cost to date.			Aggregate approximate No. of men employed.	Remarks.
			Materials.	Salaries and Wages.	Total.		
Railway Construction	8	£ 65,364	£ 20,700	£ 14,229	£ 34,929	330	See "Remarks" on Schedule.
Harbours and Rivers	7	163,000	.....	163,000	163,000	840
Sewerage and Drainage	7	131,468	7,001	51,388	58,389	481	
Country Towns Water Supply	7	51,900	14,954	27,781	42,735	573	
Roads Construction	5	11,884	1,363	11,875	13,238	230	
Bridge Construction	9	15,598	8,955	6,286	15,241	174	
Buildings (Government Architect).	12	100,500	33,252	32,914	66,160	660	
Grand Totals	55	539,714	86,225	307,473	393,698	3,288	

Description of Work.	Locality.	Estimated cost.	Actual Cost.			Approximate No. of men employed.	Time occupied.	Remarks.
			Materials.	Salaries—Wages.	Total.			

RAILWAY CONSTRUCTION, 14 June, 1898.—No. of Works, 8.

Description of Work.	Locality.	£	£	£	£	months.		Remarks.
						Approximate No. of men employed.	Time occupied.	
Railway Construction	Rookwood Necropolis	5,165	1,366	3,200	4,566	30	11	Some payments still to be made. Work just commencing. Work just begun. do
Do do	Nevertire-Warren	29,520	18,115	10,150	28,265	110	8	
Do do	Berrigan-Finley	27,250	.....	.....	.....	116	...
Junction Works and Siding	West Tamworth	593	308	253	561	13	2½	
Sidings to Power-house Site	Ultimo	550	.....	.....	.....	30	...
Levelling Darling Island	Darling Island	500	.....	.....	.....	15	...
Weir for Water Supply	Condobolin	510	234	140	374	8	3	
Alterations to Car-house	North Sydney	1,276	677	486	1,163	8	10	
Totals		£ 65,364	20,700	14,229	34,929	330	...	

HARBOURS AND RIVERS, 14th June, 1898.—No. of Works, 7.

Description of Work.	Locality.	£	£	£	£	No. of men employed.	Time occupied.	Remarks.
Do do	Richmond River	20,000	20,000	20,000	130	12	
Do do	Clarence River	20,000	20,000	20,000	130	12	
Do do	Macleay River	10,000	10,000	10,000	60	12	
Do do	Newcastle	30,000	30,000	30,000	170	12	
Canal Construction and Reclamations.	Shea's Creek, Cook's River, and Muddy Creek.	30,000	30,000	30,000	170	12	
Reclamations and Improvements ...	Sydney District	45,000	45,000	45,000	230	12	
Totals		£ 163,000	163,000	163,000	840	...	

Description of Work	Locality	Estimated Cost	Actual Cost			Approximate No. of men employed	Time occupied	Remarks
			Materials	Salaries—Wages	Total			
SPECIAL Day-labour—Sewerage and Drainage, 14 June, 1898—No of Works, 7.								
Cleaning out Johnston's Creek, S.W. channel.	Annandale	£ 345	£	£ 337	£ 337	20	3	
Drainage works	Byron Bay	558	77	525	602	22	4	
Muddy Creek Bridge and wing walls	Arncliffe	510	221	289	510	9	5	
Sewage farm—1st section	do	45,600	1,109	17,578	18,707	155	16	Work in progress.
Do 2nd do	do	32,600	170	2,643	2,813	90	5	do
Newcastle Pastunage Reserve Drainage	Newcastle and suburbs	50,025	5,424	29,911	35,335	170	34	do
Filter beds, &c, at Outfall Works	North Sydney	1,820		85	85	15		Work just commenced.
Totals		£ 131,468	7,001	51,388	58,389	481	...	

SPECIAL Day-labour—Country Towns Water Supply, 14 June, 1898.—No of Works, 7.								
Concrete dam	Junee	3,512		3,512	3,512	50	8	After cancellation of contract
Do	Armidale	5,461	2,000	3,460	5,460	82	10	do do
Concrete dam and pipe main	Parkes	8,427	3,000	5,427	8,427	60	15	
Do do	Cootamundra	5,000	943	2,494	3,437	130	3	Work in progress
Concrete dam, pipe main, and reticulation	Mudgee	6,000	918	1,052	1,970	56	3	do
Do do do	Tamworth	20,000	6,881	10,979	17,860	140	12	do
Wells, pumps, tank, and reticulation	Condobolin	3,500	692	1,377	2,069	55	2	do
Totals		£ 51,900	14,954	27,781	42,735	573		

SPECIAL Day-labour—Roads, 14th June, 1898.—No. of Works, 5								
Temora to Wyalong	Cootamundra	2,300	195	4,232	4,427	100	6	Since extended by contract.
Wentworth Falls to Burragarang	Lithgow	1,550	87	1,463	1,550	20	15	
Road through Grand Arch, Jenolan Caves	do	2,524	437	2,109	2,546	40	12	
Albion Park, via Macquarie Pass, to Robertson	Moss Vale	4,690	644	3,508	4,152	60		Work in progress.
Jindabyne to Kosciusko	Cooma	820		563	563	10		do
Totals		£ 11,884	1,363	11,875	13,238	230		

SPECIAL Day-labour—Bridges, 14th June, 1898.—No of Works, 9								
Bourke—Bridge	Bourke	3,420	2,235	1,151	3,386	20	6	
Singleton	Singleton	1,100	780	760	1,540	15	4	
Tamworth	Tamworth	1,200	601	404	1,005	23	2½	
Windsor	Windsor	2,220	1,750	470	2,220	25	7	
Carcoar	Carcoar	575	521	132	653	12	2	
Wishin's Gully—Bridge	Inverell	200	105	69	174	14	1	
Nimboya—Bridge	Grafton—Glen Innes	5,000	2,054	1,983	4,037	23	6	
Narran—Wells	Angledool	383	156	479	635	12	6	Work in progress.
Bathurst Bank Protection	Bathurst	1,000	753	838	1,591	30	2½	do
Totals		£ 15,598	8,955	6,286	15,241	174		

SPECIAL Day-labour—Government Architect—Works completed and in progress, 14th June, 1898.—No. of Works, 12								
Chief Secretary and Public Works Buildings—Additions	Sydney	16,000	3,846	7,409	16,255	162	21	
Government Printing Office—Additions	do	17,607	8,228	8,410	16,638	166	24	
Royal Mint—Additions	do	10,500	4,807	4,566	9,373	94	18	
Benevolent Asylum—Irrigation Works	Rookwood	1,500	485	810	1,295	13	42	
Hawkesbury Agricultural College—Irrigation Works	Richmond	1,500	240	821	1,061	11	30	
Kenmore Hospital for Insane—Laundry, &c	Goulburn	900	394	443	837	8	18	
Accommodation House	Jenolan Caves	8,118	2,291	4,581	6,872	68	15	Work in progress
General Post Office—Additions	Sydney	37,500	5,177	4,004	9,181	92	8	do
Government House—Stonework repairs	do	1,500	257	372	629	6	5	do
Treasury—Strong room	do	475	202	108	310	3	3	do
Electric Light Installation—Public Works, Chief Secretary, and Government Printing Offices	do	4,700	2,273	1,340	3,613	36	9	do
Electric Light Installation—Registrar General's Office	do	800	52	50	102	1	1	do
Totals		£ 100,500	33,252	32,914	66,166	660		

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

DEPARTMENT OF PUBLIC WORKS.

(STATEMENT SHOWING ORDINARY DAY-LABOUR CONTINUOUSLY EMPLOYED.)

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

DEPARTMENT OF PUBLIC WORKS.
ORDINARY DAY-LABOUR CONTINUOUSLY EMPLOYED.

Description of Work.	Approximate Average Number of Men Employed.
Roads :— Maintenance, ferrymen, &c.	1,500
Bridges :— Maintenance and repairs	60
Dock Establishment :— Mechanics and labourers	350
Dredge Service :— Engineers, firemen, seamen, &c.	370
Government Architect :— Repairs to Public Buildings generally... ..	60
Total	2,340

14 June, 1898.

1898.

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LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDIX, AND PLAN,

RELATING TO THE PROPOSED

HARBOUR WORKS AT TWEED RIVER.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

SYDNEY : WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER.

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MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHREY, Vice-Chairman.
 The Honorable JAMES HOSKINS.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 The Honorable WILLIAM JOSEPH TRICKETT.
 The Honorable DANIEL O'CONNOR.

LEGISLATIVE ASSEMBLY.

THOMAS THOMSON EWING, Esquire, Chairman.
 HENRY CLARKE, Esquire.
 CHARLES ALFRED LEE, Esquire.
 JOHN LIONEL FEGAN, Esquire.
 THOMAS HENRY HASSALL, Esquire.
 GEORGE BLACK, Esquire.
 FRANCIS AUGUSTUS WRIGHT, Esquire.
 FRANK FARNELL, Esquire.

MEMBERS OF THE SECTIONAL COMMITTEE.

CHARLES ALFRED LEE, Esquire, Chairman.
 The Honorable WILLIAM JOSEPH TRICKETT.
 HENRY CLARKE, Esquire.
 GEORGE BLACK, Esquire.

GENERAL INDEX.

Report by the Committee.
 Minutes of Evidence taken by the Committee.
 Appendix to Evidence taken by the Committee.
 Report by the Sectional Committee.
 Minutes of Evidence taken by the Sectional Committee.
 Plan.

LIST OF WITNESSES.

[Examined by the Committee.]

	PAGE.
Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works	1-2
Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works	2-8
Joseph Bede Kelly, Esq., M.P.	8-13
The Hon. Alexander Kethel, M.L.C.	13-15
Bartholomew Martin Corrigan, shipowner	15-17
Lawrence Tullock, master of the steamer "Augusta"	17- 8
John Pugh, master of the steamer "Wollumbin"	18-19
Robert Langley, shipowner	19-21
The Hon. Samuel Charles, M.L.C.	21-22
Walter Scott Campbell, Chief Inspector of Agriculture, Department of Mines and Agriculture	22-24
Charles Edward Rennie, Chief Draftsman, Department of Lands	24-25
Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department	25, 29
George Wallace Nicoll, steamship owner	25-29
Robert Craig, Tweed River Creamery and Butter Company	30-33

<i>[Examined by the Sectional Committee.]</i>		PAGE.
Thomas William Keele, M. Inst. C.E., District Engineer, Ballina	. . . . .	1-7, 38-39
Charles Dowling Whitty, Sub-collector of Customs and Inspector of Stock, Tweed Heads	. . . . .	7-8
Thomas Hamilton Smith, Pilot, Tweed Heads	. . . . .	8-11
Norbert James Ivory, master mariner, Tweed Heads	. . . . .	11-12
Joseph Kirkwood, master mariner, Tweed River	. . . . .	12-13
Frederick John Davey, President, Progress Association, Tweed River	. . . . .	13-15
William Henry Wilson, storekeeper, Tweed Heads	. . . . .	15-16
William Mackay Charles, farmer, Terranora	. . . . .	16-18
William Rodgers Isaacs, landowner, Murwillumbah	. . . . .	18-20
Russell Dowling, manager, Colonial Sugar Refining Company's Mill, Condong	. . . . .	20-23, 28, 37-38
Gavin Pettigrew, cane grower, Stott's Creek	. . . . .	23-25
William Wardrop, storekeeper, Murwillumbah	. . . . .	25-26
Edwin Hill Johnson, licensed surveyor, Murwillumbah	. . . . .	26-28
Isaac McIlrath, managing director, Tweed River Creamery and Butter Company, Murwillumbah	. . . . .	28-30
John Edmund Burke, butcher, Murwillumbah	. . . . .	31-32
William George Collier, mill owner, Dungay, near Murwillumbah	. . . . .	32-35
Richard Painter Charles, storekeeper, Murwillumbah	. . . . .	35-36
Patrick McMahon, cane farmer, Chundera	. . . . .	36-37
George Dinsey, farmer, Tumbulgum	. . . . .	37

APPENDIX.

[To Evidence taken by the Committee.]

To evidence of C. E. Rennie, Chief Draftsman, Department of Lands.—Reserves—Tweed River entrance A

PLAN.

Plan of Tweed River Entrance

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

HARBOUR WORKS AT TWEED RIVER.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing Harbour Works at Tweed River," have, after due inquiry, resolved that it is expedient the proposed Harbour Works should be constructed; and, in accordance with the provision of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

THE PROPOSED WORKS.

1. The proposed Harbour Works are an extension of works commenced at the entrance to the Tweed River in 1891, and continued, at intervals, up to the present time.

Money for the carrying out of what has been done and for continuing the work has been voted by Parliament to the extent of £40,600, in sums varying from £3,000 to £10,000, and, of the total amount, £30,685 has been expended. For this expenditure 28,960 feet, or something over five miles, of training-walls have been constructed—6,320 feet on the north side of the river entrance, 3,400 feet on the south side of the entrance to Terranora Creek, and 19,240 feet on the east side of the river, extending from the river entrance to the village of Chindera.

ESTIMATED COST OF THE WORKS.

2. The scheme under which these works have been carried out is one prepared by the Engineer-in-Chief for Public Works, for the construction of 53,000 feet of breakwaters and training-walls at an estimated cost of £112,000; and it is now proposed that 4,050 feet of the work yet to be done shall be constructed, and a patch of indurated sand near the river entrance removed, at an estimated cost of £43,000.

For this sum the north training-wall will be completed at a further cost of £1,200; a north breakwater extended round to the extreme south-east corner of the Point Danger headland at an expenditure of £14,900; the eastern training-wall completed up to the point where the southern breakwater will commence, for £8,087 10s.; and a southern breakwater constructed at a cost of £14,377 10s. These amounts make a total of £38,565, and the balance of the £43,000 will be absorbed in supervision and plant. It is intended to have the works carried out by day labour, and the expenditure will be distributed over a period of three or four years, the time it is expected the construction of the works will occupy.

NECESSITY FOR IMPROVING THE TWEED RIVER.

3. The necessity for improving the Tweed River entrance has been before the Department of Public Works since 1872, when attention was first drawn to the unsatisfactory condition of the river and the inconvenience experienced by trading vessels

vessels through the shallow and uncertain nature of the bar. Ten years later, the official papers show, steamers drawing no more than from 4 feet 6 inches to 4 feet 9 inches grounded at the bar, and no vessels drawing more than from 3 feet to 3 feet 6 inches could cross the flats within the entrance.

This condition of affairs led to urgent requests from the residents for the construction of works which would improve the navigation of the river; and, in response to these, officers were sent to the Tweed to survey the navigable portion of the stream, and report as to the best method of dealing with the difficulties complained of. In 1884, the late Captain Howard reported that the bar was constantly shifting its position, and, though fairly navigable at times, vessels could only get inside the Heads, to which place cargoes had to be lightered up and down the river in punts. As far as Cudgen, there are extensive sand flats, the water being shallow and the navigation very intricate.

To the residents of the district (which has an important future) these impediments to trade were a serious drawback to their prosperity and progress, and the representations to the Department were continued until, in 1889, the matter was inquired into by the present Engineer-in-Chief for Public Works, and a recommendation made that a sum of £10,000 should be placed on the Loan Estimates for the construction of fascine dykes, &c., along the lower channel of the river. The idea of constructing fascine dykes was subsequently abandoned, but the money being voted by Parliament in 1890, the work of building the training-walls was commenced, a sand-pump dredge being used to remove the sand from the channel to the back of the walls, by which method land was reclaimed at the same time as the channel was improved.

THE COMMITTEE'S INQUIRY.

4. In dealing with the additional works referred to them for inquiry the Committee feel that the works already constructed practically commit them to recommending those now proposed, in order that the full benefit from the expenditure may be obtained. The extent to which the works have been carried out renders it inadvisable to recommend any material alteration in the design. The Committee have, however, fully acquainted themselves with the details of the design; they have inquired as to the effect which the existing works have had upon the river and its entrance, and as to whether the additional works are necessary to make the others more effective; and they have endeavoured to ascertain whether the present condition and future prospects of the district justify the proposed expenditure.

EFFECT OF THE WORKS CONSTRUCTED.

5. The effect of the works already carried out, upon the navigation of the river, appears to have been very beneficial. The channel along the eastern training-wall has been deepened by dredging and the scour created by the wall to 20 feet, and widened to about 100 feet. Now, there is a channel from 12 to 20 feet deep, from nearly opposite Chindera, where the training-wall on the east side of the river commences, to the river entrance, a distance of $3\frac{1}{2}$ miles. Previously, for more than half this distance, there were, the Committee are informed, frequently not more than 2 feet, and, in some parts, only 10 inches, of water. When the works now proposed shall have been constructed, and some dredging in the river carried out, it is confidently expected that steamers of fair draught will be able to enter the river and proceed to Murwillumbah wharf. The last reports concerning the bar show there were 12 feet of water upon it. It is claimed by the Department that this results from the works already constructed; but as previous to the commencement of the works, there was, at times, a similar depth it is not certain that the present satisfactory bar is entirely attributable to this cause; still there is little doubt that the works in progress have contributed to the improvement.

NECESSITY FOR THE ADDITIONAL WORKS.

6. The proposed additional works the Committee find to be necessary, in order to prevent those already constructed from falling into a defective state through want of the support which the additional works will give them, and to make the scheme as effective as possible,

From

From the evidence of the Engineer-in-Chief for Public Works, and that of the District Engineer, it will be seen that during the whole time the walls now in position have been under construction the bar at the entrance to the river has shown a tendency to improve and the river to deepen. In their opinion, the work done has proved entirely satisfactory, and they have no doubt that the additional works proposed will also prove a success. By concentrating the water between the breakwaters and the training-walls a great scour will be created, and the stream shot out of the river straight on to the bar, which must in this way be permanently improved. A certain amount of dredging will always be necessary in the river, but on the completion of the works contemplated the cost of it will be less by one-half what it is now.

The Sectional Committee who visited the river, and inspected the training-walls which have been constructed, endeavoured to ascertain whether the results desired could be obtained by building the southern breakwater, and allowing the rocks on the north side of the river entrance to act as a northern breakwater, by which method the expense of constructing the proposed northern breakwater would be avoided; but such a reduction of the Departmental proposal did not appear to be desirable. The northern breakwater, it was explained, is as necessary as the southern to impart to the water the requisite power to act beneficially on the bar. Without the northern breakwater much of the force of the out-flowing current would lose itself in a bight inside the Point, and the influence upon the bar be correspondingly lessened.

THE BREAKWATERS.

7. The plans submitted show the two breakwaters as it is intended to construct them under the proposal referred to the Committee, and as they would be if carried out to the extent contemplated in the complete scheme. As proposed now, they will be carried seaward to a point almost in a line with the coast on the north and south sides of the river entrance. Point Danger, it is explained, projects well out on the coast, so that the littoral current sweeps close by; and, a scour in the river being assured, as fast as the sand is swept out of the river it will be caught by the ocean current and carried southward. Under these circumstances a good entrance should be maintained, and a further extension of the breakwaters will probably be unnecessary. If the expectations from the proposed works should not be realised, then the additional length of breakwaters can be constructed as intended, and the scheme carried out to completion.

THE TWEED RIVER DISTRICT.

8. The district around the Tweed River is very fertile, with a large extent of good land and an abundant rainfall. Within the area represented by the watershed of the river there are, according to the information supplied to the Committee by the Chief Draftsman of the Department of Lands, 87,400 acres of alienated land; 68,260 acres of reserves; and 130,290 acres of Crown land.

The alienated land is principally in the hands of selectors who are engaged in sugar-cane and maize-growing, to which are added the ordinary productions from farming, dairying, and timber-cutting. Cane-growing has been the principal industry, and has been carried on in connection with the Colonial Sugar Refining and other Companies, who have erected mills on the river. Maize is grown on the river banks in large quantities. The pig and bacon industry is fairly large and profitable. Dairying is a comparatively new industry in the district, but the establishment of creameries indicates that it is developing. Timber is an important article of export from the river, and is sent away in considerable quantities. The reserves mentioned in the land statistics are forest reserves.

Of the unalienated Crown land about 51,400 acres are held under occupation license.

All the witnesses examined agree as to the importance of the district and the prosperous future it should have, and the Sectional Committee were impressed by its great fertility.

RESULT

RESULT OF THE INQUIRY.

9. From the evidence, and the opinion expressed by the Sectional Committee, it is advisable, the Committee consider, in order that the works already constructed shall be duly effective, that the extensions referred to them for inquiry, should be carried out. No harbour entrance works such as these, in connection with a river having a northern headland, have, up to the present, been completed by the Department, but similar works are in progress at the Richmond River, where the headland is also on the north side of the entrance, and so far as the works there have been constructed, they promise to be successful.

The decision arrived at by the Committee is shown in the following extract from their Minutes of Proceedings, of Thursday, 23rd April:—

“Mr. Lee moved,—‘That, in the opinion of the Committee, it is expedient that the proposed Harbour Works at Tweed River, as referred to the Committee by the Legislative Assembly, be carried out.’

“The motion was seconded by Mr. Trickett, and passed on the following division:—

Ayes, 12.

Mr. Ewing,
Mr. Hoskins,
Mr. Roberts,
Mr. Trickett,
Mr. O'Connor,
Mr. Clarke,
Mr. Lee,
Mr. Fegan,
Mr. Hassall,
Mr. Black,
Mr. Wright,
Mr. Farnell.

Noes, 1.

Mr. Humphery.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 26th April, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT TWEED RIVER.

TUESDAY, 15 MARCH, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).	
The Hon. JAMES HOSKINS.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.	

The Committee proceeded to consider the expediency of constructing Harbour Works at Tweed River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, sworn, and examined:—

1. *Chairman.*] You have a statement with reference to the proposed improvements to the entrance of the Tweed River? Yes.

R. R. P.
Hickson.
15 Mar., 1898.

THE entrance to the Tweed River is 372 nautical miles north of Sydney. The river flows through rich country, having a semi-tropical aspect, the alluvial flats being particularly fertile; the total area of the watershed is about 420 square miles. From its source to the sea, the river has a length of about 46 miles and is navigable by small craft on the Main Arm as far as Byangum, a distance of 23 miles from the entrance, and on the North Arm as far as Boat Harbour, 24 miles from the entrance.

The official papers show that in 1882, the entrance and lower portion of the river were in a much more shoal condition than they had previously been—steamers drawing only 4 ft. 6 in. to 4 ft. 9 in. had grounded at the bar, while craft drawing from 3 ft. to 3 ft. 6 in. only could cross the flats within the entrance. Urgent requests were consequently made by the residents for the construction of some works for the improvement of the navigation.

The following extracts from the report of the late Captain Howard (who made a very complete and careful survey of the navigable portion of the river) give an idea of its condition in 1884:—

- “The bar is constantly shifting in position, but during the survey retained about the same depth, viz., 6 feet at high water.
- “As will be seen on the plan, the opening at the inner head is very narrow, in comparison with the great extent of water inside; consequently the tidal streams are very rapid and the range of tide in the river small.
- “As the channel curves sharp round to the northward at the entrance, very careful navigation is required to keep a vessel off the rocky shore inside, on to which the eddy sets. It has been represented to me that a stone-dyke run out from the Head to the Sawmill Jetty would keep a straight channel, assist navigation, and very likely add to the depth of water on the bar, by giving increased scour in a nearly straight line. Vessels could then be towed in at high water, whereas at present they have to wait till the full strength of the stream has abated—from two to three hours after high water, by which time the depth on the bar has decreased considerably.
- “I have heard that since I left the Tweed the swashway round the South Spit has deepened sufficiently to be navigable, but it is liable to silt up again rapidly at any time.
- “The great want of this river is water-carriage on the river itself. Vessels drawing 6 feet are towed over the bar with much difficulty; but are compelled to moor at the Heads, and cannot sail up the river to deliver cargo, as they do at the Clarence, Richmond, and other rivers. All cargo has to be taken up or down in flat-bottomed punts, and in consequence of the shoal-winding channel through the flats there is frequently much delay. If a steam-dredge were sent to the Tweed she would easily cut a straight channel through the flats. A depth of 6 feet at low water would enable any vessel that could cross the bar, to proceed right up to Murwillumbah, the principal town, distant 17½ sea miles from the Heads by the river.
- “After passing the flats there is a good clear channel up to Stott’s Island, at each end of which the obstruction could be cleared away in a day or two. The river is very shoal in the long reach between Congong Mill and Murwillumbah, there being a gravelly bar with not more than 3 feet at low-water for over 2,000 feet. Above Murwillumbah the flats are stony, and could be best dealt with by a ‘Priestman’s’ grab.
- “On the North Arm are extensive flats of sand and gravel up to the bridge, just below which is the old crossing, over boulders. The Sugar Company’s punts manage to get a mile or two above the bridge.
- “On the Main River, the head of navigation for punts, may be said to be the junction of the South and Middle Arms at Byangum, which is as far as the survey was carried.”

During 1885 and 1886 numerous complaints were made as to the inconvenience and constant loss sustained by the residents through the impediments to navigation. It was represented that the Tweed embraced a most fertile district, the full development of which was retarded for want of carriage facilities—goods had to be lightered between the Heads and the various settlements, and the expense of this was so great that ordinary cultivation did not pay; and further, the want of these facilities also discouraged direct trading between Sydney and the Tweed. Large sums of private money had also been spent on the river, the venture of the Colonial Sugar Refining Company alone representing over £100,000; and it was urged that some consideration should be given to the residents by improving the navigation of the river.

In 1889, urgent requests were made by the residents that a sum of £10,000 might be placed on the Estimates for the construction of training-walls at the Heads. The work of improving the entrance was represented to be a matter of absolute necessity—the river was becoming a very important place and the shipping trade assuming large dimensions, but unless the

R. R. P.
Hickson.
15 Mar., 1898.

entrance were improved and better facilities given for the trade of the port, the business would be lost to this Colony and go to Brisbane, as the Queensland railway was close to the Tweed district and was being pushed forward to the Border. The matter having been referred to Mr. Darley for report, he recommended that a sum of £10,000 be placed on the Loan Estimate for the construction of fascine dykes, &c., along the lower channel of the river.

As to the possibility of obtaining suitable material for the walls, Mr. Keele, District Engineer reported as follows:—“Neither ti-tree nor clay, so far as I could ascertain, can be obtained within a reasonable distance of the proposed works to enable fascine banks so be cheaply constructed. There seems, however, to be plenty of good stone. The headland at Point Danger is a basaltic formation, which should come out in very large blocks, if the boulders lying at the foot of the cliff can be taken as any indication of its quality; many of these were from 10 to 20 ton weight. It is probable that sufficient stone could be obtained from this place to construct the north breakwater. I also examined a hill at the back of the town about ½ mile from the river bank, which contained basalt. There is also columnar basalt in considerable quantities on both sides of the river about 1½ mile from Terranora Point. A quarry could be opened at Cave Point which would probably be sufficient to supply all the stone required for the training-wall.”

A complete scheme for the improvement of the entrance and lower portion of the river having been prepared, and a sum of money made available, the work of constructing the training-walls with stone was commenced, and as the walls progressed the pump-dredge “Actor” followed, removing the sand from the channel and pumping it to the back of the walls, thus reclaiming land and improving the channel at the same time.

In October, 1893, a request was made that a further vote might be taken for the Tweed works, as the portion already constructed had been very cheaply done, and very successful in opening up the river for traffic. On this, Mr. Darley reported that very little more could be done towards dredging the river until the walls were extended, and as the work so far completed had proved so beneficial and the cost so small, he considered that a further expenditure was well warranted. He therefore recommended that a further sum of £10,000 should be taken.

On the vote becoming exhausted the works were temporarily stopped, but were recommenced on 11th June, 1894, and continued until July, 1897, when Mr. Darley reported as follows:—“During my recent visit to the north I inspected the work now in progress on the Tweed River. So far as the training-walls are complete they promise to fulfil their purpose in a satisfactory manner, and the channels dredged along them are maintaining their depths. I came to the conclusion, however, that it may be advisable to stay further progress with the training-walls until a good deal more dredging is performed, as it is desirable to draw the channel across to the northern training-wall, and let it pass along that wall out towards the entrance. When this is accomplished the southern training-wall can be extended, as the water will then be shallower, and also the northern or No. 1 wall might then be commenced and extended as far as the eastern limit of the North Head. But, as I said before, I do not think it necessary to proceed with these walls until a good deal more dredging is performed. I therefore recommend that the harbour works, as regards construction of walls, be temporarily stopped, and the plant carefully stored.” The works were consequently stopped on 16th July, 1897.

On 26th July, 1897, the Murwillumbah Progress Association wrote, urging on the Minister the necessity of immediately doing something towards improving the river entrance, which was stated to be in anything but a satisfactory condition; but Mr. Darley pointed out that while the Tweed bar, like all other river bars at the time, was in an unsatisfactory state for navigation, the temporary stoppage of the training-walls was in no way to blame for this, nor would they, if proceeded with, prove of any benefit for a long time. The dredging of the channel was being pushed on with, and this was what was really needed now and for some time to come.

On 1st November, 1897, the Member for the district drew the attention of the Minister to the necessity of providing on the 1897 Estimates a sum of money for continuing the harbour works. If provision were not made it might be eight months before work could be commenced, whereas if proper provision were made the work could be commenced when it was found desirable to do so. A further sum of £10,000 was thereupon taken on the Loan Votes 1897-8.

The scheme now before the Committee consisted of northern and southern breakwaters, 500 feet apart at the entrance, and training-walls on either side of the river, extending upstream as far as the village of Chindera, and also a short distance up Terranora Creek. The total length of breakwaters and walls in the complete scheme is about 53,000 feet, the original estimate being £129,185. Of the above-mentioned length, 28,960 feet have been constructed at a cost of £30,685 8s. 4d. The whole of this work has been carried out by day-labour. Of the remainder of the scheme it is now recommended that 4,050 feet of breakwater and training-wall be constructed and the patch of indurated sand near the entrance removed at an estimated cost of £43,000.

The amounts voted for the works have been as follows:—

1890.	54 Vic. No. 33	£10,000
1894.	57 Vic. No. 17	3,000
1895.	58 Vic. No. 17	5,000
1895-6.	59 Vic. No. 6	6,600
1896.	60 Vic. No. 32	6,000
1897.	61 Vic. No. 43	10,000
Total		£40,600

and the balance on 31st December, 1897 was £9,914 11s. 8d.

The walls constructed, together with the dredging, have proved exceedingly satisfactory, there being now from 10 ft. to 20 ft. of water where previously there had been a tortuous channel having stretches with only from 2 ft. to 6 ft., and it is considered that the extension of the walls now proposed, together with the removal of the patch of indurated sand would provide a permanent entrance of sufficient depth for all present requirements.

The resolution recommending that this matter be referred to the Parliamentary Standing Committee on Public Works was submitted to the Legislative Assembly by the Minister for Works, and passed on the 9th December, 1897.

WEDNESDAY, 16 MARCH, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Tweed River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and examined:—

C. W. Darley.
16 Mar., 1898.

2. *Chairman.*] I presume that the statement handed in by the Under Secretary for Works was prepared under your supervision? Yes.

3. And it may therefore be regarded as a true statement of the facts of the case? Yes.

4. *Mr. Hoskins.*] Have you a party now working at the Tweed River improving the navigation? Not now; we ceased work in July last.

5. Have you any objection to make a statement as to what has been done and what is proposed to be done? I will explain the matter to the Committee by reference to the map. Attention was first drawn to

to the condition of the Tweed River in 1872. There was very little known in Sydney then about the river, where there were only a few settlers. The trade consisted chiefly of cedar export. Subsequently attention was called to the state of the river, and Captain Sydney was sent up to survey and report, and afterwards Captain Howard. The latter gentleman showed by his report that while the bar was fairly navigable at times, vessels could only get immediately inside the Tweed Heads as far as the township, and the cargo had to be lightered down the river in punts. There were flats opposite the township, and all the way up to Cudgen the navigation was very intricate, and the water very shallow. In fact from nearly opposite the entrance up to Cave Point, where the present channel is, there were only about 10 inches of water. I myself have stuck there in a boat drawing about 10 inches. The channel winding through the flats was very intricate, and it passed round behind the little island north of Chindera, and nothing but small punts and boats could get up past the entrance. We first sent a dredge there in 1891, and in 1894 a grab-dredge was sent. The grab-dredge was employed in trying to deepen the passage near Chindera Point, so as to let the punts get by, there being at that spot only about 10 inches of water. Parliament voted a sum of money for the work in 1890, and in 1891 operations were commenced by opening a quarry. The Minister called upon me to prepare a scheme for improving the river, and I laid down a scheme which is practically that now submitted to the Committee. We have never departed from it. Having submitted the scheme, I was authorised to commence work. I started to open a quarry at Cave point, where there was suitable stone for making a training wall, and the first stone for the wall was deposited in January 1892. The first vote of £10,000 became exhausted, and we had to cease work in April, 1893. We worked for sixteen months and had to cease again, and we stopped work then for fourteen months until a further sum of money was voted, and from the 11th June, 1894, until we stopped in July, 1897, the work was in continual progress. The work shown on the plan as marked by black lines is all carried out. The wall on each side of the entrance to Terranora Creek is also completed, and the wall leading down—what is called the northern training-wall—towards the sea entrance is all complete. As we were running out this wall we put the dredge at work with the result that we deepened the channel to 12 or 14 feet. We dredged it about 100 feet wide. Once the wall was provided it guided and directed the current, and the channel became widened and deepened; so that the work done so far has been successful, and nature is now improving and widening the channel.

C. W. Darley.
16 Mar., 1898.

6. What is the distance between the two walls? 700 ft. Although we have only dredged to a depth of 12 or 14 feet, we have now from 22 to 27 feet of water. It is a good 20 feet channel right through. The scour has deepened and widened the channel.

7. There are steamers now regularly trading from Sydney to the Tweed? Yes.

8. There were two, were there not? Yes; one was lost a few months ago.

9. What was the size of those steamers carrying passengers and goods? They were small boats.

10. What is the draught of water? The draught of water on the bar is very good now. The last reports from the bar showed 12 feet. Last year, the time when the "Chindera" was wrecked, it was only 8 feet 6 inches.

11. What length do you propose to have the training-wall, when you complete your work? The total length of walls constructed to date is 28,960 feet, or something over 5 miles.

12. Will you have training-walls on each side of the river? The plans show where the walls are now erected. The wall on the east side is 19,450 feet long, or over 3 miles; the wall on the south side of Terranora is 3,200 feet long; and the north training-wall is 6,320 feet long.

13. Would there not be a danger of the water from the creeks and the tributaries of the river carrying down the silt, and so filling-up your channel? No; Terranora Creek is the outlet from an inland basin, with no very great amount of creek water coming into it. It is a good tidal area, and stores a great quantity of water. I have purposely left a wide entrance to let the tide run freely in. In fact, it is proposed by dredging to further improve the entrance up Terranora Creek.

14. Is there not this danger that if the tide is allowed to go up that creek, all the land there being rich alluvial soil, in time of great floods the action of the tide will bring the sediment down to the mouth of the creek, and thus tend to shallow up the river? No; there is such a large area. It is simply tidal action, and excepting in flood the water has no great velocity; and of course in a flood the velocity is sufficient to carry it on.

15. Is it long since you were at the Tweed? I have not been there since last June.

16. Are you of opinion from the experience you have acquired since the works were commenced, that the Tweed River can be made navigable for good-sized vessels, if your scheme is carried out? It can be made navigable for vessels drawing 14 or 15 feet of water.

17. Even over the bar? Yes.

18. Is there not a spot inside where the water is shallower than it is on the bar? In the new channel which we propose making there is a patch of indurated sand, but we hope to have that dredged away long before the works are completed; it is part of the scheme to dredge it away. There is a patch of indurated sand in the bight at the north side, but it is simply sand cemented together by a little iron, and we can get it away by the dredge.

19. You have not travelled much about the district to which the Tweed supplies a natural port? I have not been up to the head waters. I have been to Murwillumbah. I have been a good deal over the district.

20. The district has a much smaller area than the Richmond district? Yes; but the rainfall is greater.

21. And the soil very rich? Yes.

22. Has there been a rapid increase of settlement in the district? There has been a very large increase. It is capable of carrying a large population.

23. The settlers are engaged principally in growing sugar and in dairying? Yes, and maize-growing.

24. Do they send their maize and other products out to sea through the mouth of the river by steamers? Yes.

25. Is it not a fact that the Government of Queensland purpose running a branch from their railways so as to connect Brisbane with the Tweed River? I cannot say it is a fact; I have heard rumours to that effect. On the other hand, I have heard it stated by a member of the Queensland Parliament—a member of the Ministry—that he did not think it would be done unless New South Wales continued her railway to the border, so that the two systems might join. If the river were open for navigation all the trade would come to Sydney.

26. How long do you anticipate it will take to carry out the work you contemplate? Between three and four years.

- C. W. Darley. 27. How much has been expended on the work up to the present time? The expenditure to date has been £30,605 8s. 4d.
- 16 Mar., 1898. 28. How much do you calculate it will cost to complete the work according to your designs? £43,000.
29. Do you think that will complete it to your satisfaction? It will complete all that will be required there for many years.
30. If the New South Wales railway were extended from the Richmond down to the banks of the Tweed, and in addition extensive improvements were made at the entrance to the harbour, would not one means of communication be in opposition to the other? The railway, I think, would get the passenger traffic, but I do not think it would carry a large quantity of goods. Even if there were a market for our produce in Brisbane, the trade would go by sea instead of by railway.
31. Although the area of land watered by the Tweed and its tributaries is less than in the case of the Richmond River, do you think that the land in the Tweed River district is quite as good as that in the Richmond River district? There is more good land on the Tweed than on the Richmond in proportion to the respective areas.
32. *Mr. Trickett.*] What is the size of the training-banks that you have constructed—the width at the base and at the top? The banks are made 6 feet wide on top. The stone is simply tipped in and allowed to find its own slope, which is about 1 to 1, and the wall is about 3 feet high over high water.
33. And is the wall constructed of local stone? Yes, stone from Cave Point. Then, as it gets lower down, the wall rises until near the entrance it is nearly 4½ feet over high water. The breakwater, coloured red on the plan, and which it is proposed to construct, will be 15 feet wide on top, rising from 6 ft. up to 16 ft. over high-water as you get out near the entrance.
34. What is your experience as to putting stone in that way on a sandy bottom;—does it keep on settling down, or does it find its own resting-place after a short time? It does not sink into the sand. If the channel scours out in front, as the channel has done in this case, then the stone on the face will slide down, and that checks any further scouring action. Of course, the stone being all loose, we make it up again from time to time; but the effect of the stone being loose and sliding down is to check the scouring action on the sides and to protect it, so that the back of the wall will be standing on the original surface, while the front of the wall will slip down to the bottom of the channel. The stone slides down so that the face of the channel is practically covered with stone.
35. When we were considering the proposed training-wall at the Manning River a fear seemed to be expressed that the deposit of stone on a sandy bottom would keep subsiding and subsiding, and that when a heavy rush of flood-water came there would be a danger of undermining the training-wall;—do you think that is likely to happen in this case? No, I do not anticipate any trouble from that. Of course, if you have a subsidence, you can make it up again during the progress of the work, and while the change is going on. It is not like a settlement.
36. It would not be likely to tear away to any extent? No.
37. As far as the present wall has gone, has it stood well? Very well indeed. We have had some very heavy floods there, and when a great part of the wall was made north and south from Cave Point the water was comparatively shallow. Then we dredged alongside, so that the stones on the slope kept rolling down and following the deep water. Only the stones on the slope, and not the whole of the wall, stand on that depth of water. The back of the wall is standing on the original bottom. In other words, the stone does not sink into the sand at all. We find it never sinks into the sand. I have been able to observe that in many places along the coast, and particularly at Newcastle. As the scour takes place the front is deepened, and the stone rolls down the slope, and protects it from under-pinning.
38. What you mean is that on the outside bank of the wall the stone is much deeper than on the inside? Yes.
39. And that in place of the sand or mud which you dredge out, there is a gradual subsidence of the stone which forms a kind of solid wall? Yes; we have a tramway along the top, and if any subsidence takes place, it is only a matter of dropping a few stones over at that spot.
40. Where is the bar at the harbour entrance? Nearly opposite the extreme point—just near the spit on the south side—it moves about very much. I have known the South Spit to run up and overlap the North Head, so that a vessel had to go up north, and then turn out to sea. In that case the bar was away some distance out; but usually the bar is nearly opposite the North head. It changes after every storm.
41. Has not the rapid scour created by the long training-wall and the sweeping out of so much sand, had the effect of decreasing the water outside the entrance? No; on the contrary, the water has been steadily deepening. Every year the bar is improving, although we have done nothing to it. It tends to steadily improve naturally.
42. I suppose Point Danger is a projecting point, and the sand has a chance of getting swept well away? Yes; I think it is scoured right away. The current takes it away down the coast.
43. And no sand has been deposited at the entrance? No. All the time we have been extending that work there has been a tendency for the bar to improve.
44. In estimating the amount it will cost to complete the work at £43,000, have you gone carefully into the matter;—and will you give us details showing how you arrived at that estimate? In the first place there is a little work necessary in order to complete the north training-wall. It will be necessary to raise and complete that wall, and finish the head of it, and that work will cost £1,200. For extending the north breakwater, the amount put down is £14,000; to complete the eastern training-wall up to the point where the breakwater commences, the cost will be £8,087 10s.; and to carry the southern breakwater out to the point where I propose to take it, will cost £14,377 10s. This makes a total of £38,865. Then adding £4,435 for supervision and plant, some heavier cranes being required, that will make a total of £43,000.
45. Will the stones at the entrance be of a very massive character? Yes, large stones. We shall have to open a quarry at Point Danger for that purpose. We can get stone on the New South Wales side of the Border; but I think the best quarry would be found on the Queensland side, and I have no doubt the Government can obtain permission from the Queensland Government to open a quarry there. The highest point of the headland is in Queensland, and that is where I would like to get the stone.
46. Then the stone for the southern breakwater would have to be punted across? Yes; I have provided for that in the estimate.
47. How far would the quarry be from the works? About 900 or 1,000 feet.

C. W. Darley.

16 Mar., 1898.

48. I suppose you would run a short tram-line? Yes.
49. Is it proposed to carry out this work by day labour? Yes.
50. Has that system been satisfactory so far with regard to other works? This has been the cheapest harbour work we have ever done in the country.
51. I suppose the work is of a character which is more suitable for day labour? I think so. There is always a difficulty in making a contract for work of this class. There are so many contingencies and so many ways by which a contractor can take points. You cannot foretell everything, and by day labour you can put the stone exactly where you require, and meet every contingency arising from storms and otherwise. When you are tied to a contract it is very hard indeed to depart from the fixed lines of that contract. In every case where we have had a contract for work of this kind there has always been a liability to misunderstanding and trouble with the contractor. You cannot anticipate difficulties that may occur. The total cost of the stone on the Tweed, including everything up to date, is about 2s. 2d. a ton in place.
52. Who has been in charge of the works up there? They have been under the direction of Mr. Keele, the district engineer. Mr. Brooks was the resident engineer on the spot.
53. Has all work ceased there at the present moment? Yes.
54. Dredging and all? No; we are still dredging.
55. Is it not from necessity that you are dredging? We are furthering the work.
56. In July, 1897, you reported that you did not think it necessary to proceed with the training-wall until a good deal more dredging was done;—is sufficient dredging now done to allow you to go on with the training-wall? Not immediately; but there will be in a few months. I want to see the channel taken right over to the north wall, and I want to see a little of the indurated sand removed.
57. Are you depositing the silt behind the training-wall? Yes.
58. *Mr. Wright.*] Why is there an opening left between the northern training-wall and the end of the proposed northern breakwater? We are leaving that open because in the first place it will act as a wave-trap, and in the next place it is necessary as an entrance for the pilotboats and tugboats to pass in and out. The township is inside.
59. Do you propose to deepen that channel? No. I have not closed the tide out from Terranora Cr ek, so that the ebb-tide still passes through behind the north opening of the wall, and preserves the channel. If that place should fill up at any future time so that the tugboat and pilot-boat cannot lie there or get in and out, we shall have to make a road from the township to the river across the training-wall.
60. *Mr. Trickett.*] Captain Howard reported that vessels had to be towed into the entrance and could not sail in:—can they sail in now? There is a tugboat, and they do not risk sailing in.
61. Is that big eddy, which takes place at flood tide, still in existence? There is a considerable eddy just north of the point at South Spit. It is brought about by conflicting currents; the currents are not confined to one channel.
62. The report, to which I have just referred, states that goods have to be lightered between the Heads and the various settlements. When your scheme is carried out how far will the steamers go up to avoid the lighterage? I hope the Sydney steamers will go right up to the Murwillumbah wharf. There is still some dredging to be done. It could have been done before, but there was more important work to do at the Heads. The moment the more urgent work is done, the dredge will go up to the Condong Flats. There are now only two flats on the river preventing a steamer from going right up to Murwillumbah. Long before this work is finished steamers will be running to the Murwillumbah wharf.
63. Is all the plant that you have used there from time to time still at the Tweed? Some of it is there, but I removed a good deal of it to Camden Haven, because it was too light for the class of work we next enter upon. There has been a transfer in the books and the vote has been credited with the plant so disposed of, which is only suitable for small work. I have included in my estimate a sum of money for heavier plant.
64. You seem to speak very confidently in your report as to the effect of the work submitted for the consideration of the Committee. I suppose you look upon the scheme as necessary and one that will largely benefit the districts, and you consider from your experience of the work already accomplished that it is likely to be of a very effective character? Yes; I think it will be found to be thoroughly successful. I do not know of any river on the coast that, in my opinion, warrants expenditure more than the Tweed.
65. *Mr. Clarke.*] The original estimate for this work was about £129,000? Yes.
66. And £30,685 has been already expended? Yes.
67. And a sum of £43,000 is required to complete the work now before the Committee? Yes.
68. Has the work already done been satisfactory? Entirely.
69. I see by the report handed in by Mr. Hickson that it is proposed to expend about £10,000 on a fascine dyke? That was the first proposal. When I found that I could get good stone I abandoned the fascine work.
70. You think a fascine dyke not suitable? Not suitable where there is a sandy bottom.
71. You have had a little experience of that in some other rivers? Yes.
72. Particularly at Moruya? At Moruya it failed entirely. At that time there was a good deal of pressure brought to bear to use fascines everywhere.
73. There is a railway now from Murwillumbah to Lismore? Yes.
74. In the event of the improvement of the Tweed River proving satisfactory, do you think the bulk of the produce would go by sea or by rail? The railway at Murwillumbah does not affect the question either way, because it only goes to Lismore, and no produce from the Tweed to Sydney would go by railway.
75. If a railway were extended into New South Wales by the Queensland Government, what would be the effect on the trade of the Tweed River? I do not think it would seriously interfere with the trade by navigation. The railway, no doubt, would take many passengers, but it would not take any traffic off the river. If there were a market in Queensland for the Tweed produce, it would still go out of the river by water, that mode of transit being cheaper than by rail.
76. Do you think the proposed work will be beneficial to the people of the district as well as to the country at large? I do.
77. You think that the expenditure is necessary? Yes; I think it will be fully justified.
78. And you have every reason to believe the work will be successful? I have.

- G. W. Darley. 79. *Mr. Lee.*] Has the £10,000 last voted been all spent? No; it was voted last session when the work was stopped.
- 16 Mar., 1898. 80. The present proposal will not affect the navigation above Chindera Point? No; above that point it is only a matter of dredging, and that work will be paid for out of the dredging vote.
81. The idea is that if a certain depth of water can be given at the entrance at low water, then the vessels that trade there will be able to go up the river? Yes.
82. If the entrance were made certain, then the ordinary steamer could trade up as far as Murwillumbah and distribute stuff along the banks of the river the same as on the other rivers? Yes.
83. What depth of water do you think you can safely depend upon at the entrance? I think we can easily obtain a 14-foot entrance at low water.
84. It occurred to me that the extremity of the proposed breakwater would be almost on a line with the coast, both of the south and the north side? Yes.
85. Would that be sufficiently far out to admit of a proper disposal of the sand? I think so.
86. I am speaking of the terminus of the breakwater as you propose it? I propose that the breakwater should stop at present as shown on the map. What guided me in coming to that decision was this: a great quantity of sand must have gone out of the river. The scour has been very strong, and the channel we have dredged has deepened and widened. In fact, a great deal more sand has gone out of it by natural scour than by dredging. This sand has gone away and has not been deposited at the entrance. Point Danger projects well out on the coast, so that the littoral current sweeps close by the point, and I think all the sand going out is swept away and carried down south rapidly. Under these circumstances, I think that if you extend the breakwater as far as the point shown on the plan, it will be found sufficient to maintain a permanent entrance.
87. In the event of its being discovered when you get that distance that the breakwater has not effected its purpose, could it be extended on the same principle? Yes, it could be extended. The whole scheme could then be completed; but I have only recommended so much of the work at present. The wall can be extended hereafter if found necessary.
88. In other words, your proposal is designed so as to admit of the breakwater being extended a very much longer distance with greater safety? Yes.
89. But you are of opinion that when it is carried out to the point at present proposed it will be found sufficient? Yes.
90. If it should be found before you get to that point that you can obtain the object in view you will stop there? I do not think you could make sure of obtaining the object by a short breakwater.
91. Experience has told you that you must, at all events, get a little beyond the level of the sand? Yes; well out on the edge of the sand, at any rate. But the channel is straightening. Since we constructed the north wall the channel on the bar has straightened and deepened, according to the reports of the pilot. The north wall is already acting on the bar beneficially.
92. The entrance is very much exposed to an easterly gale? Yes; it is open to an easterly gale.
93. Perhaps more so than any other port on the northern coast? They never seem to feel the weight of an easterly gale there anything like so heavily as they do on the Richmond, and further south.
94. The Tweed River is very heavily flooded at times, is it not? Yes. There is a very heavy rainfall on the Tweed. The average rainfall is about 92 inches.
95. The largest rainfall in New South Wales occurs in the vicinity of the Tweed, and consequently that river is very heavily flooded at times;—what would be the condition of things with a heavy flood and an easterly gale;—would not navigation be entirely suspended? Only just for the time. Ships, of course, would never think of taking the entrance in a gale. They would have to wait until the gale was over.
96. Criticising the work from the most severe point, would you anticipate that with a heavy flood passing down the river, and a severe easterly gale running on the breakwater, there would be any danger of the work being carried away? Some of it might slip in, but I think we need not anticipate any serious damage.
97. Do you think the channel you have provided there would be sufficient for the discharge of the large volume of water that must pass down? I do.
98. And you think that under normal conditions it will not interfere with navigation? Under normal conditions the navigation will be safe and good.
99. Having already completed the training-walls as far as Chindera Point, have you received any complaints from the Sugar Company who use the river and who appear to be cut off from their water frontages? I have heard no complaint. On the eastern side of the training-wall it is all Crown property, and the Sugar Company has no interest there. Our works do not go near private property.
100. And no frontage interests are interfered with? No.
101. Are you quite satisfied with the results obtained from the construction of the training-wall? Yes; I consider the results entirely satisfactory.
102. Having done the preliminary work, you are satisfied that if the remaining portion—that is, the entrance to the river—is carried out then all your works from beginning to end will be effectual? I think so.
103. The fact of your creating a greater scour at the entrance, I presume, will not in any way deteriorate from the passage you have already created alongside the training-wall? No.
104. *Mr. Wright.*] What is your experience in constructing harbours on the coast with a northern headland. You have a southern headland in Newcastle, a northern headland at the Richmond, a southern headland at the Clarence, and a northern headland at the Tweed? We have not completed any work with a northern headland as yet; but at the Richmond, so far, the work promises to be satisfactory.
105. The Richmond is the most difficult case you have of a northern headland? It is the heaviest case, and the most difficult one, and so far it promises to be successful.
106. In reference to the extension of the breakwater, have you satisfied yourself as far as you can that the proposed work will answer at present? I think it will answer at present.
107. Do you think that a breakwater carried out on the direct line between the northern headland and the sand on the southern shore will be sufficient to give you a thorough scour there? I think the current will be sufficient.
108. What is the set of the tide along there? We get the littoral current very close there. The main south current runs close by Point Danger.
109. That carries away the silt scoured out of the river? Yes.

110. So that you have every reason to believe that no matter what quantity is carried out of the river it will all be taken away by the ocean current? That has proved to be the case so far. C. W. Darley,
16 Mar., 1898.
111. Will you be prepared to submit to the Committee a schedule showing the watershed of each of the northern rivers from the Hunter to the Tweed, with the average rainfall and the width of entrance in each case? Yes.
112. Did I understand you to say in reply to Mr. Trickett, that as the water deepened on the inner part of the training-wall, the face sank down and protected the under portion of the main body of the wall? The stone keeps slipping down and prevents under-cutting.
113. It prevents, in fact, the slipping away of the stone-wall by the sand being washed from under? Yes.
114. *Mr. Roberts.*] Would you mind pointing out what work has already been done? It is shown on the plan by black lines. The southern limit of the eastern wall is opposite Chindera Point. It extends northward past Cave Point nearly up to the Heads. All that work is completed. Then on the western side we have a stone barrier for dividing the current at the entrance to Terranora Creek, and on its south bank, part facing the Tweed, and two-thirds facing the creek. Then the north training-wall commences at Terranora Creek, forming a wall on its north bank, continuing on and forming an eastern and northern wall towards the mouth of the Tweed River. That is all completed.
115. And what work remains to be done? First, the completion of the north training-bank, and then the construction of the north breakwater, commencing near the township, and extending it round towards Point Danger.
116. How far do you contemplate going away from the mainland? It starts from the mainland at the root, and terminates when we get round again at the end cutting off the bay. At present it runs into a bay in Point Danger.
117. But it appears to go some considerable distance out seaward? Where it goes out seaward the point is really on a reef. The point terminates on the extreme south-east corner of Point Danger. That is where we propose to stop.
118. What about the lines shown on the map further to the east? That is part of my original scheme, and is not now before the Committee. I prepared a scheme showing the probable ultimate amount of work likely to be required; but we have only put before the Committee a certain portion of it as necessary to be done for the present.
119. If this should be sanctioned by Parliament, and carried out, then it will be a matter of consideration whether you go further eastward or not? Yes. Reverting again to the work still required to be done, on the southern side it consists in extending the present eastern wall northward, and curving, to the entrance to a point which we may call the commencement of the breakwater. Then the breakwater proper commences opposite Point Danger, and it goes out to a point opposite the proposed present terminus of the north wall. That is work that has to be done.
120. Very little work has been done yet on the south side? None on the breakwater—only the training-wall. We have done nothing to either of the breakwaters yet.
121. And until the breakwaters are constructed you cease dredging the river? No; dredging is now proceeding.
122. Is that with a view of getting over the flats? The dredging at present is with a view of carrying the current from the eastern training-wall across to the north training-wall. The dredging is completed up to the mouth of the Terranora Creek.
123. You have discontinued working the training-wall pending the completion of the dredging? Yes.
124. Is the part of the river from the entrance down to Chindera Point the most shallow and the most difficult for navigation? It was; but it is now the best.
125. It still requires a great amount of dredging does it not? There is a good deal of dredging to be done still along the north training-wall, and there is a patch of indurated sand to be removed.
126. When you get pass Chindera Point the object is to get to Murwillumbah;—are the obstacles very great then? There is only straightforward dredging work. There is one place near Stott's Island, which perhaps will require a month's work; but the chief obstruction is at Condong Flats on the reach south of Murwillumbah.
127. How far is it from the entrance to Chindera Point? Five miles.
128. And thence to Murwillumbah? It is $18\frac{1}{2}$ miles from the entrance to Murwillumbah.
129. If the proposed works are carried out, when do you think steamers will be able to get right up to Murwillumbah? I think we ought to have enough dredging done to get up to Murwillumbah within a couple of years.
130. *Mr. Black.*] How far does the tide run up towards Murwillumbah? The tidal action goes past Murwillumbah.
131. Then you have the influence of the tidal scour all the way? Yes.
132. And of course the tide runs in Terranora Creek? Yes.
133. Is that known as the North Arm? No, the North Arm is further up the creek, as shown on the plan.
134. That of course is not navigable? It is for small craft. Cane punts go up there.
135. *Chairman.*] How far does the northern breakwater, as shown on the plan, go southward from the present foreshore of the headland upon which Point Danger is situated? It terminates on the point of the reef.
136. Then you have an effectual North Head without your breakwater, although not quite so good? No; it is very bad at present. If I were obliged to confine myself to one work I should choose the north in preference to the south.
137. Will the current follow the northern breakwater? Yes. At present it goes across the channel into a bay on the northern shore, and is then shot out of the bay across the channel again. I look upon the first portion of the northern breakwater as absolutely essential.
138. As far as the harbour works at the Tweed are concerned the area of water lying to the west of the northern training-wall and between the township and the Tweed Heads is simply a matter of local importance? That is all.
139. If the entrance keeps open it will still furnish a sort of port for the pilot boat and tug boat, but if it does not keep open you can consider the question again? If it does not keep open we shall give the townspeople access to the river by a road across to the training-wall.
140. You mean at the southern end where the indurated sand is? Yes.

- C. W. Darley,** 141. What would be the effect of keeping an opening there in order to give access to the township, and going around in a semi-circular way by the other opening? You could not keep such an entrance open. The entrance will keep open where it is. I do not think there is any necessity for making an opening where you suggest, because we shall get the water in from the Terranora Creek.
- 16 Mar., 1898. 142. In your opinion, would it be safe for the ordinary river boats to pass round the northern end of the western training-wall in order to approach the present wharfs? I believe when the work is completed the work will be perfectly satisfactory and safe—safer than at present. Therefore, in my opinion, there is no necessity to leave any interval in the wall further to the south. I do not think you could keep an opening there—it would all silt up. By allowing a portion of the Terranora Creek to pass in behind the northern training-wall and along in the direction of the township amongst the indurated sand, the effect is that the water sweeps round and keeps the passage at the end of the northern breakwater open. The same action would close any channel in the training-wall.
143. *Mr. Black.*] Would it be difficult to remove the indurated sand? We could not remove it by our present sand-pump dredges; but I am providing for applying gutters to one of the sand-pump dredges for dealing with the indurated sand.
144. *Chairman.*] How much water is there over the indurated sand? At the outer point about 12 feet, and it slopes in to about 4 feet.

THURSDAY, 17 MARCH, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Tweed River.

Joseph Bede Kelly, Esq., M.P., sworn, and examined:—

- J. B. Kelly,** 145. *Chairman.*] You represent the Tweed Electorate in the Legislative Assembly? Yes.
- Esq., M.P.** 146. You desire to make a statement concerning the proposal before the Committee? Yes; although the whole area of the Tweed waters is in New South Wales, it runs northerly and empties into the sea just south of the Border, and 80 miles south of Brisbane. Formerly, trading-vessels could only just get in the Heads, when they could get in at all. Now they go up to Cave Point, about 5 miles, and tranship into punts and barges. When the works are completed the ocean steamers can go up to Murwillumbah, the chief town of the River, 18 miles. The district is a wonderfully fertile one. There is much good land on the Tweed—Crown lands, vast forest-reserves of timber, and rich agricultural land—but, with the water-carriage as it has been, the handicap has been too great to admit of settlement, as far back as it might go. Some of the finest dairying-lands in the Colony are still available for settlement on the Tweed—on the south, north, and middle arms and their tributaries. When the river is made navigable, and these lands opened up by roads, they will carry more population and be more valuable than the lands already occupied. I have surveyed most of the tributaries, and in addition to the block to settlement caused by the unnavigability of the river, settlement is blocked by the huge forest reserves intervening between present settlement and the lands further back that would be settled if proper facilities were afforded. The Tweed will grow almost anything—maize, potatoes, fruits of almost all descriptions, tropical and sub-tropical; sugar-cane as well as any part of Queensland; tea, coffee, lemons, oranges, guavas, pineapples, and bananas. The land is exceedingly rich and the rainfall abundant; and now that the climate has been overcome by refrigeration butter is produced in large quantities, and as grasses and green-stuff grow almost all the year round the dairy industry will be a vast one on the Tweed. The present population is but a fraction of what will be there in a few years if proper development of the river and its tributaries takes place. The Tweed has been called the “Australian Garden of Eden”—it is a veritable land flowing with milk and honey. The expenditure on this river has very much facilitated settlement and development; and the proposed expenditure is, in my opinion, not only justifiable, but should have taken place before this. I have never seen a public work in the Colony more justified by results, as far as it has gone. The works have been eminently successful so far, and I believe the cheapest of the kind carried out in the Colony. Their completion is more justified, I believe, than perhaps any other work now proposed in the Colony. Nature has done much for the district. The pioneers have had an arduous time of it. The richer a district the more difficult it is to subdue and develop. Heavy brush lands, rich soils, good rainfall, mean expensive roads and heavy outlay all round before any return is obtained. Most of the river work is done by droghering and punts, but there is no sufficient reason why the Tweed should not be made navigable to Murwillumbah for ocean-going boats. The “Augusta” and “Wollumbin,” making weekly trips, and vessels partly steam and partly sailing, as well as many sailing vessels, trade there. Some of these vessels at the present time only just get inside, and steamers such as the “Augusta” go as far as Cave Point. Besides the steamers I have mentioned, Messrs. Corrigan & Co. have steamers running to the Tweed, and there are also a great number of sailing vessels trading there. I can say from my own knowledge, and I have had a long acquaintance with the district, that the harbour works at the Tweed, as far as they have gone, have helped the river very considerably, and helped also the people of the district. At one time vessels had sometimes to lie out as long as a fortnight, and I think in one or two cases for a month. Now, however, vessels have seldom to lie out for more than a day, and very often are able to come in straight away. I believe, and it is the general belief of practical men, that if the harbour works are completed as proposed there will be no difficulty whatever in the navigation of the Tweed. I believe, as I said before, that the work on account of the beautiful little district, and its splendid climate will, perhaps, be more justified than any other similar work undertaken in the Colony.
- 17 Mar., 1898.

J. B. Kelly,
Esq., M.P.
17 Mar., 1898.

147. *Mr. Trickett.*] What is the extent of your Electorate? It commences at Point Danger, the north-eastern portion of the Colony, and is bounded then by the border between the two colonies, and the McPherson Range; thence south from where that range meets the Dividing Range between the waters of the Richmond and the Tweed; thence by that range southerly, continuing along, and embracing the waters of the Brunswick. That is all we call the Tweed proper; it embraces the Tweed and the Brunswick; but my district extends further in towards Lismore. The boundary is about half-way between Lismore and Byron Bay. The distance between those two places is 30 miles, so that my electorate extends to within about 15 miles of Lismore.
148. Which of the ports are in your electorate? The Tweed, the Brunswick, and Byron Bay, naming them in the order in which they go down the coast.
149. How long have you been connected with and an observer of this district? From about fifteen to seventeen years. I may mention that I was one of the pioneer surveyors of the Big Scrub.
150. You spoke just now about there being a large quantity of Crown land in the district;—have you any idea what is the extent of unoccupied Crown land? I could not tell you with proper definiteness without the map, but the information will be easily available.
151. Are the Crown lands much larger in area than the lands taken up? I believe they are, and they are better lands.
152. What is the course of procedure on the part of a person taking up land in the district;—after he has taken up his land, what has he to go through before he makes it suitable for his purpose? The experience of a man who knows the district well is different from that of a stranger. Unfortunately, those taking up land do not generally know the district when they go there; they just go there and see the district. Say a man takes up land in a haphazard sort of way; then he has to wait for the felling season in order to commence clearing his land.
153. When is that season? The best time to do that is in the months that are now coming on—May, June, or July; say, the fall of the year. Then he has to wait until he can get a fire. It is very much better, ordinarily, to allow the scrub to lie for from three to six months; some people let it lie for twelve months. This depends a good deal upon the season. Sometimes a man is lucky enough to get a fire, and in some years he will not get a fire. To get a proper fire through brush-land there is sometimes only one good day in the season, and sometimes even one good day does not occur, and they have to let it go sometimes to the following year. I have known cases, and I have had a case myself, where I have had to let it go again after that for another year; and of course in the meantime the scrub grew up afresh, and I had to get it brushed again. So that a man must have a lot of judgment, and not only a lot of judgment, but also a lot of good fortune in getting a burn immediately after the felling.
154. And that is the only mode of clearing? Yes. Any other method would cost a fortune, and it would not be worth it. Time must be an element in the clearing.
155. Then if the settler has the luck to have a fire and to have his timber burnt off, what about the roots and the stumps;—does all that timber die? In time the greater portion of the roots would die, especially if the settler could put the land under grass, and run stock on it. Then you could let time do the greater portion of the clearing of the roots; but of course there are a great number of stumps and roots that will not die.
156. That is the tree growth? Yes; particular kinds. For instance, the bean will never die; it has to be grubbed out. Other woods burn very readily, such as teak. Nearly every tree and stump has to be got rid of in its particular way. Some you leave to time, as in the case of the fig-tree, and also the boyong, or ironwood. If you leave this timber to time, you can almost kick it out of the ground in three or four years, although the stump originally would perhaps be almost as large in circumference as half this room.
157. Then the work of clearing is a pretty expensive process? Very expensive, no matter how you go about it, and no matter how favourable may be the conditions.
158. Under the most favourable conditions can you say what it would cost to clear the land? I could give my own estimate. I paid £2 10s. an acre for falling the land originally. You can get it done now for less than half that price. The cost depends to a great extent on the character of the season, and also whether labour is plentiful or otherwise.
159. When the settler has cleared his land, what does he do next? Originally it was difficult for him to know what to do. Sometimes he would put in sugar-cane, and sometimes he would put the land under grass and run stock upon it; but now, if he is within the range of a sugar-mill, he puts it under cane, because now the company take contracts they would not take years ago—that is on the high land. Then again, on account of the establishment of central creameries in the district the settler can now go in for dairying straight away, or as soon as he gets his land under grass.
160. Is the growing of cane decreasing in the district? Although a great number have gone out of cane-growing, taking it altogether it has not yet decreased. I believe there will be as much cane to be cut on the Tweed this year as ever there was. In fact, one of the officers up there told me he thought there would be more. At the same time a lot of people have gone out of cane. Of course, some people have gone into cane so much that they cannot get out, but must go on whatever happens.
161. Why? Well, they have a certain area planted, and they must follow it out. It would cost them a fortune to change from cane to anything else.
162. The land is too extensively ploughed and harrowed to think of converting it into mere grazing-land? They could not do it. It would mean their extinction.
163. Without wishing to go into the political question, if the Colonial Sugar Company took their mills away, would that have a disastrous effect on the cane-growing industry? Most of the people are depending on the Colonial Sugar Company. At Cudgen, there is another mill—Robb's mill—but that only deals with a limited area. The Sugar Company deals with cane-lands all up and down the river, and back also. If they took their mills away, it certainly would have a fearful effect; there would be no knowing where the end of it would be.
164. It is rumoured that a large number of people are going in for dairying in the Tweed District, with the result that it pays them better than growing sugar-cane;—is that a fact? As far as I can make out, dairying will not pay them as well as sugar-growing. Of course, a large number are going in for dairying. Some men were settled on land which is not suitable for cane-growing; others never were cane-growers—they were waiting for the dairying industry to develop. The industry has developed now, because central creameries have been established throughout the district.

- J. B. Kelly,
Esq., M.P.
17 Mar., 1898
165. *Chairman.*] Why not put it this way—that sugar-growing is intense culture? I was coming to that. I was going to say that there are a great number of people there who could not possibly go in for anything else, because they have limited holdings. Some of them have rented as small an area as 15 acres. I know men with 15 acres, and they have made a really good living out of cane-growing. It would be ridiculous for a man like that to think of going in for dairying, and others have 20 and 25 acres and so on. These are the class of men who must throw up their holdings. There are some favoured individuals who possibly would be strong enough to stand the strain, and be able, perhaps, to go in for something else. I know some who are going in for the two industries. They were cane-growers, and now they are afraid that something will happen, and they are gradually working in the other industry as well. But such cases will be very rare.
166. They are taking up extra land, I suppose? No, they are using the same land, but they were using it before merely for ordinary grazing purposes, while now they are turning it into dairy farms, and running the two things together.
167. When we hear it said that men are talking of giving up cane-growing and going in for dairying, that, as you have already explained, does not mean that they will convert highly-cultivated land used for cane-growing into grass land for the purpose of running cows on it? No, they could not do it.
168. To do that would mean a tremendous sacrifice of capital? Of course it would; it would simply mean their ruin. It might be done in a few cases, but no man could stand that. The growers have gone to great expense to put in their cane, which is a very expensive crop to grow.
169. The land is well suited for dairying purposes, is it not? I should say that the river-bank farms are not well suited for dairying, because they are not well watered, and also are liable to floods. No lands that are liable to floods, and are not naturally well watered, can be good dairying lands.
170. A great many dairymen from the Southern districts of the Colony are now located in your electorate, are they not? Yes; partly in my electorate, and partly in the adjoining electorate.
171. Is that emigration from the South to the North the result of their having got on well where they formerly were, and obtained sufficient money to enable them to go north and enlarge their operations in the Tweed district;—is not that generally the idea? No; as a rule, the men who come up from the South Coast are men with not very much capital; they have been crowded out in one way and another down South. Some of them come up with sufficient capital to buy farms, but the majority who are coming there now are men who prefer to take farms on the half system, or in any way they can get them. Under the half system, which has been lately introduced, the owner of the land supplies the stock and the working implements, and the dairyman takes charge of the cattle and runs the dairy, and the profits are divided.
172. Has that system been found, so far, to answer pretty well? Yes, as far as I can learn, and I have had some practical experience of it, it answers very well.
173. That shows, then, that the district is suitable for dairying purposes? Undoubtedly it is suitable for dairying.
174. Does this land require any expenditure for draining? There are two classes of lands in the district—the table-lands and the low lands. Of course, the up-lands are naturally drained; but the very fact of there being up-lands and low lands shows that the low lands want draining; they generally get the drainage from the table-land.
175. What class of crop are the low lands used for? The low lands are on the river banks. That is where the cane farmers went originally, and I have always contended that unfortunately they went in the worst position. They commenced growing cane on the river banks, and in places that were subject to floods and frost, and they ignored the best growing lands in the district. The cane-growing on the Tweed, within the last few years, has really been in a transition state, the growers have been going gradually away from the low lands on to the high lands. It is only within the last years that the Colonial Sugar Company have seen how much better the high lands are for sugar than the low lands, and they are now encouraging the change from the low lands to the high lands. I would put it this way—the high lands are suitable for dairying and cane; the low lands are only suitable for cane—at least they are not suitable for dairying, though I consider they are not so suitable for cane-growing as the high lands.
176. What has been the general experience of the district with regard to the cane-grower;—has he been a successful man? I should say yes, he has been successful. In very many cases, however, he has, if I might say so, been too successful. He did not spend the whole of his time cane-growing, as he would have done in any other crop. He was quite content to put the crop in and leave it, to a certain extent, to chance.
177. It is an easy crop to cultivate, is it not? It is a very difficult crop, properly looked after, but a good many of the growers have made an easy crop of it.
178. The whole of the labour employed is white labour, is it not? Not the whole of it, we wish it were; but the black labour has come down from Queensland, and on the plantation I mentioned just now—that of Robb & Co.—black labour is used.
179. The white man is able to work the cane in that district, is he not? Oh yes, it is a beautiful climate; there is nothing wrong with the climate.
180. The Colonial Sugar Company do not employ any black labour? No; some of the farmers employ black labour for stripping, but only for stripping, I think.
181. Are you able to say, from your general observation of the district, whether the sugar industry is likely to continue, or whether it is being gradually supplanted by the dairying industry? It is certainly not being supplanted so far; but of course that is a big question. As to whether the sugar industry will be able to continue or not will depend altogether on circumstances. I myself think that the industry is too big and too important for one man, or any set of men, to wipe it out.
182. Besides sugar growing and the dairying industry, what other sources of income have the settlers on the Tweed? Some of them are fruit-growers. They grow bananas, pine apples, tomatoes, passion fruit, and other fruits.
183. And they also grow maize? Yes; they grow maize to a large extent on the river banks. They also grow potatoes, pumpkins, and other things of that kind.
184. Are pigs bred there to any large extent? Yes. The pig and bacon business is a big industry on the Tweed.
185. There is also timber? Yes, some magnificent timber.

186. What are the chief kinds? There is still a good deal of cedar left back on the forest reserves and in the gorges. There is also pine—not the knotted pine—and teak, and there is also cudgery, which is a splendid timber for lining purposes, and there are the white beech and the brown beech. Besides these there are really good timbers for inside purposes, such as the black bean and the red bean, as well as the burgunyon, a timber something like cedar. The ordinary hardwoods are also obtained here. J. B. Kelly,
Esq., M.P.
17 Mar., 1898.
187. How many sawmills are there in the district? There is one at Mullumbimby, and one at Crab's Creek. The latter is such a large one that it supplies the whole district. In addition to these there are some smaller mills on the Tweed River.
188. Is timber exported to a considerable extent to Sydney and other places? Yes; though I understand that lately such a development has taken place in the district that the mills are kept going pretty busily supplying the local demands.
189. How do all these products you have named find their way to market—by steamer from the Tweed? Yes, by steamer and by sailing vessel; they all come that way.
190. You have a railway running from Lismore to Byron Bay? Yes. That brings timber into the Tweed, and brings the cane to the Quondong Mill, and it brings the cream into the creamery at Murwillumbah. It also brings cream to Byron Bay.
191. Is the district always likely to be dependent upon the port for sending away its products by steamer? Undoubtedly.
192. No railway could possibly come into competition with the navigation? No. The traffic must all find its way to the ocean.
193. Therefore this case is not like many others where if the country spent a large sum of money on harbour works, and also on the construction of a railway, the latter would have the effect of taking the trade away? No. The railway cannot possibly take the trade away from the river.
194. Your opinion is that the products of the district must always go away by vessel? Yes. My opinion is that the railway must be a feeder to the river—like a main road going into it.
195. What is the population of Murwillumbah, the principal town up the river? It is not a municipality, and the population would depend upon the area embraced. It will, however, give you an idea of the population when I tell you that the public meeting I held there the other day was attended by from 250 to 275 people.
196. Are there many other small towns in the electorate that use the river? Yes, there is Tumbulgum, and then there is Cudgen, on the Tweed. The branches of the river, including Terranora, the South Arm, the North Arm, and the Middle Arm, are also well settled with population.
197. What would be a fair area that a man would require for himself and family if he wished to take up some of these good Crown lands you have referred to? A good deal would depend upon what he was going in for. If he were going in for cane growing he could earn a very good living on 40 or 50 acres. Cultivating it properly, if things go on as they are going, he could earn a very good living on that area. But with dairying it is different—he would want very much more; and not only that, but on the 40 or 50 acres in growing cane he would have to employ other men besides himself; while in dairying, although requiring a very much larger area, he would do all the work himself.
198. I suppose, owing to the moisture there, it is a splendid grazing country? There is growth all the year round nearly. There is just about one month when the grass does not grow.
199. How many cows could you grass to the acre there? Though it may seem absurd, I really believe you could grass two or three cows to the acre. I mean, if you conserved all the surplus food of one month for any deficiency in another month. A great number of the farmers let the surplus feed of the summer go to waste. If there was a drought I do not say that the land would carry the stock I have mentioned. But I am convinced that if a man went systematically to work, and conserved the surplus feed of the best growing months for times of drought—if you can call it drought; sometimes if there is no rain for a few days the local people say there is a drought on—I say if you conserve the surplus feed I believe the land will carry two or three beasts to the acre comfortably.
200. *Mr. Wright.*] Of course you are speaking of the river flats now? No; I include also the chocolate ridges—the undulating country. I do not think there is much difference in the richness of the two classes of land.
201. *Mr. Trickett.*] Could you give us any idea of the value of land in this district? The value was very much greater four years ago than it is now.
202. What is the cause of the depression? I do not know. Some people say one thing, and some say another.
203. *Chairman.*] The general depression and the instability of the sugar industry? The latter has a good deal to do with it, no doubt. Some of the settlers think the sugar industry will go down.
204. *Mr. Trickett.*] What is recognised as about the value of uncleared brush land in the district? You could get it from £2 to £5 an acre. It depends of course upon the position as is the case with other lands. Sometimes a farm may be worth £5 an acre and the farm adjoining it may not be worth half that money.
205. But I mean a farm in a fair situation with easy access to the river where the settler can put his produce on the lighters. Land of that kind, I suppose, would be worth £2 or £5 an acre? Where you would be able to do that the land would be cleared, and of course more valuable. Where the land is not cleared, as a rule, it is further back.
206. And it is worth from £2 to £5 an acre? Yes.
207. If this work is carried out and the river becomes navigable as far up as Murwillumbah, will the lightering of produce be then done away with? Yes, on the main river.
208. And as regards the tributaries? Something of the same sort would have to go on.
209. How do they manage for roads up there—are they pretty good? Yes, considering the richness of the soil and the rainfall, the roads are not bad.
210. But I suppose it would be very difficult to travel over the natural surface of the country with a load? It would be impossible. Every bit of road there must be formed before it is at all passable, and that is a very expensive item.
211. But as population increases I suppose the roads will extend further back? Yes.
212. Whatever may be the fate of the sugar industry, do you consider that the Tweed is likely always to be a large agricultural district? Decidedly; there is nothing to rub it out.

- J. B. Kelly, Esq., M.P.
17 Mar., 1898.
213. As you said just now, it is too good a district to be destroyed by the checking of one industry? Individuals might be destroyed, but not the district.
214. It is, as you say, one of the most fertile in Australia? It would be impossible to destroy a place like the Tweed. Nothing short of an earthquake would do it.
215. Coming to the works under consideration, you are aware that the Queensland Government are building a railway down towards the New South Wales border? Yes, I believe they are inclined to do that; in fact, I understand they have promised to do it.
216. What effect will that have upon the trade of the Tweed? Undoubtedly it will divert some of the trade of the district to Brisbane.
217. What kind of trade? Possibly the importers' trade. Goods sold in the district will possibly come to a large extent from Brisbane.
218. How far is it from Brisbane to the border? About 80 miles. The Queensland railway extends about 60 miles from Brisbane, leaving only 20 miles intervening between the terminus and the Tweed.
219. Do much goods come down from Brisbane? Not a great deal, and principally light goods. When I was up there on the last occasion a number of commercial travellers from Brisbane were taking good orders for light goods.
220. With no Border duties. I suppose there would be a certain amount of rivalry on the part of the railway if it were brought down to our Border? There would be a certain amount of trade done along the railway undoubtedly.
221. But you think that would only apply to imports? I think so. Take the butter industry. All the dairyman's produce is sent to a central creamery, and there are agencies in Sydney with access to the London market for the surplus. The butter and also the sugar would continue to come to Sydney, and also the pig production of the district, no matter what other means of communication existed.
222. *Chairman.*] There is no market in Queensland for farming stuff? I do not think there is.
223. *Mr. Trickett.*] It would naturally come to our own Colony? I have not the slightest doubt it would all come to Sydney, and, of course, that would mean that the great bulk of the business would be done with Sydney.
224. You have watched the construction of the eastern training-bank for some time? Yes.
225. And you are able to say it has answered satisfactorily? Undoubtedly. The work that has been done has acted very well indeed. I look upon it as eminently satisfactory as far as it has gone.
226. And in consequence of the work that has been constructed, the steamers are now always able to get inside the river? Yes; they are nearly always able to do so. When they cannot get in there, they cannot get in at other places.
227. Therefore, if the work is carried out as proposed by Mr. Darley, you think, from your engineering experience and your local knowledge and observation, that it is likely in every way to be a success? I feel satisfied it will be a great success.
228. *Mr. Lec.*] How does the produce of the Tweed get to market at present? By means of steamers and sailing boats.
229. All by the river? Yes.
230. Has the construction of the railway to Murwillumbah deprived the Tweed of any of its legitimate trade? None whatever. In fact, it is the other way—the railway is acting as a feeder to the river.
231. Has it been the practice there to ship a certain class of goods by rail from Murwillumbah either to Byron Bay or Lismore for shipment in ocean steamers? No; it is the other way about sometimes. I saw some goods that might have gone in by the Tweed, but which went by the railway, the shippers paying extra freight, because the storekeepers wanted the goods very badly.
232. They would be goods coming from Sydney to your district? Yes.
233. In the case of dairy produce, and principally butter, would not that be more likely to be forwarded by train to Byron Bay, to be shipped thence by steamer, than to be sent by the smaller steamers that trade from the Tweed? As a matter of fact, the steamers that go to the Tweed are about the same size as those that go to Byron Bay.
234. The larger boats go to Richmond River? Yes; those boats are larger, but not a great deal.
235. If the Queensland Government carry out their promise to extend the railway down to Coolangatta, which is right alongside our own township, do you think there is a strong probability of passengers taking that route to Brisbane and going thence by the larger steamers to Sydney in preference to taking the small steamers that would trade to the Tweed? I fancy that the passengers of the future will go *via* Byron Bay. I do not think they would go to Brisbane and then come back again. I do not see how the Brisbane route could compete with the direct service. You would have, in the first place, to go 80 miles north from the mouth of the river, and from Murwillumbah you would have to go 20 miles further, and from the other tributaries of the Tweed further south a still greater distance.
236. But are there not other considerations, such as greater comfort and safety? Yes; but we hope that eventually we shall have just as much comfort as they have, or pretty nearly as much.
237. You are aware that at the best you cannot hope to get any steamer up the river which will draw more than 6 feet of water? We hope to get steamers up there drawing 10 and 11 feet of water.
238. Suppose that in the future the railway at present at Murwillumbah is extended down to Point Danger for the purpose of meeting the Queensland line, what effect will that have upon the trade of the Tweed? It will be a very good thing for the district. It would cause developments in directions that are present lying dormant. It would create a class of traffic which at present does not exist.
239. But would it not detract from the importance of the river? I do not think so. The river and the railway will scarcely be in competition. A different class of traffic goes by water from that carried by rail. The two modes of transit would work together, and not in competition.
240. Are you of opinion that the class of produce that can be raised in your fertile district can be carried as cheaply on a railway, no matter from what point, as it can by water? That is a very debatable point. They have not solved the question in America yet.
241. If the railway just referred to were completed, do you think you would be able to compete with it? Speaking generally, certainly. But a class of trade and traffic would grow up on the railway that would not grow up on the river.
242. At present we know the staple products of your district;—those, no doubt, will be the staple products for many years to come? For some years, yes. We have tea and coffee, for instance, that grow excellently there.

243-4. But at present you have certain staple products? Yes.

245. They are of a heavy character, are they not? Yes.

246. If you had a railway connected either with Brisbane or Sydney could you forward the products of the district by that railway as cheaply as you could forward them by water? No. Our railways can scarcely compete with our main roads in some cases. Under the present system they certainly would not compete with water carriage.

247. Then if you are satisfied upon that point, I presume, you are of opinion that, irrespective of any railway extension in the future, the necessities of the district demand that the port of the Tweed should be kept open? Yes.

J. B. Kelly,
Esq., M.P.
17 Mar., 1898.

The Hon. Alexander Kethel, M.L.C., sworn, and examined:—

248. *Mr. Clarke.*] You are a Member of the Legislative Council of New South Wales? Yes.

249. I believe you have been a long time connected with the Tweed district? Yes, for forty-five years. I lost a ship on the Tweed bar nearly forty-five years ago.

250. Have you considered the difficulties which people have to put up with in not having proper water communication with Sydney and other parts of the Colony? I have remarked it and discussed it frequently.

251. And you consider that some plan such as that proposed is necessary in the interests of the people living in the district? Yes, I think so.

252. Can you give us any opinion as to the proposed improvements? As far as I can judge, they seem in accordance with common-sense and experience. The only thing is this: I have heard some of the captains there discuss the possibility of sending the river out straight in a north-easterly direction through the neck of sand shown on the plan, coming out to the north of Point Danger. But the objection to that is, I think, that it would be within the Queensland territory, and we should lose control of the mouth of the river.

253. Can you inform the Committee what is the depth of water on the bar at the present time? No, I cannot.

254. What was the depth when you left the country some twelve months ago? I think from 7 to 8 feet was the average depth on the bar at high-water.

255. That is hardly a sufficient depth of water for vessels of any size to go in and out safely? No, because to conduct a shipping trade with any profit you should be able to send a good-sized vessel. The larger the vessel, as a rule, the lower the rates of freight, and the result of the bar being as bad as it is and has been of late years is that the freight from the Tweed to Sydney is from 50 to 75 per cent. higher than the freight from the Richmond to Sydney at the present time.

256. That is entirely caused by the shallowness of the bar and the inability of vessels of any size to go in and out? Yes. There are two causes—first, because only small vessels can go into the harbour; and secondly, after they get in they have to lie at the Heads and engage droghers and other boats to deliver their cargoes to the various places on the river, whereas if these improvements were carried out vessels of fair tonnage could not only enter the river but could proceed up at least as far as Chindera, or perhaps Murwillumbah, and deliver the goods at the wharfs where required. They would thus be able to dispense with the use of punts or droghers, and it would make a difference of from 25 to 50 per cent. in the rate of freight.

257. About £35,000 has been expended during the last few years on the improvements to the harbour, and it is now proposed to spend about £40,000 more; it is supposed that there will then be about 10 feet of water as far as Murwillumbah, or nearly as far;—that you think would be a very judicious proceeding? I think so, because so far as they have been carried out, judging by what I saw when I was last there, they have been decidedly effective, and have met all the objects for which they were constructed, and I believe a continuation of the same scheme will have the result you anticipate.

258. Would the improvement of the river interfere with the railway from Murwillumbah to Lismore? I think not. I think it would rather increase the traffic from the intermediate parts of the line to the Tweed. Lately I have had to have my timber from the Buringbar taken by rail nearly 50 miles to Lismore, and there is a great quantity of material in and about that part of the country which it will not pay to carry so far. But if the freight at the Tweed were reduced it would pay us to send considerable quantities by rail from these intermediate portions of the district into the Tweed to be shipped from Murwillumbah to Sydney.

259. Do you ship any at Byron Bay at the present time? I have not done so for several years.

260. If the Queensland Government carried a railway to the New South Wales border do you think that would militate against the trade from the Tweed to Sydney? It might to some extent, but I do not think it would to any great extent, because it will not pay to send any heavy traffic by train. Perishable articles might be sent to the Brisbane market. We may as well acknowledge the fact at once that Brisbane is the natural market for perishable produce from the Tweed. But inasmuch as Sydney must always remain the great shipping port of eastern Australia, and as the cold storage system is becoming more and more perfectly developed, it is certain that the introduction of this system will enable us to have the most perishable products of the Tweed brought to Sydney; and I believe that, as there is a wider market and, I believe, better prices in Sydney, the small drainage of traffic to Brisbane will not to any extent affect the volume of trade with Sydney.

261. Do you think any great quantity of goods would come from Brisbane to the Tweed for the supply of the people there? I do not think so. The greater part of the capital invested in the Tweed is invested by Sydney people, and their communications and connections are to a very large extent with Sydney.

262. And I suppose the Sydney market as a rule is the cheapest from which to get supplies? Yes.

263. So far as you have heard, having been out of the country for some time, this expenditure as far as it has gone has been successful? I believe so. From my personal observation I should say that the navigation of the Tweed has been wonderfully improved by the works already constructed.

264. Can you say whether the works are being carried out by contract or by day labour? I cannot say. I know that the officers in charge of the works have been most conscientious, painstaking, and capable men.

265. What are the products of the district independently of timber? As far as I am aware the principal products have been sugar and maize. The maize, however, except in a few isolated instances, is not a success. The weevil is frequently found in the cob before it matures. The temperature at the Tweed in summer is specially favourable to the development of the weevil, and I think the maize trade, except for local purposes, will never be much of a success at the Tweed.

266.

Hon.
A. Kethel,
M.L.C.
17 Mar., 1898.

Hon.
A. Kethel,
M.L.C.
Mar., 1898.

266. Is there any cedar now left at the Tweed? Very little. The cedar trade is a thing of the past almost. The only cedar coming from the northern rivers to Sydney is cedar that has been felled for a number of years. Some has been down for from twelve to twenty years, and we have men scratching away out in the far back district cross-cutting and sending in such portions of this timber as are fit for the market.

267. The principal products, then, are sugar, maize, and, I suppose, butter? Dairying has lately taken a start there, and there is no question about the Tweed as a dairying district. When the rest of the Colony has been barren from drought, I have seen in the North clover paddocks up to your knees with rich succulent herbage.

268. Can you say whether the sugar-growing will pay as well as or better than dairying? That is a question on which even experts disagree. I believe for my own part, that, duty or no duty, sugar-planting carried on thoroughly will pay. The results from the co-operative companies in Queensland show that they can produce sugar at something like £7 or £8 a ton.

269. *Mr. Wright.*] With black labour? No; down between Bundaberg and Brisbane—and if they can turn it out at £7, £8, or £9 per ton we ought to be able to turn it out at £10, which would allow an ample margin; but my opinion is that the district is more suitable for dairying than any other district in the Colony.

270. On what area of land do you think a family could make a living at sugar-growing alone? I could not risk an opinion on that. It depends a great deal upon the man and the situation of the farm.

271. We have it in evidence that a family could subsist on from 40 to 50 acres by sugar-growing;—do you think that is correct? I question that, because the cane has to be renewed every four or five years, and that means that for two years a portion of the farm must remain unproductive.

272. Could dairying be carried on successfully on an area of 40 or 50 acres? Yes; if they did the same as our South Coast farmers are doing now—not depending simply on natural grasses, but growing green feed. By such a method you can feed a cow to the acre—two cows to the acre, I believe.

273. Is it not more expensive to go into dairying, requiring the purchase of cattle and other appliances, than sugar-growing? That is a question I would not care to venture a positive opinion upon. If a man starts with fifty head of cows, and has to pay £5, £6, and £8 a beast, that runs into a good deal of capital. On the other hand, his returns begin immediately, whereas when he clears away his farm for sugar he has to wait two years. Sometimes he may be fortunate enough to get a return within a year after he puts his plants in; but, as a rule, he has to wait two years for his first crop, and before he can put that crop in he must have two or three burnings off to get rid of his heavy timber. Where a man goes in for dairying however, as soon as he has got a good running fire on his farm he can put on his grass and green crop at once, and commence to operate, and get his return within three months from the commencement.

274. I understand that the expense of clearing land on the Tweed and the Richmond arises from the fact that it is heavy brush land? Yes; I have had some land cleared for about £5, and other land again has cost me £10 an acre to clear.

275. Was the average cost about £8? I should say from £5 to £8 an acre to clear it right out.

276. A good many farmers have come up lately from the South Coast;—can you say whether they have come up to select land, or whether they have purchased land from those who previously held it? I have known several instances where they have purchased farms from the original selectors who had not the knowledge necessary to carry on the work successfully. The South Coast men have come in with their experience, and entered upon the farms, which they have rented, and in many cases purchased.

277. I suppose they must have brought some capital with them before they could do that? Yes, and dairy stock also.

278. A large quantity of pigs are reared in the Tweed district, and I believe a bacon factory has been erected at Byron Bay? It was being erected when I was there. Wherever they have butter factories and creameries, unquestionably they have pig-feed, and can rear pigs successfully.

279. On the whole, so far as you can give an opinion, you think that the proposed expenditure on the improvement of the Tweed is justifiable? I believe so—most justifiable. Around the head-waters of the Tweed, especially on the South Arm, the Middle Arm, and the North Arm, there is a very large extent of unalienated Crown lands, which I believe would soon be taken up by free selectors, if facilities were afforded to get their produce to market.

280. *Mr. Lee.*] You have known the district for a long time, and have seen its rise and progress? Yes. 281. Are you of opinion that the time has arrived when permanent improvements should be made to the Tweed River at a cost, in addition to what has been already spent, of £43,000? I believe it is both expedient and desirable that the proposed further improvements should be carried out in order to get the full benefit resulting from what has been already done.

282. That is the work from Chindera Point down to the Heads? Yes.

283. From your long intimate knowledge of the district, and what you believe will be its future, do you think it is in the interests of the country to make such improvements to that river as will permanently open it for navigation? I emphatically believe so.

284. Notwithstanding the fact that we are threatened with railway communication on the north, and with a possible extension from Murwillumbah to join that, you still hold the opinion that the waterway should be maintained? The railways, I believe, will have to start from the Heads. As far as Queensland is concerned, I do not believe they would attempt to construct a railway over the McPherson Range to Murwillumbah. It would be a most costly work, and as they will construct their railway to the Heads, and have the terminus at Coolangatta, it would not affect the question as to the necessity for a navigable water-way on the river. It would rather accentuate the necessity for such a work.

285. In other words, the district is improving at present and there is a possibility of still greater improvement in the future? Yes.

286. That is to say it is a part of the country that should carry a very large population? Yes.

287. If the country expends a large amount of money in permanently keeping the river open, will not that be detracted from in the future if railway extension is taken in the locality from Queensland, or from Lismore? The extension of the Queensland railway cannot in any way affect the question as to the usefulness of this water-way or the desirableness of making it. If we construct a railway from the upper waters of the Tweed down to the Heads, running more or less parallel with the river banks, that may affect the water-way slightly, but, I believe, very slightly indeed.

288. Do you believe that even under those extreme conditions it would be possible to send the heavy produce raised on the Tweed River to market by railway when it could be carried so much cheaper by water? Certainly not.

289. Under those circumstances, are you of opinion that if a permanent navigable river is maintained it will hold its own against any railway that may be extended there? Yes; I believe it will more than hold its own as far as the heavy traffic is concerned.

290. Do you think it is a work which should be undertaken now, or which might be left to some time in the future? I would rather see it carried into effect at once.

291. Do you know the northern entrance just at Point Danger;—is it a rocky entrance? Yes; studded with basalt boulders.

292. It is proposed to build a breakwater along there;—do you think that is necessary? I do. All the wrecks that have taken place at the Tweed since it has been navigated have occurred on those boulders. A training-wall carried out in an easterly or east-north-east direction, as indicated on the map, would send the scour of the tide out clear of that treacherous North Head, and make the navigation of the river far safer and easier.

293. Do you think an entrance 500 feet wide would be sufficient? I think so. I think it ample for any vessel that will seek to enter there.

294. It has been a most difficult and dangerous port? Yes, next to the Manning I think it has been one of the worst on the coast.

295. And communication by water has been very irregular? Yes.

296. Do you think the immediate result of the completion of these works would be the lowering of freights to the river? I do.

297. Do you think that course would be adopted? I am almost certain it would, and this is one reason:—At present the insurance companies are very backward in taking a risk for any steamer of decent size going to the Tweed. I was commissioned by a gentleman to get estimates for a steamer when I was in England last year. I obtained estimates, and plans, and specifications for a steamer from several builders, and after going to all the trouble it was found that none of the insurance companies in Australia would cover a boat of that class to run to the Tweed. Hence as an owner must take greater risk than he would running to any other port, he must make up for that risk by an additional charge for freight and passage money.

298. You are aware that it is not proposed to make any special port charge? I was not aware of that.

299. While the State does not derive any revenue towards interest and expenditure it will be giving the residents of that part of the country advantages they very much require in the shape of cheap freights? Yes, and in addition to that the work will, in my opinion, cause an immediate and a very large increase in the population of the district, and consequently an increase in its products. At present only those on the immediate banks of the river are able to produce anything, because of the difficulty of getting the produce to market at a price that would leave a margin of profit to the grower.

300. Have you, in the course of your experience either in this country or in any other part of the world, found it to be the policy of any country to close waterways for the purpose of advancing the extension of railways or any other means of communication? No; I have never heard of any man having the power to do such a thing being so largely tainted with insanity as to make such a proposition.

301. Is it not the policy of every country in the world to keep open its waterways, notwithstanding that other means of communication may exist? Yes.

Bartholomew Martin Corrigan, shipowner, sworn, and examined:—

302. *Mr. Lee.*] You are a shipowner trading to the Tweed River? Yes.

303. What is the name of your steamer? The "Friendship," with a tonnage of 142 tons.

304. Does she carry passengers as well as cargo? No, only cargo.

305. What is her draught? Heavily laden, about 8 ft. 6 in.

306. What is about the draught of the sailing vessels you send to the Tweed? Something about the same.

307. How long have you been trading there? About twenty years.

308. Consequently you are well acquainted with the bar? No; I cannot speak of it from personal knowledge.

309. But you know about it from the captains of your boats? Yes, I know a good deal in that way.

310. And I suppose you have been so unfortunate to have a wreck or two up there? I had only one wreck, and that was years ago.

311. Was that at the Heads? Yes.

312. What were the freights twenty years ago? From 15s. to 16s. per ton each way, and now they are about 10s.

313. What special difficulties have you to encounter in trading to the river at the present time? After getting over the bar you cannot go more than a few miles with your cargo, but have to employ lighters to carry it up the river. This means an additional expense of from 1s. to 2s. a ton. That is one difficulty. Then, again, you cannot take a vessel in of a large size. You cannot take a vessel in with safety drawing more than from 8 feet to 8 feet 6 inches.

314. You are aware that the object of the proposed works is to improve the entrance to the river, and up as far as Chindera Point? Yes.

315. Would not your remarks apply to the improvement of the whole of the river as far as Murwillumbah? Yes; it would be necessary to improve the river as far as Murwillumbah to give any benefit to the people in the shape of cheap freights. Unless the river is improved as far as Murwillumbah it will still be necessary to employ punts.

316. Do you find any great difficulty at the present time in entering the Heads, and getting as far as Chindera Point? Not much difficulty. The bar has been very good lately for vessels with a draught of about 8 feet or 8 feet 6 inches.

317. Has not this improvement been the result of the works already carried out in the river? I think so, because I recollect that on one occasion a little vessel was detained behind the bar for something like three months. You could walk across the bar at low tide without wetting your boots. The improvements have been of great advantage and the bar has been very fair now for some years.

318. Would that lead you to the opinion that if the works were carried out in full they would be effective as far as the entrance is concerned? Yes.

319.

Hon.
A. Kethel,
M.L.C.

17 Mar., 1898.

B. M.
Corrigan.

17 Mar., 1898.

B. M.
Corrigan.
17 Mar., 1898.

319. I suppose the advantage to you personally would be that you would be able to get cheaper insurance for your ships, or possibly would be able to insure them where you cannot do so at all now? Well I do not know that it would make any great difference in that respect.

320. Would you be able to carry the stuff to and from the river at a cheaper rate? Yes. Two shillings a ton at least, which would represent the difference between taking the vessel up the river and the present system of lighterage.

321. What quantity of stuff do you bring down and take up to the Tweed in the course of a year? My vessels do not run there all the year round, but only in the sugar season. They take up from 2,000 to 3,000 tons and bring the same quantity back.

322. *Chairman.*] That would be about 5,000 tons both ways? Yes.

323. Therefore on your trade 2s. a ton would represent a saving of £500 a year? Yes; the people would gain that in the reduction of freights.

324. *Mr. Lee.*] The freight is now 10s., but it would be brought down to 8s.? Yes.

325. Would you be able to carry on your business profitably at 8s. a ton? Yes, it would pay me fairly well at 8s.

326. And I presume that if you had a greater depth of water all the way up to Murwillumbah you would put on bigger vessels with larger cargoes? It would all depend upon the depth of water you would get all the way up the river to Murwillumbah. If there were sufficient water of course there would be larger vessels; but I do not know that the freight would be much less than 8s., because we get something like that freight for the Richmond River where the bar is better and the river is better.

327. If at the present time under the disadvantages that exist you are able to carry on the trade profitably at a charge of 8s. a ton, I presume you do not fear the extension of railways into the district? I could not say anything with reference to railways.

328. Since the training-walls have been carried out you have had a very fair bar, and consequently you have had none of the detentions you used to have? No; the improvements have been a great benefit.

329. Your trouble now is in getting up the river? Yes.

330. Then, is it your opinion that even if these works are carried out it will be necessary before they can give full benefit to the district to have the whole of the river dredged or otherwise attended to right up to Murwillumbah? Yes; I am of that opinion. Before we shall be able to have those cheap freights I spoke of we shall have to get right up to the head of the river, and then it will be a benefit to the whole district.

331. Then you look upon the improvements at the Heads as being only part of the necessary work? That is all.

332. You believe they are good? They are good, inasmuch as they enable us to go in and out of the river. But the improvement does not extend to the head of the river.

333. Do you find the quantity of stuff carried increasing? Yes.

334. What class of goods? The principal goods at the present time are sugar and timber. They have lately started creamery works, but that industry is very young at present.

335. Do you bring any potatoes from there? Very little.

336. Any maize? Very little.

337. How is that? I do not know. They do not go in for maize as much as sugar. It seems to be a great district for sugar, the trade in which is improving every year.

338. You carry raw sugar for the sugar company? Yes.

339. You have charters with the Sugar Company? Yes; and with Mr. Robb, who is another large sugar-grower. At Cudgen, he grows from 1,500 to 2,000 tons of sugar a year. I think the Sugar Company grow about 6,000 tons.

340. What other vessels are trading to the river? Mr. Langley has sailing vessels.

341. And steamers also? No.

342. Are they kept constantly employed? No; only in the sugar season.

343. The sugar is carried in the sailing vessels, as well as in the steamers? Yes; sugar is the principal freight, and there is a little timber.

344. There are some passenger steamers running there? Yes; the "Augusta," the "Wollumbin," and the "Friendship."

345. It has been the sugar chiefly that has increased? Yes.

346. And in consequence of the sugar industry you have carried coals, stores, and things of that kind? Yes; for every ton of sugar there is a ton of coal carried or thereabouts.

347. Has there been a large increase in general store goods? Yes, a very fair increase.

348. I suppose you carry all classes of stores? Yes.

349. I suppose that is the class of goods you have a difficulty in distributing on the river, at the proper centres? Yes; you have to distribute them at the different wharfs as you go along, in the punts.

350. I suppose the Sugar Company have their own punts;—they punt the sugar down, and punt the coal back? They have their own punts, and we work them. We have a launch, and we tow the punts up, and tow them down.

351. Do you find any difficulty with your vessels in the river in time of flood? Not a great difficulty. Of course there is a good rush of water, but we have to provide for that. We have never had any losses, and have always taken the necessary precautions. I only know of two vessels being lost on the Tweed bar—the "Chindera" and the "True Blue."

352. Do you trade to any other port on the north coast? Yes; I do a great deal of business on the Richmond River in connection with the Sugar Company.

353. Do you think the Tweed River has shown as much progress in proportion as the other rivers? I think it has shown more progress.

354. What is your idea of the future of the Tweed? If the duty is knocked off the sugar I do not know what the consequences will be, because the Sugar Company tell us that if the whole of the duty is abolished they will close their mills and take them away from the district. I do not know what will be the future of the Richmond River and the Tweed River if the Sugar Company take away that industry, as they say positively they will do.

355. If the Sugar Company close their sugar-mills there will be a very serious loss in trade? There will be a terribly serious loss in everything.

356. Suppose, for a moment, that the sugar industry wholly stopped on the Tweed, do you think there is sufficient produce from that district to justify the State in making a perfectly safe port there? As far as a safe port is concerned, I suppose it would be required in any case. It would be necessary if only one or two vessels traded there.

B. M.
Corrigan.
17 Mar., 1898.

357. Do you incline to this opinion: That the land in that district is so good and the rainfall so large that it is bound to be settled upon—if not for sugar, then for some other purpose? I think it will be bound to be settled upon, from what I can learn from different people as to its capabilities; but, in my opinion, if the sugar industry is done away with, it will be a considerable time before they will be able to have sufficient produce from whatever industry they may adopt to carry on a trade equal to that carried on at present. The Sugar Company sends from the Richmond River about 12,000 tons a year, and takes about 12,000 tons of coal back again, besides general goods required from Sydney, to support from 30,000 to 40,000 people carrying on the industry. In the case of the Tweed River, the trade amounts to from 6,000 to about 8,000 tons each way. It would be a long time before they were able to send that quantity of produce to the market from any other source.

358. Still, you hold that the country is of such a character that it is bound to improve? I cannot say otherwise. It must go ahead, because I believe the land is of excellent quality.

FRIDAY, 18 MARCH, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Tweed River.

Lawrence Tulloch, master of the steamer "Augusta," sworn, and examined:—

359. *Mr. Wright.*] What water does the "Augusta" draw when loaded? When fully loaded, she draws 8 ft. 6 in. That would be with 200 tons. L. Tulloch.

360. Have you any difficulty in getting in or out of the bar now when the steamer is fully loaded? We never load her as deeply as that. 18 Mar., 1898.

361. What is your usual draught? About 7 ft. 6 in.

362. Can the bar be crossed at all times with a draught of 7 ft. 6 in.? No, not always. At the present time you can cross with 8 feet, but there have been a considerable number of freshets lately.

363. You are acquainted with the works which have already been carried out in the river? Yes.

364. Have they effected much improvement in the entrance? Not in the entrance; but they have made a great improvement in the river itself.

365. Have the works not had the effect of deepening the bar? I do not think so. They are too far away from the bar to improve it.

366. What has been the effect of the existing works? You can get right up to Cave Point loaded now.

367. How far could you get up before the construction of the works? We could only get up to Cave Point drawing 3 ft. 6 in. at high water. At places you could walk across the river at low water before the existing works were constructed.

368. What effect do you suppose the additional works now proposed will have upon the river? I think that if the breakwater on the northern side is carried out as far as the outlying rocks it will improve the bar a great deal.

369. What is the nature of the current on the coast;—has it a northerly or southerly set? It has a southerly set half a mile off from the shore, but there is a northerly set along the beach, and the heavier the sea is the greater is the northerly set there.

370. With the southerly current, and with the works constructed out as far as the rocks to which you have referred, do you think the sand taken out of the river would be carried away? Yes.

371. So that the effect of the works will be to deepen both the bar and the river itself? Most certainly.

372. You do not go above Cave Point now? Not drawing over 7 feet.

373. Do you think the river will gradually deepen above Cave Point if the proposed works are carried out? I do not know that it will deepen more than it has deepened at present. At Cave Point there is enough water for the vessels trading there.

374. We are told that the construction of the existing works has deepened the river considerably by increasing the scour;—is not the inference that the deepening process will continue up further if the works are extended? In the course of time it might.

375. If you remove the bar by scour, and the river scours upwards, the navigation must be improved? Quite so; but I should not like to say to what extent the proposed works would deepen the river beyond Cave Point.

376. The existing works have affected the river as far as Cave Point without any dredging? Yes.

377. If the bar is further deepened by scour, the natural inference is that the upper portion of the river also will be deepened? It might be so.

378. Have you been long trading to the Tweed? Twelve years.

379. You know the river well? Yes.

380. You know that before the construction of the existing works the river was practically useless for navigation purposes? Quite useless.

381. You see the little opening in the western training-wall for pilot-boats and tugs;—do you think it will be wise to leave that opening? I do not think it would do any harm.

382. It is left to form a kind of wave-trap;—do you think it would be of any use for that purpose? I cannot say that it would be of much use for that purpose.

- L. Tulloch.
18 Mar., 1898.
383. You think it would be no detriment to the work to leave it there? No detriment whatever; the current will rush straight past that point.
384. You think the construction of the northern breakwater, as far as the point shown by the red and white lines, will be enough for the time being? Yes; but the works are not carried far enough on the southern side. The principal sand which blocks up the bar comes from the southward with the inset of the current.
385. In heavy weather there is a northerly set inshore, and you think that will fill up the mouth of the harbour, unless the southern wall is carried out quite as far as proposed? Yes.
386. You think that the southern breakwater should be carried out to the full limit shown? Yes; to make a permanent channel.
387. But you think there is no necessity to carry the northern breakwater beyond the rocks? No.
388. How long have you been able to go up to Cave Point with your boats? About six or nine months.
389. Before the construction of the works you could not get into the river at all? No; we were down to 3 feet 6 inches on the top of high-water.
390. Is 7 feet 6 inches the greatest depth you can get up with now? At times we can load down to 8 feet.
391. If it is said by the Department that when the works are completed as shown on the plan vessels will be able to draw up to 15 feet, would you say that was feasible? No; they might take 12 feet.
392. But you think that would be the maximum? Yes.
393. In general terms, I understand that you approve of the works that have been carried out so far, and that you think that the completion of those works will make a good harbour of the Tweed? Yes.

John Pugh, master of the steamer "Wollumbin," sworn, and examined:—

- J. Pugh.
18 Mar., 1898.
394. *Mr. Hassall.*] You are master of the steamer "Wollumbin," trading to the Tweed River? Yes; but we call at other ports.
395. Do you go into any other rivers besides the Tweed? I go into the Clarence occasionally when weatherbound.
396. How long have you been trading at the Tweed? I first went there fifteen years ago.
397. Was the river then in its natural state? It was in a very bad state then.
398. No improvement had been effected to navigation at that time? No. Since then a number of alterations have been made.
399. What draught of water had you when you first entered the river? When I was in command of the schooner "Liffey" we drew about 7 feet 6 inches when loaded.
400. Could you get into the river then? At spring tides.
401. How far up could you go? Only just inside the heads.
402. Since then improvements have been carried out, and you are now in command of a vessel drawing how much? About 8 ft. 6 in. or 8 ft. 8 in. when loaded. We do not load fully on the Tweed, as a rule.
403. How far can you run up the river now? Three or four trips ago I went up to Cudgen wharf.
404. Where does the main traffic from the river come from? We take sugar, timber, and hides.
405. How is it brought down? By lighter. The timber is rafted down.
406. How far up do you go, as a rule? To Cave Point.
407. Have you any difficulty in navigation now? At the bar, principally.
408. If the bar were improved, you would be able to get in and out almost at any time to load or unload, as the case might be? If the bar were improved.
409. With regard to the improvements which have been carried out during the time you have been trading to the river, have they been beneficial to navigation? Yes.
410. Training-walls have been erected? Yes.
411. What has been the result? We can go to Cave Point now, whereas the Sugar Company's punts could not get over the flats years ago.
412. The training-walls have had the effect of making a good channel as far as Cave Point, and at spring tides further? Yes. I have been up there drawing 8 ft. 6 in. Near where the dredge is working now there were sand-flats fourteen years ago.
413. How far, in your opinion, should the proposed breakwater at the northern head run out? I do not think it would require to run out much further than where the rocks extend.
414. Is there deep water just outside the rocks? Not exactly outside. The principal difficulty at the entrance to the heads is the south-east weather.
415. That drifts the sand up and shallows the bar? Yes.
416. In your opinion, how far should the southern breakwater be carried out? The further out that breakwater goes the better it will be for the place.
417. You think it should overlap the northern breakwater to some extent? Yes, if you are going to prevent the accumulation of sand on the bar.
418. If the southern breakwater were carried out some distance would it, with the set of the current outside, give sufficient scour to keep the entrance pretty clear? I think it would greatly assist in keeping it clear.
419. By the flowing of the tide in and out? Yes; and with the operation of freshets in the river.
420. There is a good deal of water coming down the Tweed? At times.
421. What is the current in flood-time? About 7 or 8 miles an hour.
422. It would scour everything away at the entrance? Yes.
423. Is there much trade on the Tweed now? There is a considerable trade in sugar and timber.
424. There are a good many boats trading there? The "Augusta" and "Wollumbin" trade there regularly. There is another steamer going there occasionally. As a rule, the "Augusta" and "Wollumbin" make one trip a week each, but they are not always fully loaded.
425. Is the trade increasing? Yes; I believe it has been. Fifteen years ago there was a steamer running there from Brisbane, but none from Sydney until Captain Tulloch went there.
426. Do you think there is a prospect of much further increase in the trade of the place, taking into consideration the character of the country? From what I have read and seen, I should think there is every likelihood of the trade increasing largely.

427. In your opinion the Government would be justified in expending a sum of money in making the entrance as good as it admits of? Of course, the better the entrance, the better for the trade of the river.

J. Pugh.

18 Mar., 1898.

428. And the greater inducement offered for people to settle in the district and develop its resources? Yes.

429. Do you find that after a flood in the Tweed the entrance is sometimes improved? Sometimes—not always.

430. I presume it would be improved after a high flood? After a high flood the bar is generally better. In the case of the Richmond River that is always the case—that is, generally good after a high flood.

431. You think that with the training-walls carried out further, and with the breakwaters, the channel would be good at all times? That is my opinion.

432. Would it be necessary to go to any expense in dredging to keep the channel clear? I do not think so. The southern training-wall left as it is there now will not do any good.

433. You think the work already done requires completion? Yes. I notice whenever I go in and out that there is sand scouring right out across from the termination of the southern wall. I have often noticed the water there thick with sand-scouring across to the opposite wall. The sand is spread all over the channel.

434. In order to keep the channel clear you think it would be necessary to extend the southern training-wall, as shown on the plan? That is my opinion.

435. *Mr. Lee.*] You are aware that the entrance to the Tweed, if the proposed works were carried out, would be 500 feet in width;—do you think that would be sufficient? Yes. I have been into places with a narrower width than that, where there were two breakwaters such as those proposed.

436. Do you think you would be able to take the entrance under a heavy south-easterly gale with the proposed width? There might be circumstances under which you could not take it with safety.

437. Admitting that there were sufficient depth of water, with the entrance 500 feet wide, could you, under the extreme conditions I have named, take it? It would depend a good deal upon the trim of the ship. There is a place called Bilboa, on the Bay of Biscay, with a narrow entrance, and steamers take it with very heavy gales of wind in winter-time. It is a very bad place, but I do not think it is 500 feet wide.

438. There is a good heavy surf on the coast here under a heavy south-easterly gale? Sometimes.

439. If the proposed works were carried out, there would be a heavy break, just outside the entrance? Yes, with a heavy swell.

440. Could you, under ordinary conditions, take your steamer in during a heavy gale? I would not attempt it in a very heavy gale with 15 feet of water.

441. You think there would be occasions when it would be advisable for steamers to stand off? Yes; but that would not occur often.

442. To which do you attach the more importance, getting in or getting out? Getting out is the worse.

443. As a rule, then, you are fully loaded? No; we are never fully loaded. Sometimes we have been loaded with timber, but we are not very deep in the water when we are loaded with cedar and pine.

444. Why is it more important that you should be able to get out than in? It is always easier to get in than to get out of any bar harbour. You are going against the sea coming out, and you are going with the sea coming in.

445. Have you been on the river with your steamer during heavy floods? I was there during the last Christmas holidays, when there was a pretty strong fresh in the river. You could not call it a heavy flood.

446. Do you know whether steamers have difficulty in lying in the river when it is in a state of flood? There is no difficulty as long as they have good anchors and chains.

447. The effect of the training-walls so far constructed has been to make a current under the wall? Yes.

448. The bulk of the channel is against the wall? Yes.

449. About how wide would the channel be? At Cave Point there would be between 300 and 400 feet between the spit and the wall.

450. With an average depth of how many feet? About 8 or 9 feet at low water.

451. You remember that point years ago, before the training-wall was built? Yes.

452. Do you remember what the depth of water there was then? No.

453. You are satisfied that the training-wall has had the effect of making a good channel—of keeping the channel open? There is no doubt about that.

454. That has been the effect obtained from one wall? Yes.

455. You see that at the junction of Terranora Creek there are two walls; both the creek and the river there are between two walls;—what has been the effect at that point? There is a long spit running out there now, but I do not think that that is owing to the two walls.

456. Where is the channel there? It is well over on the eastern side, and it follows that side down.

457. Assuming that the current has formed at that point the bank to which you have referred, do you not think it likely that a similar bank may be set up near the heads when that portion is brought between two training-walls? There seems to be pretty good water there.

458. But there is only one wall there at present;—do you think the erection of a second wall would cause a bank to form near the heads? I do not think so. I do not think the sand-bank at Terranora Creek is the result of the two walls. I think it is rather the result of the two waters meeting there. If Terranora Creek were not there, and the training-wall were carried right on past that point, I do not think there would be any sand-bank.

459. You do not anticipate any such thing nearer the heads if the southern training-wall is extended? No. My opinion is that the extension of that wall will improve the entrance.

Robert Langley, shipowner, sworn, and examined:—

460. *Mr. Roberts.*] You own some vessels trading to the Tweed River? Yes, the “Cooloon,” the “Sea Flower,” the “Gwendoline,” and the “Alfred Fanning.” I am owner, or part owner, of those vessels.

R. Langley.

461. Are they all sailing vessels? Yes.

18 Mar., 1898.

462. Do you command any of the vessels yourself? No; I do not go to sea myself, but I am a good deal on the river.

463. You have a good knowledge of the Tweed? Yes; I have been going backwards and forwards for the last fifteen or sixteen years. I am not a professional navigator, but I understand navigation thoroughly.

464.

- R. Langley.
18 Mar., 1898.
464. For how many years has your capital been employed in vessels trading to the Tweed? About eighteen years.
465. Have you vessels running anywhere else? Yes; at times we go to the Manning, to Cape Hawke, and Camden Haven.
466. You frequently visit those rivers? I visit the Tweed once or twice a year, and I stay there two or three months at a time.
467. What draught of water have your vessels? The biggest one draws 8 ft. 10 in. or 8 ft. 9 in. loaded.
468. What would the minimum be? About 7 ft. 6 in.
469. Have you been always able to take vessels of that draught into the Tweed? Not always. It has been only since the improvements were made that we have been able to take in vessels of that draught. Occasionally we have been able to get a vessel over the bar drawing 10 feet, but when we first went to the Tweed we had vessels lying out a fortnight or three weeks unable to get in. I remember that we had machinery for Robb & Co.'s mill waiting fourteen days. There was not enough water on the bar to get it in.
470. Since the improvements have been made have you experienced any difficulty of that kind? No.
471. Have you been detained outside at all? Not unless there has been too heavy a sea for the tug-boat to get in and out.
472. Which is the worst gale you have to encounter? North-east or due east. It is only seven months ago since we lost a vessel in Danger Bay.
473. What was the immediate cause of that? It had nothing to do with the river. She was lying there. She could not get over the bar at the time on account of the heavy sea, and she dragged her anchors and went ashore.
474. She had to keep to sea on account of the heavy sea on the bar? Yes.
475. How far up the river do your vessels go now? From 3 to 4 miles—to Cave Point.
476. About 2 miles from Chindera? From $2\frac{1}{2}$ to 3 miles. They have now altered the name of Cudgen to Chindera.
477. Your vessels are towed up directly they get inside the bar? Yes.
478. Do they not go further up the river than Cave Point? Yes; they often go to Chindera. We have several vessels which have been right up to the Sugar Company's mills, about 18 miles up the river. They did so last year. The place is about 2 miles on this side of Murwillumbah.
479. What is your principal freight? Sugar, cedar, and pine.
480. Any maize? Very little maize is grown on the river.
481. What is the freight to Sydney of sugar? I think last year we got 10s. on sugar. We generally have coal down and sugar back. It is about £1 a ton all round for both trips.
482. Is freight lower since the improvements have been made than it was previously? Considerably lower. We have had as high as 30s., but there was not the quantity of stuff to go then that there is now.
483. Were there as many vessels trading to the river then as now? No. When we first went down we took goods for the lighthouse—bricks and other material.
484. Since the carrying out of improvements the number of vessels trading to the river has increased? Yes; and the output of sugar has been bigger every year. There were six vessels of ours trading there last year, and there were three steamers belonging to other people.
485. What number were there previously? There was only one steamer there ten years ago, now there are three—two making regular and one occasional trips.
486. Has the number of sailing vessels been doubled? They are doubled in the sugar season, that would be for six months of the year.
487. Do not the residents of the Tweed get their supplies from Sydney? Chiefly from Sydney. They get them occasionally from Brisbane.
488. What percentage of the stores do they get from Brisbane? I do not suppose that it would amount to 5 per cent.; they nearly all come from Sydney.
489. When the goods go from Sydney do they go by steamer? Yes. We took only 300 tons of general cargo last year. We fetched away 4,300 tons of sugar, and we took 2,800 tons of coal. That was our trade for the six months from July to January.
490. You do not carry much merchandise from here? No; we do not court that trade. We get only a small quantity of it, the steamers run so regularly.
491. Do the steamers get a better price from Sydney than you get? Yes; for general cargo on account of the risk.
492. What is the average duration of one of your trips? We are lucky if we do the trip there and back in a fortnight or in sixteen days. Sometimes we are a month over it. In fine weather, with favourable winds, we do the trip in from fourteen to sixteen days.
493. What is the distance from Sydney Heads to the Tweed? It is within a shade of 400 miles.
494. How many vessels have you lost since you have been trading there? I have lost none on the bar. I never had a loss there. We have had one or two ashore, but we have always got them off.
495. How is the freight brought down from Murwillumbah to meet your vessels. Until last year it was all brought down in punts. Last year, occasionally on spring tides, we got the vessels up as far as the company's works.
496. But, as a rule, you go only to Cave Point, and the produce is brought there in punts? Yes.
497. What do the punts draw? Three feet or 3 ft. 6 in.
498. Have you had an opportunity to familiarise yourself with the scheme submitted to the Committee for the improvement of the river? Yes.
499. Do you think the river would be greatly benefited by the projected work? The works which have been carried out so far have done a great deal of good.
500. Do you think the additional improvements will have much influence upon freight from the Tweed to Sydney? I do not think that it will be cut any lower than it now is.
501. How does the freight from the Tweed compare with that from other rivers to Sydney? It is not as heavy as the Macleay. Freight is also dear on the Manning. There is not much of it, and the company have a monopoly of the trade.
502. You do not get the same price from the Tweed which steamers obtain from the Macleay and Manning? It is something similar. The freight from those places is, if anything, a little higher.

503. Which breakwater do you think ought first to be carried out? The southern one.
504. On what ground do you say that? I am judging from the effect of the existing training-wall on the southern side in improving the channel.
505. Do you regard the northern breakwater as absolutely necessary? Yes.
506. What do you think of the proposal to cut a canal through from the river to the north of Point Danger? No doubt it would answer very well. In Danger Bay you would always be sheltered from the south and south-east winds.
507. Do you think it would be a better way of spending public money than that proposed? It would cost a good deal more money than the other scheme, and if you carried it out the work already carried out on the river would to a great extent be thrown away.
508. Do you think the result would be more satisfactory? I think so.
509. On account of the shelter from the south and south-east winds which would be afforded in the bay? Yes. I may also say that there is a bed of sand through Cooloon and Coolangatta. It may originally have been one of the entrances to the Tweed River. All through there the neck of land is not more than 5 or 6 feet above high-water.
510. Are there indications that it ever was the entrance to the river? Well, it is all sea-sand right through, and there is a lot of pumice-stone among the sand.
511. You regard the works submitted to the Committee as one that ought to be carried out in the interests of the community? Yes.
512. *Mr. Wright.*] Do you insure your vessels? Yes.
513. Have you insured any recently? I always keep them insured.
514. Have you paid any insurance since the improvements have been made upon the Tweed River? Yes.
515. Have you found any abatement of the premiums? They have never made any yet.
516. Do you contemplate receiving any abatement? I hope to do so.

R. Langley.
18 Mar., 1898.

The Hon. Samuel Charles, M.L.C., sworn, and examined:—

517. *Mr. Farnell.*] You have had a knowledge of the Tweed River for many years past? From thirty to thirty-five years, I suppose.
518. You have had a long connection with agricultural pursuits? Yes.
519. Will you give us your opinion of the capabilities and general characteristics of the Tweed district? The land there is of a very superior quality. I have been over most of the ranges, and I have found on the top of the heights as fine soil as you would find anywhere in New South Wales. On the flats the soil is black, on the ranges it is chocolate. The district is principally volcanic.
520. The district has soil which will produce almost anything? It will produce almost anything to which the climate is suitable.
521. Do you know to what use the land is now put? I was over it a few months ago. The principal part of the flat land has been planted with sugar, but they have found that the flats are subject to frost, and they are therefore abandoning the growth of sugar there, and are planting it on the hills, which are not affected by frost to the same extent. At the present time they are clearing large areas of the land, and preparing it for dairy purposes.
522. Do you think the dairying industry will be a success there? From what I have seen of the land, I do not think you could do anything better with it.
523. Do you think the natural grasses are sufficiently good for dairying purposes? They are not so succulent, and they do not produce the same quantity of milk and butter as do artificial grasses.
524. Still the growth of vegetation is very prolific? Very.
525. The district is pretty closely timbered? The greater part of it. There are a few plains with scarcely any growth but grass. The land, as a rule, is very difficult to clear.
526. What do you estimate that it costs per acre to clear the land for dairy purposes? Not less than £10 an acre.
527. Would that be a fair price for clearing the land and grubbing it, or would it be a price for clearing the land, and allowing the stumps to rot in the ground? If you grubbed the land it will cost a great deal more. That would be a very expensive process. You must allow some time to elapse for the stumps to be burnt or rotted out.
528. Comparing the land in the Tweed district with that of the southern district,—would an acre of the Tweed land, cleared, and laid down with artificial grasses, be equal to a couple of acres of land in the southern district? I do not think so, but it would produce a larger quantity of grasses, taking the seasons all round.
529. What is retarding the progress of the district? I may mention an incident which came under my notice many years ago, which, I think, retarded the progress of the district considerably. The first settlers tried to grow corn, but they had a difficulty in getting it away. One settler chartered a small vessel to take his cargo to Brisbane. He loaded it in the river, and the vessel was so long detained inside the bar that the whole cargo heated and spoiled to such an extent that when the vessel arrived in Brisbane it had to be taken down the river, and the unfortunate grower of the corn had to pay £3 for the labour expended in digging the corn out of the hold and throwing it overboard. That prevented a number of the earlier settlers from attempting to grow corn. They have always had a difficulty in getting it away.
530. You think that if proper facilities were afforded to the district it would progress? Yes; it would always have the Sydney and Brisbane markets opened to it.
531. Can you tell us what was the state of the entrance to the river twenty-five or thirty years ago? The bar was pretty much as it is now. Sometimes it would be pretty good, and sometimes it would be nearly closed altogether. I remember an occurrence before the improvements were started, which will show you how bad the lower part of the river was. There was a launch drawing only 2 feet of water. She was in charge of a competent man, and the passage was so bad that it took her many hours to make a few miles up the river.
532. Is there a shifting bar at the entrance? Yes; it has been shifting at intervals since I first knew it. It depends a great deal upon the body of water which happens to be coming down the river.
533. What is your opinion of the effect of the works already carried out? They have made a great improvement. Within the last few months I went up the river in a launch drawing 4½ feet. We went up

Hon.
S. Charles,
M.L.C.
18 Mar., 1898.

- Hon. S. Charles, M.L.C.
18 Mar., 1898.
- up at dead low water as far as Murwillumbah, and they told me on the way up that, excepting in one or two spots, they had 8 or 9 feet of water along the training-wall.
534. There is no doubt in your mind as to the permanence of the good which has been effected by the work? No doubt whatever.
535. Do you think the Government would be justified in continuing the works with a view of making the entrance to the river more secure? Decidedly; but if I might be allowed to express an opinion as to the best means of effecting a permanent improvement in the river I would suggest that a canal should be cut through to Danger Bay. There is deep water there, and a small breakwater would be sufficient to keep the sand from working round the mouth of the entrance. It would always be sheltered, and there would be smooth water. I would not express an opinion as to the cost.
536. What is the nature of the country through which the canal would have to be cut? As far as I know, it is all sand. It is a very low neck of land, not more than 7 or 8 feet above the level of the sea or river.
537. Do you think it possible that at one time the river may have found an outlet there? I think it is quite possible.
538. If the project is carried out, will it have a permanently good effect? I think so. I speak from what I have seen of the Gippsland Lakes, where extensive works have been carried out. Those works have greatly improved the entrance. I do not think the northern breakwater should be carried out as far as the southern breakwater. There is always a heavy current coming up which would have a tendency to block the entrance, unless the southern breakwater were extended a good way out. I would carry out the northern breakwater as far as the rocks.
539. Providing these works are carried out, it would be necessary to make the river navigable to do a great deal of dredging? Yes; but if the upper part of the river were once dredged I do not think it would silt up again.
540. Suppose the river were fitted for the navigation of vessels drawing 6 or 7 feet of water, do you think that would meet the circumstances of the trade of the district? I think it would be necessary to provide for a draught of at least 8 or 9 feet.
541. You would suggest, then, that dredging should be carried out in addition to the proposed works? Yes; as long as the dredging is done in a straight line, giving the current a fair run.
542. You think the resources of the district justify the proposed expenditure? Yes. I think that if proper facilities were afforded there would be a great increase in the shipment of goods and of agricultural produce.
543. Do you know upon what terms land can now be obtained for dairying purposes? I know that partially-cleared farms can be rented at a very low rent. Land can be purchased cheaply now, although some years ago it was very hard to get. A good many people burnt their fingers in purchasing land there years ago, and it can now be obtained at a reasonable figure.
544. I suppose there would be no difficulty in the way of cutting up large estates for the purpose of closer settlement? No; it is a thing which most persons there would be anxious to do.
545. Of late years there has been a great rush for land in the northern district? The rush has been supplied to a certain extent in the Richmond River district; but I think that it will spread to the Queensland border.
546. I believe that some of the Illawarra farmers have gone to the district to take up areas? Yes; a great many have gone, and I believe that more are going.
547. *Mr. Wright.*] You think the country would be justified in spending £45,000 in the improvement of the Tweed River? I certainly think so.

MONDAY, 21 MARCH, 1898.

Present:—

CHARLES ALFRED LEE, Esq. (TEMPORARY CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Tweed River.

Walter Scott Campbell, Chief Inspector of Agriculture, Department of Mines and Agriculture, sworn, and examined:—

- W. S. Campbell.
21 Mar., 1898.
548. *Mr. Clarke.*] Can you tell the Committee what kind of produce is grown in the Tweed district, at the present time? Sugar-cane is the chief product, at present. I think a good deal of dairying is likely to go on there. With regard to the district itself, I think it is one of the most productive in the Australian colonies.
549. The land there is very fertile? Exceedingly fertile; it is very heavily timbered. There is a great deal of timber of very good quality which could be cut there, if there were greater facilities for its shipment than at present exists.
550. What descriptions are there? Teak, cedar, hardwood, pine, and various other brush timbers.
551. You are aware that in the earlier days the chief valuable timber there was cedar? Yes.
552. Has not that to a certain extent been worked out? Yes; I think the greater part of it has been cut down. Still there exists a great deal more in rather inaccessible places.
553. If greater facilities for getting timber away were given, you think that some of it would be brought down to the river for shipment? I think so. There is also the timber they call beech, although it is not a true beech. That is one of the chief timbers, and there is a good deal of it in the district. There is also some black-bean, but I do not think they get much of that.
554. Is the timber easily removed, to render the land fit for cultivation? Yes; I think it can be removed for from about £1 to 30s. per acre,—that is cut down. It is cut down and burnt off, and then grass is sown in among the logs and stumps, which are gradually got rid of.
555. It must be soft timber to allow that to be done? It is brush timber.
556. I suppose that where timber is hard it is much more difficult to remove than where it is soft? Unquestionably.
- 557.

W. S.
Campbell.

21 Mar., 1898.

557. It is the hard timber which generally comes to market? I do not know that much hardwood timber comes from the Tweed. I think the trade is pretty well confined to beech, cedar, and pine; but there is hardwood there, and not very far from the river.

558. What likelihood is there of other products than those you mentioned coming from the district? They could grow fruits there. They have grown admirable oranges. Some of the best in the colonies were grown there. I think it is very likely that there would be a good trade in early oranges by-and-bye. They could also grow pine-apples and bananas there. They grow equally as well as in Queensland, and the district should be able to compete with that colony. Coffee grows there admirably.

559. Owing to the present state of the river, it is not so easy to get produce way from it as it is from Queensland? That, unquestionably, is the great drawback to the district.

560. You think the Government would be justified in spending a considerable amount of money upon the proposed improvements? I think so. The larger steamers could get down in quicker time, and could bring the fruit in a riper state. I may also state that potatoes, French beans, and other tender vegetables, could be grown there all the year round. For instance, we might keep up a constant supply of tomatoes to Sydney. I have seen tomatoes growing wild there in winter-time, and ripe.

561. Is maize grown to any extent? Not to any great extent.

562. Is the land not suitable for growing maize? It is fairly suitable, but they have paid more attention to sugar-cane than anything else. It took the place of maize.

563. The maize grown on all the northern rivers is more or less liable to weevil? Yes; but they can get over that difficulty, I think.

564. How? By keeping the maize in air-tight tanks. The weevils are destroyed in that way. They can also be destroyed by bi-sulphide of carbon.

565. You are aware that in the Bega district maize has been known to be kept for two years entirely free from weevil? Yes.

566. Cannot that be done by keeping the maize in the cob in large sheds with plenty of ventilation? The weevil lays its egg in the field. I do not think the precaution you suggest would prevent it.

567. You think that in the Northern districts the weevils are in the cob before they are pulled? Yes.

568. You think the expenditure hitherto made upon the improvement of the Tweed River has been justified? Yes, it has had an extraordinarily good effect. It is a new river. Before the improvements were carried out, I tried to get down in a pulling-boat, and I got stuck every five minutes. Last time I went down in a steamer without any impediment whatever. There seemed to be a wonderful transformation.

569. You think the improvements already effected have made a great improvement both on the bar and inside? I do not know about the bar; I can speak only about the river. The improvement in the river is very marked.

570. It is proposed to spend £40,000 upon the further improvement of the river;—do you consider that that expenditure would be justified? If it would deepen the bar to 11 feet, I should unhesitatingly say that it would be a good expenditure.

571. I believe the Queensland Government intend to extend the railway from Southport to the Tweed? I have heard so.

572. In that case, do you think fruit and vegetable grown upon the Tweed would find a market in Queensland? I should not be at all surprised to find that it was so.

573. On the whole you are of opinion that the proposed expenditure is justifiable? Yes.

574. *Mr. Trickett.*] I suppose you regard the Tweed district as eminently suited to the growth of sugar? It is very well suited for that.

575. What is the term for which land can be used for sugar there? It should be fallowed every four or five years. They can afterwards grow the cane again.

576. How many crops do they get a year? They get a crop in about eighteen months. They could have three good crops, and then they should plough the cane out and grow something else. They can cut cane annually, but it would not be wise to do so. They generally cut it in eighteen months, and sometimes two years.

577. How do you estimate the cane crop? So much cane per acre taking the tops off. They get so much a ton for the cane. The Company takes nearly all the cane and pays so much a ton for it, the Company taking the risk. They know that certain canes are very likely to yield a certain amount of sugar, and they tell the people what kind of cane they will take if it be grown. There is a fast-growing big cane—the Black Java—which they would not permit them to grow at first, but when the disease broke out on the Clarence and Richmond it was permitted, and I think it is permitted now.

578. With regard to the sugar land, what is its productive capabilities? It varies very much—from 25 tons to about 60 or even more to the acre.

579. Which is the better class of land for growing sugar—the swampy land or the land away from the swamps? It will not do in swampy land. The land must be drained. I presume you are referring to the brush land; that is generally supposed to grow the best cane.

580. Do you know how much per ton the cane is worth at the mills? It varies—I think from 10s. to 13s. 6d.—I am not sure what the present price is. I think the Colonial Sugar Company has made some alteration since the duties have been gradually taken off.

581. I am asking the question with a view to ascertain what area would be required by a person in order to make a living? You may reckon about 10s. a ton, and 30 tons to the acre. I have seen some yields go as high as 70 tons. Down on the Richmond they were giving 13s. 6d. a ton at one time; but I think that now the contracts are much lower than they used to be.

582. Is the cane delivered by the growers to the mill? They cut it, and take it to some depôt on the river. I think they have to take it to the bank of the river. They are taking cane now by the railway to the river. I do not know how far they have to cart it; but I presume to the railway.

583. Your information would seem to show that a small area would be sufficient for a man to live upon if he grew cane? Yes, at present prices; but they are lowering them, and they are to be lowered every year until the duty is taken off altogether. Then, of course, they will not do so well.

584. Is the cane a very expensive crop to produce? No; it is not expensive. There is nothing to do after planting and keeping the cane free from weeds for three or four months. It then shades the land, and the growers can sit down for the rest of the time.

585. Have you been to the Tweed lately? I was there a year ago.

W. S.
Campbell.
21 Mar., 1898.

586. Did you notice whether, at that time, a change was coming over the face of the country as regards its occupation—whether cane-growing was giving place to dairying pursuits? I believe that is so.
- 586½. Did you hear the reason of it? They anticipate, I believe, that it will not pay when the duties are taken off, in many instances, to grow cane. Then, again, many persons are coming to the district who never grew cane, and who never thought of growing it. They have come there merely to carry on the dairying industry. I am speaking now of the district generally, not merely of the Tweed. The Richmond and the Tweed districts run into one another, and you can hardly define the boundary between them.
587. A number of persons have come to the district from the dairying districts of the south? Yes; it is the best dairying district in any of the colonies, without exception.
588. Is it suitable for artificial grasses? Yes.
589. I suppose they are chiefly grown? Yes; because there are no indigenous grasses in the scrub.
590. What grasses are grown? Rye-grass, cocksfoot, couch-grass, prairie-grass; white clover is also grown.
591. Owing to the great rainfall the grass is kept growing all the year round? Yes.
592. The carrying capacities of the country are very heavy? Very heavy indeed.
593. I suppose a great deal of the land adjoining the river is subject to flood? I believe that a great deal of the brush land is more or less subject to flood.
594. But the flood would not do much harm to the grasses? No. In regard to a great deal of land upon the Tweed, the banks of the river rise pretty high, and they are growing some of the best cane on that land.
595. From your general knowledge, you look upon the district as a permanent agricultural district? Yes.
596. One of the best in the Colony? Yes.
597. And, as far as you can see, the only means of getting produce to the big markets from it is by steamer? That is all I can see at present. The want of shipping facilities has always been a great hindrance to the district.
598. The country about the Tweed River is only sparsely populated? The population is comparatively sparse.
599. Is there much available Crown land in the district? I do not think there is.
600. The land is held privately in considerable blocks? In large areas.
601. There is some good land on the McPherson Range? Yes; even at the top of Mount Warning I found good land.
602. You think there would be a good future before the district if the river were so improved as to admit boats of 400 or 500 tons? In that case, I think, the future of the district would be very satisfactory.
603. There would be a large access of population? There should be, undoubtedly. The larger areas are sure to be subdivided. A man with a family ought to live, as regards a great portion of the country, upon 40 acres.
604. You think that a man with 40 acres, combining agriculture with dairying pursuits, could do well? He could make a comfortable income and raise a family. Of course, there are some poor portions of land in the district, but the major portion of it is good.
605. The country is not altogether suitable for maize-culture? It is not so suitable as are some other places.
606. Is not the maize often weevily in the field before the cobs are pulled? I have heard that, but I do not think it often occurs. It occurs in flood-time.
607. I believe that none of the maize grown in Queensland can be kept for more than two months? Oh, yes; the maize grown upon the Darling Downs is all right.
608. As to the method you suggested, of keeping maize in hermetically-sealed tanks, that would be an expensive process, beyond the means of the ordinary cultivator? I do not think so. They fill the tank, put a candle in, and then cover up the tank. The candle burns up all the oxygen, and in the absence of oxygen the insect cannot live.
609. You think the district will excel in dairying and in semi-tropical products? Yes.
610. There is a number of immigrants in the district from other parts of the Colony now? Yes.
611. And I suppose that immigration may be expected to largely increase as the river entrance is improved? Yes.
612. If the river were made navigable, there would be no want of shipowners to send vessels there, you think? I do not think so.
613. Suppose the Queensland Government constructed a line from Southport to the Tweed, what effect do you think that would have upon the trade of the district? That is a hard question to answer. If they grew only early fruits for market they would not be wanted in Queensland—they would all come to Sydney; but I think it likely that Queensland would take a large quantity of our butter.
614. You think that Queensland would become a competitor with the Sydney market, still further enhancing the importance of the district? Yes.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and examined:—

- C. E. Rennie. 615. *Mr. Trickett.*] You have some information to give the Committee as to the Crown lands available in the Tweed district? Yes; the portion of map I produce, shown within the red band, is approximately the watershed of the Tweed River. Within that area the land alienated is shown by a blue tint, the Crown lands by a brown tint, and the reserves by a green tint. The part immediately adjoining the entrance I have shown on the second map, on a large scale. On that map also the different classes of land are shown in the way I have just described. Upon the first map the respective areas are as follow:—Alienated land, 87,400 acres; reserves, 68,260 acres; Crown lands, 130,290 acres. The total of those figures will be the total area of the watershed.
616. Are the reserves in use at the present time? The two large reserves are forest reserves.
617. Is the timber being conserved? I presume so, that being the object of the reservation.
618. The land has been pretty fairly selected? Yes; the best land appears to have been taken up.
619. Is selection still going on in the district? Not to any extent.
620. Will you supply us with details of the different classes of land shown upon the smaller plan? Yes. [*Vide Appendix.*]
621. *Temporary Chairman.*] How is the Crown land held? About 51,400 acres are under occupation license. The balance is practically untenanted; there may be annual leases here and there. 622.

622. Would that indicate that the land is of an inferior character? The presumption is that it is inferior for agricultural settlement. C. E. Rennie;
623. In what direction does the bulk of that land lie? There is an unbroken stretch of it from the Queensland Border right down to the Dividing Range, where it forms the southern watershed of the Tweed. 21 Mar., 1898.
624. Is your Department dealing with any land in that district at the present time? Not that I know of. The district surveyor may have something in contemplation; but there is nothing that we know of at the present time.
625. Is the land which has been alienated in the vicinity of the river ordinary conditional purchase or under special areas? The presumption is that the bulk of it is ordinary conditional purchase.
626. Have there been any special areas offered in the district? Yes; in the parish of Terranora, close to the Queensland Border, and near the entrance. The areas range from 100 to 320 acres. There were altogether 1,840 acres. The land was not taken up; it is open now.

Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department, sworn, and examined:—

627. *Mr. Wright.*] What information can you give the Committee as to the population of the Tweed River district? I should explain that, according to direction, we have divided the Northern Rivers districts as far as possible according to the direction of their trade; there has been some difficulty in getting accurate information as regards two or three of the districts. H. Spondly.
628. Would you give us the information you have as to the Tweed? The population from the district the trade of which actually goes to the Tweed Heads is 1,630. 21 Mar., 1898.
629. Have you included in that estimate any portion of the Brunswick River? We have gone down to a few miles south of Cudgen—say about 10 miles. The district further on would be affected by the railway.
630. You have not included the population who trade with Byron Bay? No.
631. The Committee desire to know the population which would be affected by the improved navigation of this river? That would be a different return altogether from that which we were asked to furnish. The following are the particulars I can give you at present in regard to the Tweed:—The total area affected is 185,040 acres, of which 119,979 acres are occupied, consisting of 51,074 acres of Crown land and 68,905 acres alienated land, of which 58,347 are freehold and 10,558 are private leasehold. The area under various crops, for the year ending 31st March, 1897, is as follows:—Maize, 1,444 acres; other grain crops, 168 acres; lucerne and sown grasses, 30 acres; sorghum, 154 acres; root crops, 36 acres; sugar-cane, 2,311 acres; vineyard and orchard, 43 acres; market-gardens, 7 acres; minor crops, 14 acres. Total area under crops, 4,207 acres. In the same year there were produced 41,787 bushels of maize, 73 tons of hay, 83 tons of potatoes, 25,802 tons of sugar-cane, 337,392 lb. of butter. There were also 1,572 horses, 2,907 dairy cattle, 10,080 head of ordinary cattle, 40 sheep, 1,450 swine. In regard to the Byron Bay district, the estimated population at the end of 1897, was 1,980; the total area of land affected is 148,032 acres, of which 95,983 acres are occupied, consisting of 40,859 acres of Crown land and 55,124 acres of alienated land, of which 46,678 acres are freehold and 8,446 acres are held under private leasehold. For the year ending 31st March, 1897, the area under various crops was as follows:—Maize, 1,145 acres; other grain crops, 134 acres; lucerne and sown grasses, 24 acres; sorghum, 123 acres; root crops, 29 acres; sugar-cane, 1,849 acres; vineyards and orchards, 34 acres; market-gardens, 6 acres; minor crops, 11 acres. Total area under crop, 3,355 acres. For the same year there were produced 33,429 bushels of maize, 58 tons of hay, 66 tons of potatoes, 20,642 tons of sugar-cane, and 269,914 lb. of butter. For the same year there were in the district 1,258 horses, 2,326 head of dairy cattle, 8,064 head of ordinary cattle, 32 sheep, and 1,160 swine.
632. Will you prepare for the Committee particulars of the land holding and production for the electoral district of The Tweed? Yes.

THURSDAY, 24 MARCH, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN). The Hon. JAMES HOSKINS. The Hon. WILLIAM JOSEPH TRICKETT. The Hon. DANIEL O'CONNOR. HENRY CLARKE, Esq.		CHARLES ALFRED LEE, Esq. GEORGE BLACK, Esq. FRANCIS AUGUSTUS WRIGHT, Esq. FRANK FARNELL, Esq.
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The Committee further considered the proposed Harbour Works at Tweed River.

George Wallace Nicoll, steamship-owner, sworn, and examined:—

633. *Mr. Black.*] You are a shipowner, residing at Sydney, trading with the Tweed and other places on the coast? Yes; the Tweed is the only river that I have steamers going to at the present time. But we trade also to ocean jetties and open roadsteads. G. W. Nicoll.
634. How long have you been engaged in that trade? Some thirteen years, I think. 24 Mar., 1898.
635. Have you been trading to the Tweed continuously? Yes, with some small interruptions resulting from the loss of ships, or accidents.
636. Have you had many wrecks at the Tweed Heads? We have lost two steamers at the entrance, and one at Byron Bay a few miles further south.
637. What was the cause of your wrecks at the Tweed? The first wreck was that of a steel steamer which was built for that trade. There was a sharp turn in the current at the mouth of the river, and the entrance was very narrow. In crossing in the vessel did not answer her helm, as it was necessary she should do in the peculiar circumstances. She was driven on to the rocks by the sea getting on her broad-side after the helm did not do as much for the ship as it was hoped it would do. She had a tug-boat in front of her at the time she was wrecked.
638. The narrowness of the entrance had something to do with that wreck also? Yes; the entrance was so narrow that it was not possible for the tug-boat to go alongside the steamer as is sometimes done. There had to be a towline in front, and the tug-boat would turn independently of the steamer following.

- G. W. Nicoll. 639. What was the width at the entrance at that time? Probably from 50 to 70 yards. It is difficult to know the width with a uniform depth of water, but I should think that what might be called the channel would be from 50 to 70 yards at that time.
- 24 Mar., 1898. 640. What width should there be consistent with navigable safety? I think 100 yards would be the maximum width to give safe navigable conditions to vessels of the character which might reasonably be expected to go there. Large steamers would need more, but they would not be expected to trade at such a small harbour.
641. You think 70 yards would be the minimum? Yes; I think that vessels would need that. The range of the conditions and the sea-way with which the captains have to cope would necessitate there being room to spare.
642. Then, if it were proposed to maintain an entrance with a width of 500 feet would you think that satisfactory? If there were a definite channel which might be hoped to continue in one position, and if the uncertainty as regards the depth of water were minimised, I should say that it would be enough.
643. I infer from your remarks that one of the dangers of navigation there is the lack of knowledge and want of confidence upon the part of captains as to what are the conditions out of sight;—there is a shifting bar? Yes; and you are exposed to the sea-way. The captain requires that the water should be reasonably smooth, at all events, and he must know from the pilot that there are 8 or 9 feet of water before he can determine that it is wise for him to navigate the bar.
644. How many vessels have you trading to the Tweed River? One now. But when the district had more business, I had three coasting steamers trading there at the same time.
645. What would be the draught of your steamers? From 7 ft. 6 in. to 8 feet. I am referring now to the "Wollumbin." She is equal to 220 or 230 tons, if the bar be favourable.
646. How long have you been running only one vessel to the Tweed? For about a year and six months. The business has become so small that one vessel is more than enough to do my Tweed River business.
647. Is the declension in the inward or outward traffic? Principally inward. The decline is greater in the inward traffic, but there is a considerable decline in the outward traffic also.
648. How do you account for it? There are many reasons. One is, that the timber industry has been considerably destroyed by the present tariff. Another is that there has been a temporary population. There was a large population there who have now left. Persons were employed there during the construction of the railway, and others were employed upon Government works which are not now there. It was a temporary population.
649. While the population was there, there was a large consumption of goods which were principally supplied from Sydney? Yes. I think some families have also left the district, but I think that would be made up by persons since securing dairy farms there. They are reducing the growth of sugar-cane there now.
650. What do you carry principally to Sydney? Pine and cedar logs.
- 651-2. Can you give the Committee any idea as to what is the traffic per annum both ways? Yes.
653. What is your principal port in the river? We only anchor inside the river. It is not navigable for my steamers. I have steam droghers and punts with which I deliver the cargo from Sydney up the river and the creeks.
654. How many tons per annum are there inwards from Sydney? I am in the habit of taking away about 30 tons per trip, and we do not average more than two and a half trips per month. That is to say, if I had 50 tons at one time I should not have more than 20 the next. The trips are erratic, from a variety of conditions. In February last I made one trip and a portion of a trip only. At another time I might make three trips a month, according as favourable conditions at the bar give despatch.
655. But you average about thirty trips per annum? Yes.
656. Therefore, there are about 900 tons per annum inwards? Yes.
657. How many tons would there be outwards? The cargo outwards is heavier. It is more valuable—that is to say, the freight earned coming from the river is greater than going to it. I think 100 tons would be quite equal to the freight which my one steamer at present carries.
658. About 3,000 tons per annum? That would be quite as much as I can feel sure of the steamer averaging in her thirty trips.
659. If there were an improved entrance, if there were a scouring of the river and a deepening of the channel, enabling your steamer to go further up, do you think there would be any increase in the annual tonnage carried? Yes, for this reason—that I create my freight. It is my own timber. I go into the forest, pay a license, and have the timber hewn and drawn by teams. I should increase that timber business in proportion to the increased number of trips made.
660. It would be a great saving to you if you could at once put the timber on to the vessels without having to tranship it from the droghers? Yes, for this reason; it has become a question as to whether I should continue the trade at all. It is at present comparatively unprofitable. We make long trips, and the timber has a miserable market, because the imported timber has taken its place since the duty of 1s. a 100 feet super. came off. Generally speaking, the trade appears to be becoming more and more unprofitable. If I had a certainty that I could get in and out, as in the case of the Clarence, I could make a greater number of trips, and I could work the vessel at the same yearly expenditure, and she would earn a great deal more money.
661. You think that the extra cost of handling is a considerable item? Yes; but that is a small item compared with the greater cargoes and the greater number of trips in the course of a year. I could cross the bar with half as much again as we now do, because we are never full, and I should make a greater number of trips. The gross earnings would be greater, whereas the cost would not be materially greater. There might be a little more coal used, but that would be all. I may mention that there is a difficulty at this particular entrance with which we have not to contend at the other bar harbours on the coast. The Tweed is the furthest north of our bar harbours, and during the season of the year from December, until April or until the equinox of the sun, there is a considerable difficulty in navigation, not so much on account of the gales of wind as on account of the heavy roll from the south-east, which obtains about Cape Moreton and further north. The Tweed River is far enough north to cut into the southern limit of this very heavy roll, and if we are to have any training-wall, dyke, or mole to shelter the place, it should be on the south side, and at such an angle that the south-east roll will come up at right angles to it and be checked by it. I saw the proposed breakwater for the Manning River pointing in a south-easterly direction. Such a work would not help us at the Tweed at all, because it would be directly on to the swell. The dyke, or mole, should point to the north-east. 662.

662. You think that the proposed entrance is too open to the south? Yes; all my captains are anxious on this point. They all say that if the time should ever come when protection is afforded to the Tweed Harbour the mistake should not be made which has been made in connection with other rivers, that is to say, that the angle of the dyke should be of such a nature as to afford protection against the south-east roll, which the Tweed experiences above all other rivers during the equinoctial season. Whether it is due to the fact that the place is near the southern limit of the south-east trade or not we cannot say; but there is the fact that we have rain and south-east gales there when it is comparatively fine on the other rivers on the coast further north. This is very severe to shipowners trading to the place.
663. You think the southern mole instead of being to the south should be turned somewhat to the north? I do. It would prevent the south-east roll from breaking into the entrance to the extent it now does.
664. If a channel were made to Murwillumbah, preserving throughout a depth of not less than 7 feet at low tide, would you be able to get right up the river? Yes, readily; in fact, we can get up 6 miles, occasionally, since the dyke has been formed. The bar shifts within a radius of possibly half a mile. At times the bar is fairly east, at other times it is a little south of east, at other times it is about north north-east, going right along the northern rocks. Under some circumstances of the bar my steamers have been able to get right up to Cudgen. That is the first wharf higher up than the Heads wharf. We have landed cargo there on several occasions, but the bar shifted again soon afterwards, and the channel again became blocked.
665. It would be possible to keep open the channel by further improvements, so as to avoid the use of droghers at any point? I consider that if the training-walls were carried out to a reasonable distance beyond the present mouth of the river, or sufficiently beyond it to check the south-easterly roll, which is the invariable cause of detention, the ebb tide would secure and keep the channel open in such a way that small steamers or vessels would be able to make regular voyages.
666. If those conditions were preserved, would you be likely to increase the number of your ships? I should.
667. Of course you cannot say to what extent? No. The population is likely to considerably increase in time, and that would mean that the general business would be greater and more valuable.
668. Is there any other vessel trading to the river? Yes, there is another steamer besides mine.
669. Who is the owner? He was an employee of mine—Captain Tulloch. He bought a small steamer, and has been running in opposition to me for four or five years. He has been running to the river continuously.
670. Is it a large steamer? No; it is smaller than mine.
671. I suppose you have made frequent trips to the Tweed? Very frequent. I am nearly as much up and down as I am in Sydney.
672. What is your opinion of the locality? I think it is one of the most fertile spots in New South Wales, and that it is capable of a great advance in trade and increase in population.
673. In what direction do you think the development of the district is likely to extend? At the present time it can only be in the direction of dairy produce and agriculture. The sugar people are likely to abandon their industry. When I had three steamers running there two of them were always carrying sugar.
674. Has the district any peculiar adaptation to dairy pursuits? It has on its higher lands. The land which grows the best sugar lies comparatively low, and gets silted up when the flood comes. It there were grass there it would at times be greatly injured, whereas the land is not often injured for the purposes of cane-growing. The grass and clover affected by the floods on the flats would take some time to recover themselves, and it would, therefore, generally be the hilly or back country which would be specially adapted to dairying. That is not very extensive. While it is a good dairying district, I would not call it an extensive one. It is in my opinion a district which would be best used for mixed products—so much sugar, so much mixed agriculture, and so much dairying.
675. We have been told that some of the high ground is superior to the flats in quality? There is high ground superior in this respect—that the frost does not injure cane so much there as on the flats. As against that, the land on the hills which grows cane can never be replenished until it has been fertilised, whereas there would be no occasion to fertilise the flats.
676. Is there any trade to the north from the Tweed? Yes; there has been a ketch running to Brisbane off and on. She used to get enough to do, and when the railway works ceased and that population went elsewhere she was removed. She used to bring down kerosene, sugar, and a few articles which fitted in with the Queensland tariff.
677. Is there any considerable traffic by the railway? Very little. The railway, I think, is not paying. A few days ago I was a passenger both ways, and there were only five or six people in a train of several carriages.
678. There is not much goods traffic? Not much. The railway carries the sugar-cane for a part of the year, and during the other part I am its best customer. I have a big timber business at Byron Bay, and the railway brings timber logs from different districts to that point.
679. Have you ever considered the question of the north coast railway? I have never given it special consideration.
680. Do you think such a line would be likely to be payable? I cannot see any hope of it.
681. It would not be a cheap line to construct? No; and it would plunge the country almost into insolvency. We could carry produce for about 7s. or 8s. a ton if we had a good harbour, and it is, roughly speaking, 400 miles from the Tweed to Sydney.
682. What are your rates now? Ten shillings and sixpence and 12s. 6d. for cargoes inwards and 15s. for measurement lines. Then, again, the return cargoes average about 10s. The timber trade, as you will have gathered from my former remarks, is an erratic trade according to our market here.
683. *Mr. Hoskins.*] You frequently visit the Tweed district? Yes.
684. Have you seen the works which have been carried out there by the Harbours and Rivers Department? Yes; I brought all their appliances away recently. I was walking on the dyke looking at the works a short time ago.
685. Do you think the works constructed there a short time ago by the Government have greatly improved the river and its navigation? I am perfectly sure of it, because never since have we had such shoal water there as we formerly had. I have seen the bar with no more than 5 feet at high water. On several occasions there have been 5 feet, 5 ft. 3 in., and 5 ft. 6 in. Now, for the last two years, there has been nothing less than 7 feet and 7 ft. 6 in.
686. The improvements have, therefore, been a great advantage? Yes.
- 687.

G. W. Nicoll.
24 Mar., 1898.

- G. W. Nicoll. 687. You were one of the first persons to start steam navigation to the Tweed? Yes; I went up in 1880. I interviewed the pilot, and had the river sounded right up to Byangum, in order to give myself a general idea of the prospect of laying on steam communication to the district.
- 24 Mar., 1898. 688. What was the tonnage of the first steam-vessel which started the trade? 150 net, with a carrying capacity of 240 tons.
689. What is the carrying capacity of the steamer you are now running? Some 10 or 15 tons smaller.
690. How do you account for that? I have had several steamers in the interval. The pioneer steamer which went there was wrecked on the North Head. I thought at that time that it would be practicable to get a steamer 4 or 5 feet longer. The next steamer I built was about 140 feet in length, but soon after she began to trade there she became a total wreck also, so that owing to the obstructing spit, I had to build my present trading steamer "Wollumbin" some 10 feet shorter. Immediately inside the Tweed River entrance there is a very wide spit, and there was a channel on each side of it. These channels are very difficult to navigate. Before the harbour works were constructed the channel seemed to be spreading itself in such a way as to form a miserably-narrow gutter immediately inside the seaway. The spit divided the river into two parts. On the northern side there was a Government wharf, and where we moored the ship it became so narrow that we could not turn her. We had the greatest possible difficulty in getting the vessel round to come out without getting out into the heaving water. We had to even lighten the droghers carrying cargo across certain parts in order to get up. There was the greatest difficulty in getting cargo up, but it does not now exist.
691. You have only one steamer trading to the Tweed now? Yes. As I explained, I have had three in the interval.
692. Has the population of the Tweed River increased? I do not think there has been any increase in the population for the last twelve months, or more.
693. Do you anticipate that it will increase? It is increasing now—just lately. But we have not had the benefit of the trade yet. A lot of the families are just reaching the place. I hear that several are taking up the land for dairy farming.
694. Has the quantity of trade to and from the district increased lately? No; it has not. I have manifests and some figures to prove that.
695. Has not the railway constructed from the Tweed to Byron Bay diverted a lot of trade from the Tweed River? It has diverted some. The position of the matter is this—that the people nearest The Tweed send their produce there, and the people nearest Byron Bay send their trade to the bay.
696. Seeing that the trade of the place is not increasing, do you think the Government are justified in spending £50,000 or £60,000 upon the improved navigation of the river? I feel satisfied that if the people had a better entrance to the river, they would be better off. I attribute as one reason for the diminution of trade the comparative poverty of the people. They have not the spending power they used to have.
697. I suppose that the resources of the district are so great, that if an industrious population were settled upon the soil, the trade must inevitably increase? I believe distinctly that if there were improved conditions at the entrance to the Tweed River, there would be more encouragement to people to lay out money and make homes for themselves.
698. The Government propose to improve not only the entrance to, but also the navigation of the river? That also is an advantage, but it is not so considerable as is the improvement of the entrance. It would always be possible to get droghers and lighters up. There would not be anything like the proportion of loss to me that would result from detention at the bar.
699. But if the quantity of water in the river were increased, so that your vessels could take the produce higher up, would not that have a tendency to cheapen freight? It would unquestionably to some extent, but not to the extent that the better bar would cheapen it. Since the dredges have been there, it has been possible to get ordinary steam lighters up the river, but there was a time when you could not get lighters up.
700. Suppose you could dispense with lighters altogether? It would take 10 per cent. off my working expenses.
701. You think the Government, in the public interest, therefore are justified in incurring the proposed expenditure upon the improvement of the navigation of the river? I certainly do.
702. *Mr. Clarke.*] Does the other steamer trading to the river carry as much cargo as you do? I cannot say, but mine is the largest steamer.
703. Do you not occasionally fill up at Byron Bay? Not now. I have steamers going direct to Byron Bay. When the bar at the Tweed River will not allow a vessel to draw more than 7 ft. 6 in. or 7 ft. 9 in. she fills up at Woolgoolga and at Coff's Harbour, where I have saw-mills. Suppose for instance a vessel going out, owing to the state of the bar, has only 40 or 50 tons, she can arrange to take more in on her way to Sydney by calling elsewhere.
704. Does the "Augusta" take in cargo at Byron Bay? No; she does not go anywhere but to the Tweed.
705. *Mr. Lee.*] You are aware that £30,000 has already been spent upon the works at the Tweed? Yes; it has been a very satisfactory expenditure.
706. There is something to show for it? Yes; we used to have trouble with the Terranora waters, but they are now regulated by the works at the dyke. They have had a wonderful effect.
707. It is now proposed to expend about £43,000 more, and there is no provision for revenue to recoup the Government portion of the interest upon that expenditure;—are you prepared to show why port dues should not be charged, with a view to recoup the Government at least part of the interest on the outlay? I could not honestly say that I am prepared to advance a reason why dues should not be charged. I pay dues at Byron Bay, Coff's Harbour, and Woolgoolga.
708. There is no charge at the Tweed River? No. I will mention one anomaly to you. If you go to the Government wharf on the Richmond River—the wharf built at the expense of the Government—you receive cargo free of any expense. If your steamer goes afterwards to Byron Bay, a few miles away, it has to pay dues, and the residents all round have to pay wharfage on every package to and from the district. That is an anomaly in the arrangements of the Government.
709. If the entrance to these rivers were to be improved, the vessels would be able to carry more freight? Yes. I do not think that any shipowners would object to pay reasonable dues at any of the improved ports.
710. If the settlers in the localities are to derive benefit from the improved entrances, in the shape of reduced freight, do you think it would be too much to ask them to return a portion of the interest on the outlay in the shape of dues? I do not.

711. Do you think it would be in the public interest to make a charge? I do, undoubtedly; if it should be a very reasonable charge. G. W. Nicoll.
712. Upon the main question of ports versus railways, you know the northern coast better than do most people;—do you think it possible, under any conditions whatever, that a railway would be ever able to compete with water-carriage? There is no possibility of it if the line is worked upon commercial lines. 24 Mar., 1898.
713. If you admit that to be a commercial impossibility, do you think the ports on the north coast should be kept open for the purposes of trade? I consider that the ports on the north coast at such a distance from Sydney should be kept open as much as possible for navigation.
714. Would the freight be sufficient to warrant the Government in keeping open the ports? Yes; there has been a fair trade up to the present time, and, in my humble opinion, there is no spot in New South Wales which has such good prospects from the fertility of its soil and from its rainfall as Tweed and Byron Bay districts.

FRIDAY, 25 MARCH, 1898.

Present:—

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| THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN). | |
| The Hon. JAMES HOSKINS. | CHARLES ALFRED LEE, Esq. |
| The Hon. WILLIAM JOSEPH TRICKETT. | GEORGE BLACK, Esq. |
| The Hon. DANIEL O'CONNOR. | FRANCIS AUGUSTUS WRIGHT, Esq. |
| HENRY CLARKE, Esq. | FRANK FARNELL, Esq. |

The Committee further considered the proposed Harbour Works at Tweed River.

Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department, sworn, and further examined:—

715. *Chairman.*] You have prepared for the Committee some statistics relating to the Tweed River? Yes; they are as follows:— H. Spondly.
25 Mar., 1898.

TWEED ELECTORATE.	
Estimated population on 31st December, 1897	5,500
Total area of district	450,000 acres.
Occupied area—	acres.
Crown lands	115,000
Alienated lands—	acres.
Freehold	131,000
Private leasehold	24,000
	155,000
Area under crop—	270,000
Wheat	.....
Maize	3,240
Other grain crops	380
Lucerne and sown grasses	70
Sorghum	350
Root crops	80
Tobacco	.....
Sugar-cane	5,200
Vineyards and orchards	100
Market gardens	20
Minor crops	30
	9,470
Under permanent artificially-sown grasses	27,000
Production—	
Wheat	.....
Maize	94,020 bushels.
Hay	165 tons.
Potatoes	185 tons.
Sugar-cane	58,060 tons.
Live stock—	
Horses	3,540
Cattle—	
Dairy	6,540
Ordinary	22,680
	29,220
Sheep	90
Swine	3,260
Production of butter	760,000 lb.

FRIDAY, 1 APRIL, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).	
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Tweed River.

Robert Craig, Tweed River Creamery and Butter Company, sworn, and examined:—

- R. Craig.
1 April, 1898.
716. *Mr. Hoskins.*] Do you live in Sydney? Yes.
717. You occasionally visit the Tweed? Yes; in connection with the factory there in which I am interested.
718. Where is your factory situated? A little above Murwillumbah.
719. How long have you known the Tweed River district? Only since we started the factory there.
720. Are there many new settlers coming to the Tweed? We know from the reports of our manager there that new families are coming into the district.
721. Are there many people engaged in butter-making there? Our factory is situated upon the north side of the river, and is the only factory on that side. We make about 100 boxes of butter, or about 2½ tons, per week.
722. Is your business increasing? Gradually. When we started we made about fifty boxes a week.
723. The settlers upon the Tweed are mainly engaged in growing sugar, in dairying, and in timber getting? Yes, those are the principal industries.
724. How did you go to the Tweed—by steamer from Sydney? No; I went to the Clarence, and from there by coach to Woodburn, on the Richmond. From Woodburn I went to Lismore, and from Lismore I took the train to Murwillumbah.
725. Have you been up and down the Tweed River? I went down the river about half way to the mouth, in order to gain a little knowledge of the country; but I do not come here because of my knowledge of the district. I simply appear before you to report the interests of the farmers there, and the interests of the factories.
726. The interests of the district? Yes.
- 726½. Is your factory near the river? Yes. There is a tramway about 200 feet long, leading from the factory to the river bank.
727. How do you send your butter to Sydney? We have an arrangement with the captain of the s.s. "Augusta." The steamer cannot get up the river, although she can cross the bar, and we pack our butter into an insulated room upon a launch which takes it from the wharf at the end of the tramway to the steamer. The butter is then transferred to the steamer, and removed into a similar chamber on board the steamer. Both in the launch and upon the steamer there is an apartment above where the butter is packed which is filled with ice. Last Saturday we put about 100 boxes of butter on board the steamer; but the vessel is still lying within the bar, so that when the butter comes down here it will only be second-class butter, and we shall only be able to pay the farmers for it as such.
728. Why is the steamer still lying within the bar? Because she cannot get out.
729. Is there not enough water on the bar? I think so, and I know that if there were any possibility of getting out, the captain is not the man to hang back; but I think it is the heavy sea outside that is detaining the vessel.
730. Will not the vessel always be liable to a detention from that cause? I have never been down to the Heads, so that I cannot speak exactly as to the conditions prevailing there; but I think the state of the bar and the heavy sea outside prevent the vessel from moving.
731. You send all the butter produced at your factory by steamer to Sydney? Yes.
732. Is there not a steamer called the "Wollumbin" trading to the river? Yes.
733. Does she take butter from your factory? No; she does not take any butter from the Tweed, unless she is running in place of the "Excelsior," which trades to Byron Bay. The butter made on the south side of the river is shipped at Byron Bay.
734. Then you do not make all the butter that is made on the river? No. From the Tweed down half-way to Lismore most of the butter is sent to Byron Bay; but it is too expensive to send it to the railway from the northern side of the river.
735. On the northern side of the river how far are you from the terminus of the railway? The people on the northern side of the river are from ½ mile to 10 miles from the railway.
736. Can the butter be taken over the railway without being damaged by the heat? No. We should have used the railway if we could have done so; but the weather is too hot.
737. Is there not a large butter factory at Byron Bay? Yes.
738. Larger than your factory at the Tweed? Much larger. When it started it was about the same size as our factory; but they are now making five times as much butter as we are making.
739. Their business is increasing? Yes. I daresay that if it were impossible for the steamer to come to the Tweed we should have to punt our butter across the river and put it into the railway train, so that it could be taken down to Byron Bay; but in the summer it would be like oil before it got to its destination. We make ice at our factory to enable the butter to be kept cool when it is on the steamer.
740. The improvement of the navigation of the Tweed River would materially benefit the industry in which you are interested? Very much. It would be of great service to us if the steamer could make a regular trip once a week. When there are westerly winds blowing, and little or no sea, she can make a weekly trip.
741. How long has your factory been at work? We started work in November last; but this has been such an unusual season, easterly winds having been so prevalent, that upon only two occasions have we been able to get our butter into Sydney fresh, because the steamer has been detained so frequently. Sometimes it has been as long as ten days before we could get our butter to Sydney.
742. Taking into consideration all the difficulties with which you have to contend, do you or do you not propose to extend your factory if the trade increases? We are prepared to extend our business, and we have sent up a very large separator to deal with the milk supplied by people living within 4 or 5 miles of the factory.

743.

743. Despite all these delays, I suppose you can dispose of all the butter you make? Yes; we have no trouble in doing so, but we get from 1d. to 2d. a lb. less than we should get if it were not for these delays, and, of course, we have to pay the farmers less. R. Craig.
1 April, 1898.
744. Do you think that the dairying industry will develop in the Tweed District? I am sure of it, from what I have heard by mixing with the people there. I was there for some weeks while the factory was being completed, and I met a great many of the people there. They wanted us to help them in getting more cattle, and they are all determined to go on with the dairying.
745. Have those people come from Illawarra or from Victoria? A good many of them have come from the Illawarra district. Many of them were previously engaged in the sugar industry, and half of them have still an interest in sugar. Part of their land is under cane; but they are trying, as the duty is taken off sugar, to go in for something else, and each year they are putting more of their land under grass.
746. The Government have already spent a great deal of money in improving the navigation of the Tweed, and it is our duty to ascertain whether there is a reasonable prospect of the district becoming still more productive and better settled? I might mention to you that the manager of our factory came from Victoria, where he had been connected with similar factories. We sent him up north, and told him to spy out a good situation for the factory. He went to the Clarence and then on to the Richmond and to the Tweed, and, after looking at the country, and being shown all over the district, he came to the conclusion that the Tweed was the best place in which to establish a factory. When he came back, we asked him if he was prepared to take an interest in the venture, and he said, "Certainly," because he thought that there was every prospect of the place succeeding. It is a district where there is grass all the year round, and the people only want a little more money in order to be able to buy more cattle. He told us, "I have been all over Australia; but I never saw a better dairying district than that between the Richmond and the Tweed."
747. Always provided that you can get over the climatic difficulties in summer? There is such a splendid rainfall there that they have natural feed nearly all through the season. They have only to make provision for feeding their animals for a month or two.
748. You think that the district will progress, and that its resources will be still further developed? I am sure of it. One or two of the people who have come down here have come to us to see if we could assist them in securing more cattle, and I never heard any of them raise any objection to the district. Every one of those I happened to meet in the district said that it was the best district they knew of in New South Wales.
749. Do you know if the upper part of the river has been settled? The people live back on the various arms. The scrub there is something enormous. I would not take a hand in clearing it upon any account; it is such a difficult job. The trees are so interlaced with creepers as to make a very dense forest; but everyone is satisfied that nowhere could we get better soil. The soil there is much better than that in the southern districts.
750. The Illawarra farmers know how to deal with the scrub? Yes.
751. *Mr. Fegan.*] You think that dairying will pay very well in this district? Yes. We should be able to get good prices for our butter if we could get it down regularly once a week. We can make as good and almost better butter than they can make down south.
752. You believe that if the proposed works are carried out it will give you an opportunity to get butter down regularly? Yes. The prevalence of easterly winds of late has given the sea no chance to go down, so that upon the average the steamer has not made one-half the number of voyages she would have made if the wind had been northerly or westerly, or even southerly. Whenever the wind is east or south-east the sea gets up.
753. Will the improvements which are contemplated enable the steamer to come up the river? I do not know.
754. At any rate, these improvements will assist the dairying industry? Yes, because they will enable the steamer to go backwards and forwards more regularly. At the present time very often goods going from Sydney, instead of taking two days to reach their destination, sometimes take a week. A little while ago the steamer was three or four days outside the bar, and then had to go on to Moreton Bay.
755. That takes away the profits of the trade? Yes, and deteriorates whatever is being sent.
756. Have you been to the district very often? No; only twice.
757. How far have you gone up the river? I have only been down the river. I think the river could be very much improved. I know that when I was in the China trade deep-sea vessels could not get up what is called the Francis Channel near Brisbane; but they have now cut a straight channel, and the largest vessels can get up there.
758. Do you get a better price for your butter on the Tweed than you get in Sydney? No; we charge the same price for it there as we charge here. We have Victorian butter-makers on the Tweed, and people who have examined our butter say that it is equal to any Victorian butter.
759. But not equal to any New South Wales butter? The people of New South Wales have a good deal to learn, so far as butter-making is concerned.
760. Do you mean to say that the Victorian butter is superior to the New South Wales butter? That is my experience, extending over a good many years.
761. Then your butter is superior to the New South Wales butter, including the "Rosebud" butter? No; the "Rosebud" butter, the Berry butter, and some of the other butters are better than ours.
762. Some of the New South Wales butters are better than the Victorian butters? Yes; but 50 per cent. of our butter-makers have not taken the interest in their work which they should take, though the quality of the butter made in the Colony is improving. What they require here are refrigerators. It is of no use to try to make butter in New South Wales without having refrigerators to keep the butter products cool.
763. Do you think that in the near future New South Wales butter will hold a good position in the markets of the world? I am sure of it. I have been connected with the trade for fifteen years.
764. What area is under dairying in the Tweed? I could not tell you. We are getting cream from places 8 miles down the river, and perhaps further away. It is brought up by the launch from as far down as Terranora.
765. How many butter factories are there there? We have the only factory upon the north side of the river. On the south side, at Byron Bay, there is a large factory. They make sometimes as much as 600 boxes a week there.
- 766.

- R. Craig. 766. Are any of those who are supplying you with cream turning their holdings from sugar-cane to dairying? Very few of them have given up cane-growing entirely. The land has been so long under cane that it will take some time to change it all, and some of the people are under contract with the Sugar Company to grow cane.
- 1 April, 1898. 767. And I suppose some of them are still holding out for cane? Yes; but they are all going in gradually for dairying.
768. Desolation has not yet overcome the district? No. If I were a young man, and wanted to go farming, that is where I should go.
769. Even with the threat respecting the removal of the sugar duties hanging over your head? Yes; in my opinion there is no better soil in any part of the world than that between the Richmond and the Tweed.
770. There is a great depth of soil there? Yes. In some of the railway cuttings you can see 12 and 14 feet of pure chocolate soil.
771. *Mr. Wright.*] You know nothing about the entrance to the river? No.
772. You say that you have had a vessel bar-bound there for a week? Yes, since last Saturday. The "Wollumbin" went up there yesterday from Sydney, but she cannot get in. She is lying at anchor in the bay.
773. But we are told that there are 10 feet of water upon the bar? Yes; but a breakwater is required to prevent the sea from breaking there. The mouth of the river is about due east. If the southern breakwater were extended, it would give the steamers a better chance of getting into the river.
774. But it is not proposed to carry out the breakwaters at all, so that even if this scheme were carried out there would still be a break? I think that if the southern wall were continued, as proposed, vessels would be able to enter the river without being interfered with much by the weather.
775. Do you think it likely that the sugar industry will ultimately die out on the Tweed? The farmers there say that there is a living in it now; but that if there is any further reduction they must go in for dairying.
776. The Sugar Company has announced that, as the duty is taken off, their prices will go down? Well, the farmers have told me that if there were a further reduction they would have to drop cane-growing, and go in for dairying altogether.
777. Suppose they go in for dairying instead of sugar-growing, how much freight will they produce? It is almost impossible to say, because it is such a large district.
778. Will they be able to do more than to half fill a steamer every week? I think so. Three acres is generally spoken of as being the area required to feed a cow; but there 1 acre is sufficient.
779. Even if your output of butter were increased fifty fold it would not require many steamers to carry it away? Well, the Byron Bay factory, which was about the same size as ours when it started, now turns out as many as 700 and 800 boxes of butter a week. Then, too, as population increases, there is a larger demand for goods.
780. But if the district becomes solely a dairying district, not many steamers will be required to carry the butter? Well, there is fair employment for two steamers now, and as the district develops more will be required.
781. Are not these steamers required to carry the sugar and the maize that is grown? They grow maize very well there in the early part of the season.
782. But it is not a good district for maize? The maize grows fast enough; but you have to dispose of it quickly, because the weevil is so bad there.
783. Do you think that the importance of the district, and its possible development, justifies the Government in spending more in improving the river? That is my opinion; it does. If any one asked me my advice as to where to take up land for farming, I should say, "Go to the Tweed."
784. *Mr. Fegan.*] You say that it will pay the Government well to carry out these improvements? I did not say that it would pay the Government well.
785. Is there much Crown land in the district? I think there is a very large area of Crown land there yet.
786. If the river is improved, and producers are given better means of communication with the metropolis, land there will sell at higher prices? Yes.
787. In that way it will pay the Government to make these improvements? Yes.
788. But if a railway were made you would have to pay the Government directly for the cost of the work in the shape of railway rates? Yes.
789. *Mr. O'Connor.*] How far are you from the railway? I should say about $\frac{3}{4}$ mile. When the bridge is made our factory will be about 1,000 yards above it, and we shall have good access to the line. At the present time to get to the river you have to go up a very high incline—an incline almost as steep as William-street—and then descend on the other side into the punt. All these charges increase the cost of the butter.
790. *Mr. Fegan.*] You will not use the railway in preference to the river? No. Water carriage is always cheaper than land carriage.
791. Is it not strange for you to ask for these improvements to the river when you have a railway only $\frac{3}{4}$ mile away, and when you do not intend to recoup the Government for the expenditure? Well, the climate is a very hot one, and produce of a perishable nature does not carry well on the railway there. Besides the railway only takes it to Lismore, where you have to put it upon the steamer again.
792. You think it better to send the butter direct from the Tweed, so as to avoid second handling? Yes. There is no other way of getting it out of the district.
793. If the greater part of the land there has been alienated, the Government has very little chance of getting much return for this expenditure? I do not know that all the land has been alienated. The land there upon the tops of the hills is as good as the flats. It is all volcanic soil.
794. *Mr. O'Connor.*] Although the land has been alienated, may there not be evidence forthcoming to show that for want of facilities for getting to market it has not been put to its proper use? That may be so. At the present time the people are only working in a small way because they have not these facilities. There are about twenty people who find it too far to send to the factory on the southern side of the river, and who therefore send to us.
795. Your acquaintance with the district is due to your commercial interests there? Yes. I have been driven round it by personal friends.
796. In your opinion it is absolutely necessary for the success not only of your industry but of other industries that these improvements should be made, so that the people may be able to use the land which they

R. Craig.

1 April, 1898.

- they have purchased from the Crown? Yes. I do not want the Government to spend more money than is necessary, but some effort should be made to improve the river, so that vessels may get in and out with less trouble.
797. What is the tonnage of the vessels going to the river? About 140 tons.
798. How far up the river do they go? Not very far.
799. How far is the river navigable from the mouth? Murwillumbah is more than 20 miles from the heads.
800. How far is the river navigable for coasting vessels? The steamers could come up to Murwillumbah if it were not for a flat nearly opposite the Sugar Company's works, about 3 or 4 miles further down. I think, however, that by the expenditure of a little money a channel 100 or 200 feet wide could be cut there. This would enable the steamers to come right up to Murwillumbah.
801. And the expense would be insignificant? The expense would be very little. Schooners drawing as much water as the ordinary trading steamers come to within 6 miles of Murwillumbah.
802. If the steamers came right up to the town it would save you the expenses of transshipment? Yes. At the present time everything going into or coming out of the river has to be first put upon the lighters, and then transferred to the steamers. If a channel were cut through the Condong Flat this handling would not be necessary.
803. What is about the width of the river? I should say about one-eighth of a mile. In some places the river is wider than the Richmond.
804. Is there good land on both sides of it? Yes. Down towards Cudgen the country is a little flat; but on the left bank of the river, going up, there is beautiful land.
805. Is there anything you would like to add to your evidence? No. I am very glad to have had an opportunity to express my opinions in regard to the requirements of the district. I do not want to urge the expenditure of more money than is required to improve the navigation of the river, so that vessels will not be so constantly bar-bound. It will be a great advantage, both to the people on the river and to the people at this end, if the steamer could make a regular weekly trip.
806. *Vice-Chairman.*] Are you aware that it was urged as a reason for constructing the railway from Lismore to the Tweed that the producers of the Tweed would send their produce by rail to Byron Bay, and ship it from there to Sydney? I was not interested in the Tweed before that railway was constructed, so that I do not know what reasons were urged in favour of its construction.
807. Are you of opinion that the railway does not give relief to the producers of the Tweed? It gives relief to the producers living from about 10 miles south of the Tweed on to Lismore. A great deal of the cream that goes to the Byron Bay factory comes from the direction of Alstonville.
808. Does the railway serve any of the settlers on the Tweed? I do not think so.
809. It has absolutely failed to serve the Tweed River settlers? It is not of much use to them. To go from here to the Tweed, if you cannot get a direct steamer you take the steamer to Ballina, and then go from there to Bangalow by coach, and on from Bangalow by train. The Byron Bay factory gets most of its cream from the district between Ballina and Byron Bay. There are no creameries at Ballina.
810. Is most of the settlement of the district close to the navigable part of the river? Yes. A great deal of our cream is brought up by the launch. The launch leaves the heads in the morning, and picks up the cream as she comes along.
811. Do the steamers take any passengers to the Tweed? Very few. The "Excelsior" takes most.
812. Do the residents take the train to Lismore, or do they come direct by steamer? The "Excelsior" is supposed to leave Byron Bay every Saturday night, and wait for the train from Murwillumbah.
813. Do most of the people use the train, or do most of them use the direct steamer? The railway is used to a certain extent. A great many people travel between Lismore and the intermediate stations.
814. But I am referring to the Tweed River people. Do they use the railway much, either to travel on it themselves or for the carriage of produce? It is not used much by them for the carriage of produce; but they travel on it sometimes.
815. Are goods sent to Murwillumbah from Lismore by rail or direct to the Tweed by steamer? All goods are sent direct to the Tweed by steamer.
816. Practically the railway traffic to the Tweed is not of any importance? It is principally passenger traffic. There is but little cargo carried.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.
Harbour Works at Tweed River.

APPENDIX.

A.

[To Evidence of C. E. Rennie, Chief Draftsman, Department of Lands.]

RESERVES—TWEED RIVER ENTRANCE.

No.	Purpose, &c.	Date.	Portion.	Area.
				Acres.
16,545	From sale ... } Quarry	29 Oct., 1892	...	12
16,550	„ lease ... }	8 Jan., 1887	...	3½
2,896	„ sale ... } Pilot station	13 Mar., 1889	...	20
8,821	„ „ ... } Reclamation	17 April, 1862	...	180
Reserve	„ „ ... } Island (under General Notice)	24 Dec., 1861	...	85
1	„ „ ... } Water reserve	29 Oct., 1892	...	32
16,549	„ „ ... } Lighthouse and quarry, Fingal Point	29 „ 1892	...	26
16,554	„ lease ... }	31 July, 1897	...	40
16,548	„ sale ... } Quarry	15 Sept., 1884	...	175
16,553	„ lease ... }	15 „ 1884	...	20
26,248	„ sale ... }	29 Oct., 1892	...	7
26,249	Annual lease }	15 Sept., 1884	...	10
1,221	From sale ... } Public recreation	15 „ 1884	...	55
.....	..... } Temporary common.....	29 Oct., 1892	...	50
16,547	From sale ... } Quarry	30 April, 1872	...	30
16,552	„ lease ... }	17 Mar., 1897	...	310
1,217	„ sale ... } Wharf.....	19 July, 1880	...	40
1,218	„ „ ... } Water reserve	31 Oct., 1891	...	3½
1,222	„ „ ... } Recreation	27 Feb., 1882	36	12
256	„ „ ... } Chindera, forest reserve	20 Mar., 1882	...	75
25,810	„ lease ... }	24 July, 1882	...	76
638	„ sale ... } Public purposes	25 Sept., 1886	132	70
14,631	..... } Temporary common.....	26 May, 1884	...	14
819	From sale ... } Camping.....	31 July, 1897	...	11
822	„ „ ... } Crossing place	27 Oct., 1884	...	4
823	„ „ ... }	15 Sept., 1884	...	9
841	„ „ ... } Access.....	15 „ 1884	...	240
2,377	„ „ ... } Access to tidal waters	17 April, 1862	...	.....
1,134A	„ „ ... } .....	.....	.....	.....
26,245	„ „ ... } Access .....	.....	.....	.....
1,233	„ „ ... } For special lease .....	.....	.....	.....
1,213	„ „ ... } Camping.....	.....	.....	.....
1,229	„ „ ... } Water reserve .....	.....	.....	.....
Islands (17)	..... } Under General Notice.....	.....	.....	.....
Total.....				1,610

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS,

SECTIONAL COMMITTEE.

HARBOUR WORKS AT TWEED RIVER.

REPORT.

THE Sectional Committee appointed on Tuesday, 22nd March, 1898, to inspect and take evidence with reference to the proposed Harbour Works at the Tweed River, left Sydney by the 6.15 p.m. train on Friday, 25th March, and arrived at the Tweed Heads on Monday, 28th March, at 4.30 p.m.

The Committee were met on arrival at the Tweed Heads by Mr. T. W. Keele, the District Engineer, and the plans of the proposed works were carefully examined and compared with the *locus in quo*. Next morning the completed works were carefully inspected from Flagstaff Hill, also the quarry whence the large boulders for the breakwaters will be procured. The stone appeared to be very suitable. The examination of witnesses commenced at the School of Arts at 11 a.m. on the same day.

The Committee left Tweed Heads at 7 a.m. on 30th March, by steam ferry, examining *en route* the training-walls and also the sand-patches which require dredging. They arrived at Murwillumbah at 11 a.m., and, on that and the following day, examined a number of witnesses.

The following witnesses were examined at Tweed Heads:—Mr. T. W. Keele, District Engineer; Mr. C. D. Whitty, Sub-Collector of Customs and Stock Inspector; Mr. T. H. Smith, pilot; Messrs. N. J. Ivory and J. Kirkwood, master mariners; Mr. F. J. Davey, President of Tweed Heads Progress Association; Mr. W. H. Wilson, storekeeper; and Mr. W. M. Charles, farmer. At Murwillumbah the following witnesses were examined:—Mr. W. R. Isaacs, landowner; Mr. R. Dowling, manager of the Colonial Sugar Refining Company's mill at Condong; Mr. G. Pettigrew, cane-grower; Mr. W. Wardrop, storekeeper; Mr. E. H. Johnstone, licensed surveyor; Mr. I. McIlrath, managing director of the Tweed River Creamery Butter Company; Mr. J. E. Burke, butcher; Mr. W. J. Collier, sugar-mill owner; Mr. R. P. Charles, storekeeper; Mr. P. McMahon, cane-grower; Mr. G. Dinsey, farmer; and Mr. T. W. Keele, District Engineer.

The Committee sought for evidence, in the first place, as to the entire scheme, and the testimony seemed to prove conclusively that the training-walls already constructed, and the dredging so far carried out, had effected a great improvement in the depth of water both in the river and on the bar at the entrance. The scientific and local witnesses expressed a strong opinion that the completion of the scheme, and the dredging of the sand-patches near Murwillumbah, would make the river navigable up to that town by such vessels as will probably trade to the Tweed River, and would also render the entrance negotiable in almost any weather. Evidence was also sought as to the capabilities of the soil, and the relative merits of the sugar and dairying industries. The witnesses seemed to agree that sugar-growing had hitherto been the staple industry of the district, and that a much smaller acreage under cane is sufficient to maintain a family than by dairying; but the short time which the latter industry has existed prevented the Committee from making an absolutely reliable comparison of the two occupations. The fact, however, remains that

that sugar-growing has undoubtedly built up the present position of the Tweed, and the prevailing opinion is that its extinction, however caused, would, until other industries are substituted, prejudicially affect the district.

The Committee could not fail to be impressed by the great fertility of this part of the Colony, aided as it is by a liberal rainfall. They were, however, unable to obtain statements and statistics so exact as to aid them in forming a definite opinion as to the future development of the district; but in general terms the witnesses expressed their belief in its future advancement.

Recognising that the improvements already carried out at very great expense have been highly successful, and would in time be destroyed and useless unless completed, the Committee recommend that the works as proposed be carried out.

From the evidence obtained, the Committee are of opinion that the imposition of a charge, in the form of a tonnage rate or port dues, to cover the interest upon the outlay would not be objected to by the residents. In view of the great benefits, including the saving of time and a lowering of freight that a safe entrance and deepened river would confer upon the inhabitants and the shipping visiting the port, the Committee are of opinion that such a charge should be imposed.

2 April, 1898.

CHARLES A. LEE,
Chairman.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT TWEED RIVER.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

TUESDAY, 29 MARCH, 1898.

[The Sectional Committee met at the School of Arts, Tweed Heads, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq., (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | HENRY CLARKE, Esq.
GEORGE BLACK, Esq.

The Sectional Committee proceeded to consider the expediency of constructing Harbour Works at Tweed River.

Thomas William Keele, M. Inst., C.E., District Engineer, Ballina, sworn, and examined:—

1. *Mr. Trickett.*] How many years have you been in the Public Service? Thirty years next month.
2. Have you had considerable experience in harbour works and river improvement? Yes.
3. Is that your particular branch in the service? Yes.
4. How long have you been in charge of the works at Tweed Heads and in the river? About six years—since their commencement.
5. Has the original scheme of improvement been adhered to from that date up to the present time? Yes.
6. Are you consulted with regard to them by Mr. Darley? The scheme was designed in the Sydney office, and whenever Mr. Darley visits here he consults with me. Of course, I have provided him with a great deal of information to enable him to formulate the scheme.
7. Were these works begun in 1890? Yes.
8. Will you briefly describe the present state of the works? The length of the walls constructed to date is 28,500 feet. There are 18,700 feet in the No. 5 wall. That is the eastern wall from which we will start the southern breakwater. There are 6,320 feet on No. 2 wall. That is the wall to the west from Terranora towards the headland. There are 3,480 feet in No. 3 wall. That is on the south point of the Terranora entrance.
9. Do these training-banks consist of small stones obtained from the quarry? Yes; obtained from one quarry at Cave Point.
10. What was the size of the stone? On an average, less than half a cwt. The stones were thrown out of punts.
11. Have you been working to a gauge—so much at the top and so much at the bottom? No; the walls have been constructed about 6 feet wide on the top, and the stone took its own batter. In some places the water was very shallow. There were only 3 to 4 feet from Woomin Point to Cave Point, and from there down there was an average of about 4 or 5 feet.
12. Did you put in the walls a width of 6 feet at the top? Yes; 6 feet on top and 3½ feet above high-water mark.
13. Did the stones spread out? In this river the training-walls are not knocked about to a great extent by the waves. The walls are about 32 feet on the base and about 6 feet on top when in 5 feet of water.
14. Is that about the uniform size of the training-walls right along? Yes; for the last mile of the No. 5 wall—that is the eastern one—it is only about 3 feet on top. That is where it has a straight run. We did not lay rails on the top of that wall. We just threw the stone out of punts. The wall from Cave Point for about a mile down was constructed by means of a tramway, and the waggons were run out.
15. Are there not curves in this training-wall? There is one very large curve from Woomin Point to Cave Point, and then a sharper curve into the straight which extends right down to the present end of it.
16. There must be certain points in your training-walls where they have to resist a greater force of flood-water by reason of their being at certain angles; is the training-bank of the same thickness there as at other places? It would be deeper there, as the flood would scour out the toe and the stone would drop down, and the thickness of the wall would be greater. There would be a slope on the foot of the wall.
17. Is any part of the training-bank built on the mainland? No; it is all in the water. The whole of the wall has been deposited in the water except a small portion where we pass through a sand-spit.
18. Is there water on both sides of the walls? Yes.
19. Have you found the work which you have carried out so far of a sufficiently substantial character to resist damage by floods? Yes; we have had very little trouble with the walls. Floods have not damaged the work. A considerable sea gets up occasionally in a long stretch of water, and the walls seem to resist the action of the waves well. The specific gravity of the stone is great, and it hangs together well, being very angular. After a time the stones seem to get locked together.

T. W. Keele,
M.I.C.E.

29 Mar., 1898.

- T. W. Keele,
M.I.C.E.
29 Mar., 1898.
20. The bed on which these stones rest is of a solid character, so that they do not force themselves through? Yes; the stones do not sink in the sand for any distance.
21. That being the experience with regard to the portion of the wall which has been longest constructed is it likely that the walls will remain as they are? Yes.
22. Will the same character of training-bank be constructed for the whole length of the works now contemplated? No; we shall not be able to go on with the same system at all. It is not contemplated to extend the walls any further up the river.
23. Is there not yet a lot of work to do in the river? Yes; but that will be dredging work. We will not carry on any more training-walls up the river until all the rest of the work is finished.
24. Have you had any breaking away of the training walls to any extent? There has been a slight wash-away about half-way between Woomin and Cave Points. The waves broke over the beach terrace, and then swept right over the wall carrying a certain amount of sand into the channel. That was the cause of its being so shallow before the works were commenced between the training-wall and the ocean, and in fact it extended right over to the opposite shore. The result was that the channel came down at the back of the small island a little below Chindera. We had to keep it open with a dredge. We had to go round the back of that island and keep it open; all the other portion of the river being shallow.
25. Do you think there is any danger of such a thing happening again? No; we have made up the breach in the beach terrace with brush fencing, which has caught the sand and raised it 4 or 5 feet. I believe we will be able to make that portion of the beach terrace level with the other portions.
26. Do you think that in time that particular place will be filled up with sand? Yes; there is no doubt that eventually that place will fill up with drift sand.
27. Will that be all the better, and will it protect the wall from damage by the waves? Yes.
28. Did that damage occur on the occasion of an exceptional storm? It occurred twice during the progress of the works; I forget the exact date. The waves during two severe easterly gales broke through the beach terrace for a space of 600 feet, and swept sand in thousands of tons into the space opposite to it, showing how the upper portion of the river between Woomin and Cave Points was kept continually shallow before we started our works. Since we constructed the wall the channel has been kept open and very deep.
29. With regard to the damage done by the ocean, do you think that will be prevented by the brush fencing? Yes; it has been raised very high.
30. Do you think it is not likely to open again? I do not think so.
31. Are you aware what amount of money has been spent on this work? Yes.
32. Is it not £30,635? I make it more than that, because there are vouchers up here which have not yet reached the head office. The total cost is £31,297.
33. Has that money been expended on the works you have described? Yes; entirely so.
34. Has it been economically spent? Yes.
35. Have you got good results? Yes; very good results. The walls have cost 21·96 shillings per lineal foot. The total amount of stone used was 242,212 tons, or equal to 31·01 pence per ton. That is the cheapest work that I am aware of, constructed on the coast.
36. Have they been the most effectual works? They have certainly been very effectual.
37. Have you made any allowance in those figures for plant and supervision? It is all included in the amount of £31,297.
38. Have you the details? No; that is the total cost with supervision and all other expenses included.
39. *Chairman.*] Can you give us the details? They are as follows—stone loaded into punts at Cave Point, 21·39 pence; towing from Cave Point to No. 5 wall, 7·93 pence; discharging, loading, hauling, and tipping stone, 3·45 pence. These are the details of the cost of No. 5 wall during July, 1897. The details of the other walls would be slightly different.
40. *Mr. Trickett.*] Having described the work which you have carried out, will you briefly tell us what has been the effect of that work? It has opened up a channel from 12 to 20 feet deep from Woomin Point where we commenced the training-wall to the entrance, a distance of 3½ miles, where previously for more than half the distance, that is from Woomin to Cave Point, there was frequently not more than 2 feet, and in some instances only 10 inches of water. It was sometimes impossible to get through in a skiff unless you knew the channel.
41. Can any vessel now coming into the Tweed Heads go up that distance? Yes.
42. What has been the effect further up the river? The effect has not yet been appreciable. No doubt improving the entrance tends to improve the upper river, but we have not taken particular note, and we have not got soundings regularly to assure ourselves what has been the actual change.
43. One of the great arguments in favour of this work is that vessels may ultimately be able to go right up as far as Murwillumbah, and take up the goods without using droghers;—have you considered that view of the question? Yes; we contemplate putting on the dredge to do that work as soon as she has finished at the entrance.
44. Will that dredging be an additional item to the £40,000 which it is now proposed to spend? Yes; that will be paid out of the Dredge Vote.
45. Have you made any estimate as to what that is likely to cost? It would run fully into a year's work to open up the channel to Murwillumbah. It would run into about £3,000 for the dredge.
46. Where would she have to deposit the silt? In some places we could deposit it on the shore where the owners make no objection. On the Richmond they do not object, but here, unfortunately, they do so. On one or two occasions when we had to do dredging up the river the owners of the land have objected to our depositing material on the bank, so that we have had to withdraw the dredge. We are now waiting until they agree amongst themselves.
47. If you had to bring down the silt in punts and shoot it behind the walls, would that increase the cost? Yes; for about half a mile or three quarters of a mile below Murwillumbah we are arranging to pump the sand right over the bank into the swamps on private land.
48. Where that improves the land the owners do not object? No.
49. Would that be only a small portion? No; that is the heaviest portion of the dredging; that would take fully a year. There are a few shoals between that point and the Heads, but it would not take the dredge very long to cut through them.
50. Then with regard to the other portion, it will possibly be a matter for arrangement with the owners hereafter? Yes.

T. W. Keele,
M.I.C.E.

29 Mar., 1898.

51. Will you now describe the works which are contemplated to be done? I have not been in communication with Mr. Darley about the proposed extension of the work, and until the Committee arrived, and I saw the plans, I did not know exactly how far he intended to go out with the walls.

52. If you look at question 44 of the evidence you will see that Mr. Darley gives a detailed account of the work and its probable cost. Having read that portion of the evidence does it indicate works which you agree should be carried out? Yes.

53. And that agrees with the plan before the Committee? Yes; but I am rather uncertain as to the height of the walls. I do not know exactly where Mr. Darley intends to rise up to the breakwater level of 16 feet above high water. You must make your incline such as horses can travel easily—that is 1 in 100; but I do not know exactly where Mr. Darley proposes to start, and that may make us differ in our estimate. I think that is where we do differ. In making out an estimate, of course, it causes all the difference, according as you make your breakwater 6, 10, or 16 feet.

54. It would be better if you gave your figures as to the size and then as to the cost. The first item in Mr. Darley's evidence is for extending the north breakwater £14,000? I cannot make that more than £10,195.

55. What dimensions do you provide for? I propose to start at 6 feet above high water, at the root of the breakwater, and to run up to the 16 feet level over high water at 1,000 feet from there. That is a gradient of 1 in 100, and then to run for 70 feet at the 16-foot level to the end of the breakwater. There would be really only 70 feet of actual breakwater on the 16-foot level.

56. That would give you 16 feet on the outer end of the breakwater? Yes; rising from 6 to 16 feet. I provide for the breakwater going right down to the rock. At present the water is led round No. 2 wall, and it impinges against the point. It will scour out the sand, leaving the rock bare. On the line of the breakwater the rock will be from 12 to 14 feet below the water. The borings show 16 feet to the rock, 14 feet, 15 feet, 16½ feet—that is, starting from the root and running out to where the breakwater would terminate. I anticipate that the sand there will be scoured out. At present it is filled with sand. I anticipate that when the dredging is completed around No. 2 wall the current will scour out all the sand. In that case provision would have to be made for the stones going right down to the rock. I estimate that 74,150 tons will be required for this breakwater.

57. Will you now give us the size of the breakwater? I find that Mr. Darley, in his evidence, mentioned that the breakwater will be 15 feet wide on top, rising from 6 feet up to 16 feet over high water as you get near the entrance. In the case of our breakwaters on the Richmond River we find that 11 feet is sufficient. Fifteen feet was the width originally estimated by Sir John Coode, and that width is generally estimated in getting out the cost of a work, but I have used here 11 feet, because I know from experience on the Richmond it does not require a greater width.

58. Is that as exposed a position as this? Yes; the north wall on the Richmond is quite as much exposed as this one will be.

59. Would that make up the difference between your estimate and Mr. Darley's? No; I do not think so. I fancy he has provided for a 16 feet level right through on that breakwater. He must have done so, owing to the difference in the figures. He makes it £14,000—I make it £10,195.

60. As far as your experience goes, do you think it will be necessary to make the north wall 16 feet high all through? No; I think it might be commenced at 6 feet at the root, rising to 16 feet, the same as the other breakwaters. It is very easy to raise it afterwards if necessary.

61. Would that make a considerable difference in the estimate? Yes; that would make the difference between us. The south breakwater I estimate at £28,376; the wall to be constructed as follows:—For 1,150 feet the wall to be 6 feet over high water, then to rise on a gradient of 1 in 100 to 16 feet over high water for a distance of 1,000 feet, or 2,150 feet from the start. Then you will have reached the breakwater level, and you will continue that for 350 feet, making a total length of 2,500. That will run into 162,150 tons, assuming that the breakwater is 11 feet wide on top, with side slopes of 1½ to 1, and that it sinks to 10 feet below low water. I notice that Mr. Darley in his estimate states that the inner toe would be scoured down, and the outer toe would be on the original surface. That is true where you tip stone on a shoal or on the edge of a sand-spit, but I think it would scarcely be so at this place, where you would be tipping stone from the commencement into about 13 feet of water. My experience on the Richmond has been that on such ground as that there is a swirl always around the end of the breakwater which keeps it deep, and we are always tipping into a hole even when we are crossing a spit.

62. But has not Mr. Darley some means of preventing that by tipping out stone in advance of the work? You cannot do that in a breakwater. That is for a training-wall. You can scarcely do that out in rough water unless you construct piling in advance. That is such work as they carried on at the Clarence with timber in advance of the tip. I think that is the reason why our estimates differ so much. Then there is No. 2 wall from Terranora Creek to the Heads. Already a certain amount of stone has been placed there which has been knocked down by the seas, and we shall have to raise it for a length of 2,300 feet. I estimate that 11 tons per foot run will be required to do that piece. That will amount to 25,300 tons, and the cost will be £3,478. In estimating for that work I think Mr. Darley is not aware that the wall has been knocked down in the way in which it has been. When he was here last it was 2 feet or more higher than it is at present. I consider that we shall have to raise that wall 6 feet over high water. There will be heavy seas occasionally coming in through the entrance and training around that wall. If the wall is not sufficiently high green seas will overtop it and knock it down. Sand that we might put behind it would tumble into the river. All these items make up a total cost of £42,050 12s. 6d. The estimate is as follows:—

	£	s.	d.
North breakwater	10,195	12	6
South breakwater...	28,376	5	0
No. 2 wall...	3,478	15	0
Rails, sleepers, and fastenings	2,500	0	0
Waggons	1,800	0	0
Cranes	3,000	0	0
Bridge	1,000	0	0
Supervision	1,200	0	0
Total	£51,550	12	6

63.

- T. W. Keele,
M.I.C.E.
29 Mar., 1898.
63. That is £8,550 more than Mr. Darley's estimate? Yes. I notice that on page 2 Mr. Darley states that the remainder of the scheme will consist of 4,050 feet of breakwater and training-wall. In the figures I have submitted I estimate that the total will be 5,870 feet of such work in the three walls. My own opinion is that Mr. Darley has not included 1,820 feet of No. 2 wall. That is the wall from Terranora to the Heads—what is called the western wall. I do not think he has included that in his estimate of 4,050 feet. He takes it as a complete wall, and he only considers that it requires to be made up.
64. Independently of that portion of No. 2 training-wall which is to be repaired to the extent of 2,300 feet, the new training-wall, and the breakwater, what would that provide for? 2,500 feet for the south breakwater and training-wall. Then, on the north breakwater, I make it 1,070 feet. That is a total of 3,570 feet. There is a difference between Mr. Darley and myself in the length of the No. 2 wall. I do not know exactly how that occurs. Of course, I do not know exactly where Mr. Darley proposes to place his wharfs for fixed cranes. There is no information given either in the evidence or plan, and I have not been in communication with him, so that I am a little in the dark about the matter. I have been working on my own ideas here. The stone will have to be taken from a quarry on Point Danger and carried to form the north breakwater, and also to form the No. 2 wall crossing at the point by a bridge, I presume, with a lift span. At a point 2,300 feet along that wall a wharf will be constructed on which a fixed crane will be erected. Another wharf with a fixed crane will have to be constructed on the opposite side—that is on No. 5 or the eastern wall. The stone would then be punted across and raised by the crane, and run out to the tip. Another way of reaching the first wharf would be to carry the line on by side cutting round the headland.
65. From Point Danger quarry? Yes; by side cutting from the root of the north breakwater; thence round the flats near the town, and then through the main street to the Customs office, and thence by a small bridge across the channel and an embankment from there to the wharf. These are the only two ways in which the stone can be carried to the wharf.
66. What would be the size of the large stones that would be required for the breakwater, and what capacity would you recommend for the crane to be erected there? In view of the fact that we can get very large blocks out of the quarry, I think it would be advisable to provide cranes capable of putting out stone of not less than 15 tons, otherwise you will have to break up a quantity of the stone. I believe a large quantity of it will come out that size and over.
67. Would it not be a pity to break them up? Yes.
68. For breakwater purposes the larger the stone the better? Yes.
69. Are not the boulders which we inspected this morning eminently suitable for breakwater purposes? Yes.
70. As the quarry is on the Queensland side, would an arrangement have to be made with the Queensland Government? It is only partly on the Queensland side. There is a considerable amount of stone on the New South Wales side; probably as much as we shall require. If we find we are short, I presume there will be no difficulty in getting what is wanted on the Queensland side. Of all the quarries I have had to do with on this coast I think this is likely to be the best. I never saw larger stone in basalt.
71. Is the breakwater portion of the work the most critical and expensive? Yes.
72. Would it have to be carried out by contract or day-labour? I should recommend day-labour.
73. Would that also apply to the training walls? Yes; all work in connection with harbour works should be carried out by day-labour.
74. Is it a species of work in connection with which day-labour is more practicable than contract? Yes; it is very difficult to foresee everything in connection with contract work. You would require to have a very good specification to enable you to avoid litigation with the contractor.
75. *Mr. Black.*] Is there any reason why the stone required should not be obtained from Cave Point, or some other place within the river which would be more accessible? The stone there is too small.
76. *Chairman.*] Has all the stone previously used for the training-walls been obtained from Cave Point? The bulk of it was obtained from there. We obtained a small portion from Chindera.
77. *Mr. Trickett.*] With regard to the length of these breakwaters, you see on the plan that there is a possible length shown in dotted colours, and the projected length is marked in other colours;—what is your opinion about the length of the two breakwaters—should they stop as indicated by Mr. Darley, or should either of them be carried out any further? Of course, if it were within our means, it would be a good thing to carry out the walls to the points shown, but I have no doubt at all that the scheme as proposed by Mr. Darley will very much improve the entrance.
78. Would the dotted lines carry the breakwaters out beyond the bar? They would carry the breakwaters out to the bar.
79. Do you know of any work of a similar character where breakwaters have been erected that are effectual when they stop short of the bar or stop some distance inside of the bar? The Richmond River breakwaters were recommended by Sir John Coode, in the first instance, to stop in about the same position as these will be with regard to the headland. That is to say, he recommended that the first section of the work should be cut short 2,000 feet from the extreme end; but we have determined to go on there to completion.
80. For what reason? The Committee inquired into the matter, and decided to recommend the carrying out of the works to the full extent.
81. *Chairman.*] Did not the Department move the Minister to send the proposal on to the Committee? The principal reason was that the breakwaters would have been very much embayed; that is to say, they would be within a line drawn from the north headland along the coast. I think that, if possible, it is desirable to carry out breakwaters beyond the influence of the headland. That would necessitate these breakwaters being projected 500 feet more. They are slightly embayed now.
82. *Mr. Trickett.*] Would not that very greatly increase the cost? Yes.
83. Have you made an estimate of the increased cost of carrying out the breakwaters to the full length shown on the plan? I consider it would cost about £30,000 to complete these two breakwaters.
84. Is that merely a rough estimate? Yes.
85. Do you think it is worth the experiment to try to construct the breakwaters as far as is now suggested for the consideration of the Committee, having regard to the result of the work already done? I certainly think so.
86. Do you think that if that is done there will be any risk of a quantity of sand, which will possibly be scoured down the river, banking up at the bar entrance? I do not think so. It will be carried out and swept by the current away south from the entrance.

87. At present we are told that the bar at the entrance shifts very much;—if these proposed works are carried out, and a greater scour is created, with a great rush of water directed on to the bar, do you think it will possibly have the effect of keeping the bar in one position? There is no doubt it will shoot the water straight on to the bar. At present the water spreads in a fan shape. The current will be concentrated in one channel.

T. W. Keele,
M.I.C.E.
29 Mar., 1898.

88. So that having regard to the largely increased cost of carrying out the complete scheme, do you, as a practical engineer of large experience, think that this is a scheme worthy of being carried out as far as it is suggested? I do.

89. At the present time, are there any other works, except dredging, being carried out here? No.

90. Is dredging part of the scheme, or is that work which necessarily has to be carried out on these rivers? In a river like this we must depend upon the dredge to remove the sand from the middle of the channel where it has accumulated in such large quantities. The walls would in time do that work without the help of a dredge, but dredging is required to do it in a short time. The dredging opens up the channel and it subsequently remains deep.

91. Do you think this is a river where the services of a dredge will be constantly required after the works are completed? It is very difficult to say. On all these rivers dredging is required either in the main channel or in the various tributaries. A sand-pump dredge will not necessarily be required, but a Priestman grab-dredge or a small dredge will be required to keep the river and its tributaries in a navigable condition.

92. Can you give us any idea as to the comparative cost of dredging before extensive harbour improvements are carried out, and afterwards? It is a difficult thing to say. No good results accrue from dredging an entrance like this without training walls. The channel would fill up immediately after the dredge cuts one.

93. What would be the cost of a dredge service after the proposed works are completed? Very considerably less; fully one-half.

94. Where is the patch of indurated sand which it is proposed to remove? It is situated on the western side of the channel opposite No. 2 wall, and it extends for a length of about 1,500 feet along that wall, projecting into the channel some 400 feet, with a depth ranging from about 4 feet to 15 feet.

95. What would the dredging of that patch cost? Mr. Darley is now providing cutters for the sand-pump. These appliances will cut the indurated sand in front of the pipe and it will be sucked up. It might be dealt with in another way, by putting down holes with a water-jet, and blasting. It is light material when it is broken up, and the current very easily shifts it.

96. Have you estimated that in the total cost? I have not dealt with that. I have regarded it as a portion of the dredging. When the dredge is fitted with these cutters it will be able to deal with the material nearly as fast as with ordinary sand.

97. Would it be absurd to carry out these works, and leave that patch of sand untouched? Yes; I should say that about £1,000 or £1,500 would get rid of it. That would be about six months' work for the dredge.

98. Having been here so long, and having regard to your general experience, is there any other scheme which suggests itself to you which would be as good as or better than this one for improving the river and its entrance? I do not. I think this is a very good scheme indeed, and that if carried out as proposed, it will be very effective.

99. What depth of water will it provide at the entrance? From 12 to 15 feet, I think; I am speaking of the bar. We will make it much better inside by dredging. We can carry anything that will come over the bar up the river. I think these works will give from 12 to 15 feet of water on the bar.

100. What will be the width of the entrance between the breakwaters? 500 feet.

101. What will be the width between the walls? 700 feet. There are about 550 feet at the ends of the breakwaters proposed by Mr. Darley.

102. Do you think that is a desirable width for breakwaters? Yes; it requires to be choke-bored to concentrate the current. A width of 550 feet will cause a concentration of the current.

103. Will the erection of these breakwaters for a considerable length affect private property in any way, or do they chiefly pass in front of Government property? It will affect private property very little indeed. In fact, I am not aware of any place where private interests will be affected.

104. With regard to the Terranora Creek, will those works affect any private property? Not the training-walls.

105. With regard to the little township at the Heads, will the wall be so constructed as not to affect private rights? It is very difficult to say whether the channel would keep open. Of course we can keep it open by allowing a certain quantity of water to flow in from the upper end from the Terranora Creek. I have no doubt a small channel would exist there after the works are completed.

106. If that portion of shallow water in front of the hotel and the houses here could be reclaimed and filled in right up to the channel, would not that be a great advantage, and would it not settle a great deal of difficulty? No doubt that would be the case; it would be a valuable area.

107. *Chairman.*] If you had that point determined at the present time, and if you came to the conclusion that it would be possible to close up the little channel now used to the wharf, and up to the hotel, would not that lessen the cost of these works considerably by enabling you to start your northern training-walls from the foreshore underneath the head, and thus save the cost of a bridge? There is no doubt if we were able to tip stone on to the north wall without making a bridge, it would lessen the cost considerably.

108. *Mr. Trickett.*] What time do you think it would take to carry out the proposed works? Between three and four years.

109. Having regard to the figures which you have given us as to the total probable cost of the work, are you prepared to stand by those figures? The levels, gradients, widths, and batters, which I have given, are right.

110. Unless there is some difference between your and Mr. Darley's estimates, which you cannot quite understand at present, do you think your estimate is likely to be the one which will be required? I would much prefer to undertake the work on my own estimate than on Mr. Darley's, knowing, as I do, the cost of this class of work. I should like to explain that the difference between us, no doubt, occurs through Mr. Darley considering that the bottom of the wall would not be level. That is to say that the stone would be tipped on a shallow bank, and that the inner slope would run down as the channel deepened, and that the

back

T. W. Keele, M.I.C.E. has evidently made out his estimate on the assumption that the wall would be constructed in that way. My idea is that that would be correct if the water were likely to be shallow, or if we were tipping on a sloping bank. I think it would be safer to estimate that the wall would be founded on a level bottom 10 feet below low water, and that is what I have done, and that is the difference between us.

29 Mar., 1898.

111. *Mr. Black.*] Which is the more essential of the two breakwaters, if it were only possible to construct one, or if money were only voted for one? I should certainly say the south wall. You want to trap the sand, and that is the side from which the sand comes. It would be very advisable to have that breakwater to trap the sand, and prevent it from spreading over the entrance. At the present time the south spit extends during heavy gales well into the channel, and the sand is carried up into the river. If the southern wall were constructed it would stop that state of affairs. If I were confined to one wall, I should prefer to make the south wall. The No. 2 wall would be very necessary.

112. Would the restriction of the channel have any tendency to hold back the storm-water, or delay its passage? No; for the reason that we know, from borings which we have made all over the entrance, that there is no rock within 24 feet, and consequently the sand can scour down. That will be quite sufficient to pass out all the floods.

113. Do you think it is necessary to make the southern breakwater of greater length than the northern one? It would be preferable. Under the present conditions, you could not stop the northern breakwater back from where it is now shown. Supposing that the proposed end of the south breakwater is the proper position for it, you could not set back the north breakwater short of that point; but you could extend the south breakwater from where it is shown to end, leaving the north breakwater where it is, and no doubt that would be very effective. If you think of extending either of the walls it would be better to extend the south wall.

114. Would that make the entrance safe? Yes.

115. Would it be protected from the south and south-east gales? Yes.

116. *Chairman.*] Have you been in charge of these works from their commencement? Yes.

117. What was the state of the river and the state of the bar at that time? The state of the river was exceedingly bad, and it could not possibly be worse; it was completely choked.

118. What was the depth of water? The depth of the water from opposite Chindera Point to Cave Point was not more than 2 feet, and sometimes it was less. The average bar at that time was about 6 feet or 7 feet; it was rarely 8 feet.

119. Where did you first commence work? Opposite Chindera, and we gradually extended the walls past Cave Point to their present limit.

120. What was the immediate result? To deepen the channel from 2 or 3 feet in the worst places to nothing less than 12 to 20 feet along the line of the wall.

121. Did you notice that as the works progressed they had any marked effect on the bar? Yes; the bar has certainly improved ever since we started these works.

122. Did the bar improve by deepening or shifting? The bar improved by deepening. It shifted, as all these bars do over a certain radius. The effect has been more noticeable in the depth. The bar has been gradually getting deeper, according to the pilot's reports.

123. Would that be one matter for observation in connection with your work? Yes.

124. Did you notice that as you got down towards the end of the southern training-wall that it had a more marked effect on the bar than when you had only one-half of the work completed? Yes; the bar has been lately improving faster than it did originally.

125. Do you judge from that that if you could continue the southern wall so as to exclude the sand brought in by south-east gales and the tides, you would have less material to remove, and you would be more capable of maintaining a uniform depth of water? There is no doubt about that. All the trouble comes from the south spit.

126. Do you not think it would be advisable to carry out the south breakwater in the first instance, completing the work on the southern side first, so as to see what the effect of that would be? You would want something to hold up the current or something for it to impinge against on the western side.

127. On the northern side have you not a natural breakwater, with a stony point, and would not that answer your purpose in resisting the water if you had a southern breakwater? No; for the reason I have already given—that the current, being now trained to impinge upon that point, it will scour out the sand that at present exists in the little bight which is there, and the strength of the current would be lost to a considerable extent. The water would not then have the same power on the bar.

128. That is to say, that inside the bar you would not have sufficient control over the stream, and the water would have too great a width to spread over? Yes.

129. Supposing the northern training-wall were carried out as proposed, as well as the southern training-wall and breakwater, while the northern breakwater was not carried out, would that give you all that you desire in order to create a scour? I do not think so.

130. The present proposal on the northern side will terminate just about the shore-level, or very little beyond the beach-level;—does not the headland there actually create a scour up to that point at the present time? It directs the current out to a certain extent, but unless the current is trained by the north wall it will run into the bight that exists there. I think you will find that all the old hands here will tell you that when the water runs into that bight and scours out the sand which is there they always have a bad bar, and that when the beach is filled up with sand there, they have a good bar. That is a proof that there is so much friction there that it interferes very materially with the current.

131. But inasmuch as the proposed north breakwater will not extend beyond the influence of the present headland, how is it going to affect the current then more than it does now? You must have the northern breakwater in order to direct the current, otherwise the current would, after leaving No. 2 wall, shoot over into the little bight, and it would scour all the sand out of it, leaving the rock bare, and the influence would then be lost.

132. The northern breakwater is so constructed as to catch the water from the southern shore direct on the wall, and so get a scour through the choke bore? Yes, if the northern breakwater were not there the water would run into the bight and lose its velocity.

133. The northern breakwater would be cheaper than the southern one, and in any case it would be desirable to make it? Yes.

134. Where you propose to spill the sand at the extremity of your works will be, if not immediately on the bar, at any rate inside of it? No; I think the sand will be carried out straight over the bar.
135. But where it leaves the mouth of your works, will it not be immediately inside the bar? Yes.
136. From there out to the present bar line is it a considerable distance? Yes.
137. Take this position: you are spilling your sand inside the bar;—you have a strong tide, and if a heavy gale is blowing in will there not be a danger of an accumulation of sand there? With heavy gales we generally get heavy rains which bring down a flood. The consequence is that whatever sand is brought in by the gale is swept out by the flood. We very rarely have dry gales.
138. If it were outside the bar the danger would not be so great, but inasmuch as you propose to spill the sand inside the bar, what is likely to be the condition of affairs under adverse circumstances;—is there no danger of the sand piling up there, and again giving you, if only temporarily, 6 or 7 feet of water? I do not think so. It might be that for a day or so, after a very heavy blow, the sand might be piled up, but the effect of these proposed walls would be to direct the current in one particular line, and it would soon scour its way out.
139. Looking at the question from an extreme point of view, would this be a fair assumption, that inasmuch as works of an incomplete character up the river have had the effect of deepening and lengthening the bar, is it reasonable to suppose that if the training walls on both sides were completed, and breakwaters were constructed, the bar would be very much deeper than at present, and would be very much more extended from the entrance? Yes; we have a right to come to that conclusion.
140. Is it your opinion that that will be the case? Yes.

T. W. Keele,
M.I.C.E.
29 Mar., 1898.

Charles Dowling Whitty, Sub-collector of Customs and Inspector of Stock, Tweed Heads, sworn, and examined:—

141. *Chairman.*] How long have you been stationed here? Since 19th October, 1891.

142. *Mr. Black.*] Have you any statistics which you can supply us with? I have the tonnage of vessels which have come here since 1891. It is as follows:—

C. D. Whitty.
29 Mar., 1898.

Year:	Tons.	Year.	Tons.
1891	21,204	1896	20,906
1892	24,350	1897	29,326
1893	27,486		
1894	23,970	Total	173,214
1895	25,972		

143. When the Tweed railway was being constructed, was there not a great stimulus to trade? Yes.
144. Then; in spite the fact that the Tweed railway was completed, and that the men employed in constructing it removed from the district, the inward and outward traffic for 1897 was larger than it was in any other year? Yes.
145. Have you any reason to believe that there has been any falling-off in the trade? Not in the Sydney trade.
146. What about the trade from the north? That trade has fallen off. We have no communication there now.
147. Do not your figures include vessels, no matter where they come from? Yes.
148. How do you reconcile that with your statement that there has been a falling-off in the trade with Brisbane? We have had no tonnage from Brisbane.
149. Then there must be an increase in the tonnage from Sydney? Yes.
150. Has it increased to the detriment of the Brisbane trade? Yes.
151. Since when? Since 1896 and 1897. In 1894 there was a falling-off in the Brisbane trade. In 1895 there was the largest tonnage from Brisbane.
152. Might that not be owing to the change in the fiscal policy? No; it is simply because we have no communication between Brisbane and here.
153. Why have the Brisbane merchants ceased to trade with this port? I suppose they could not compete against the Sydney freights, which are very low.
154. Are goods carried cheaper from Sydney than from Brisbane? Yes.
155. Have you any figures to tabulate with the tonnage statistics, showing the amount of duty collected during those years? Yes; they are as follow:—1892, £691; 1893, £1,499; 1894, £1,427; 1895, £746; 1896, £38; 1897, £28; the average comes to £738 per annum.
156. Is there any Customs officer stationed here to defend the Queensland border? Yes; I defend the Queensland border.
157. What proportion of these goods go over the border? That is duty collected for New South Wales.
158. During any year was there any system of drawbacks in existence? No.
159. What are the character of vessels which come here? The following is a table showing the character of the vessels:—1891, 54 steamers, 55 sailing vessels; 1892, 77 steamers, 43 sailing vessels; 1893, 95 steamers, 63 sailing vessels; 1894, 82 steamers, 45 sailing vessels; 1895, 88 steamers, 51 sailing vessels; 1896, 62 steamers, 38 sailing vessels; 1897, 90 steamers, 50 sailing vessels.
160. What is the relative tonnage of the vessels? The largest boat coming here is 147 tons.
161. Have you divided the tonnage into steam and sailing tonnage? No.
162. I suppose the steam tonnage is on the whole the larger? Yes.
163. What is the nature of the export trade? Timber, maize, sugar.
164. Are the values only taken when there is a clearance of vessels for foreign ports? Yes.
165. The inward traffic consists of the ordinary consumption goods? Yes; general cargo and coal. Some coal comes from Newcastle, and some from Wollongong. The Sugar Company use southern coal.
166. Is there a large trade in stock? Only the home consumption trade with Queensland. Some dairy cattle come in.
167. Is there any stock route through the district from Maitland or Sydney? No; this is not the Richmond River stock route. They come in at the Mount Lindsay Crossing.
168. Then there is not a large amount of cattle crossing the border? No.
169. Is there any importation of stock for fattening from Queensland? No.

- C. D. Whitty. 170. *Chairman.*] What are the boundaries of your stock district? Only as far as Murwillumbah.
- 29 Mar., 1898. 171. *Mr. Black.*] Is the character of your district antagonistic to the tick pest? Judging from my experience in Queensland, it is favourable to the tick pest, but it has not yet made its appearance. All this bladey-grass country along the east coast is the home of the tick.
172. Has this district so far been immune? Yes.
173. Have you observed any large increase in the number of dairying cows in the district during the last few years? The import of dairy cattle from Queensland has been large lately, but only in small mobs for sale.
174. Have you noticed any development of the dairying industry in the district? Yes.
175. Where do the cattle come from? They are bred locally, and some have come from the South Coast.
176. Is the district suitable for dairying? Certainly.
177. Is it as suitable for dairying as it is for sugar-growing? It is suitable for sugar-growing and dairying combined.
178. Would one be a good alternative to the other? Yes; I have just come from the Murray district, and I think the men in this district could live on half the area which is required in the Murray district, although the Berrigan district to which I refer is one of the best in the Colony.

Thomas Hamilton Smith, Pilot, Tweed Heads, sworn, and examined:—

- T. H. Smith. 179. *Mr. Clarke.*] How long have you been Pilot? Six months.
- 29 Mar., 1898. 180. Have you been connected with vessels coming to the Tweed? For 12½ years I was master of the subsidised tug, and for two years previously I was master of a sailing vessel.
181. During that time had you considerable experience in the Tweed trade? Yes.
182. Until recently was the water on the bar and in the river very shallow? Of late years it has been fairly good.
183. What was it like previous to the commencement of the existing works? Previously we have had good bars, which would gradually shoal until we had freshes to deepen the chanel again.
184. Until the present training-walls were made was the depth of water uncertain? Yes.
185. Do you consider that what has been already done has greatly improved the navigation of the river? Yes.
186. What was the depth of water on the bar at high tide before the improvements were made? Five feet, 6 feet, 7 feet, 8 feet, 9 feet.
187. Did the depth of water depend on the weather? Yes; with a good fresh we would have 11 feet and perhaps 12 feet.
188. Would a heavy easterly gale open the bar? Yes; with freshes.
189. But that is only of a temporary character? Yes.
190. What is the depth of water on the bar now? On Friday last there were 12 feet at high water. I reckon that with a low sea the true sounding would be 13 feet.
191. Are you acquainted with the proposed scheme for further improving the harbour? Yes.
192. Are you aware that a large amount of money will have to be spent to complete the work? Yes.
193. From your experience as a sea-faring man, and as a pilot, do you consider that the improvements are desirable? Yes.
194. Would they improve the navigation of the river? Yes; and the improvement would be of a permanent character.
195. Do you think there is any probability of any portion of the training-walls being carried away by eastern gales? The only part affected has been the part opposite the bar, what some people call the western wall.
196. What has been the cause? The heavy seas.
197. Would not there be some reason for the wall carrying away on account of the small size of the stone? Yes; the stone is too small there.
198. Are you aware that it is contemplated to get stone from Point Danger? Yes.
199. Will there not be great difficulty and expense in getting stone from there? As far as I know the cheapest way would be to have a bridge at the entrance of the west channel, and to run the stone on to the breakwater.
200. Would not that stop the entrance of vessels to this part of the river? Yes.
201. Is it your idea to have a tramway carried to the edge of the point and to commence the work from this end? The only other way is to bring it through the township.
202. Has the trade during the last few years increased or decreased? As far as the number of vessels is concerned, I should say it has increased. Sailing vessels generally bring coal and steamers general cargo.
203. Is there a larger number of vessels now in the trade than there were two or three years ago? Yes; they have been making better trips lately, the bar being better than formerly.
204. Has there been a larger quantity of produce? I think it has been chiefly sugar; the steamers have been carrying timber in the slack season.
205. Is sugar the only product which goes away from the port? Yes; after the sugar season they carry pine, cedar, or anything they can get.
206. Is there much butter sent away? I do not know. The only vessel that I know of taking butter is the "Augusta."
207. Do you think that upon the whole, judging from the fact that more steamers than sailing vessels come here that the trade has increased rather than decreased? I do not know what the steamers carry away, but the sailing vessels during the season go away full of sugar.
208. Have you a return showing the depth of water on the bar from the year 1870 to the 25th March, 1898; also, the rise of the tide, the state of the east channel, and remarks for the same period? Yes;

MINUTES OF EVIDENCE—HARBOUR WORKS AT TWEED RIVER.

I may not be exactly correct as to the number of vessels per year, as that is approximate, but the soundings are correct; they are records taken from the daily log. The return is as follows:— T. H. Smith.
29 Mar., 1898.

TWEED RIVER Bar and East Channel Soundings.

Year.	Month.	Bar soundings.	Rise of Tide.	East Channel soundings.	Remarks.	Year.	Month.	Bar soundings.	Rise of Tide.	East Channel soundings.	Remarks.
		ft. in.	ft. in.					ft. in.	ft. in.		
1870.	July 18	8 8	.....	.....	First pilot, W. McGregor, took charge; 7 schooners trading here.	1892.	Feb. 17	9 0	2 6	.....
							" 23	4 0	1 2	.....
							Mar. 17	8 6	3 2	.....
1871.	Aug.	7 6	.....	.....			April 11	10 4	.....	.....	After fresh..
1872.	Jan.	7 6	.....	.....	12 sailing vessels trading here.	1893.	Aug. 25	8 8	2 8	.....
							Jan. 7	10 6	4 0	.....
1873.	Jan.	8 0	.....	.....			Feb. 15	11 9	3 6	.....	After fresh.
	Dec.	9 0	.....	.....			April 29	13 0	3 4	.....
1874.	March ...	11 6	.....	.....	Strong fresh cleared the channel.		May 14	10 0	3 6	.....
	Sept.	6 3	.....	.....			June 14	16 0	2 10	.....	After fresh and heavy sea.
	Dec.	9 6	.....	.....			Sept. 13	14 0	2 0	9 0	
1875.	May 10...	10 0	2 6	.....			Nov. 16	13 0	2 8	8 4	Vessels going up E. channel.
	Aug. 17..	8 6	2 6	.....		1894.	Feb. 4	13 0	.....	8 0	
1876.	June ...	8 6	2 4	.....			" 21	15 0	2 0	8 0	
1877.	July ...	9 0	.....	.....			" 21	.....	2 0	5 0	
	Sept.	8 3	.....	.....			March 31	10 0	2 0	.....
1878.	Aug.	6 8	.....	.....	June 15, 1878:—River soundings at H.W.—Lower crossing, 7 ft.; upper crossing, 4 ft. 9 in.; light track crossing, 4 ft. 2 in.; Rocky Point, 4 ft. 10 in.; white buoy on flats, 3 ft.; upper beacon, 3 ft.; island crossing, 6 ft. 6 in.		May 8	10 0	2 8	.....
	Dec.	7 0	.....	.....			June 25	9 0	.....	.....
							July ...	11 0	3 6	7 6	
1879.	Mar. 27	6 0	2 0	.....			Aug.	†	2 0	.....
	July 7	11 0	2 5	After strong fresh.		1895.	Dec. 5	8 0	3 0	.....
	Nov. 10	12 6	2 6	.....			Jan.	8 0	1 8	.....
1880.	March ...	9 0	.....	.....			Feb. 18	12 0	2 0	.....
	Aug. 3	6 10	2 6	.....			Mar. 8	.....	2 3	8 6	
1881.	Jan. 19	12 0	3 0	.....			April 5	10 0	2 0	.....
	Aug. 27	7 0	2 9	.....			May 20	11 0	2 9	.....
1882.	Jan. 10	10 0	3 0	.....		1896.	June 12	7 9	1 7	.....
	Mar. 3	9 8	3 3	.....			July 27	11 0	3 0	.....
	April 15	9 0	2 9	.....			Aug. 20	9 6	2 8	7 2	
	Aug. 18	6 9	2 5	.....			Sept. 9	9 6	2 6	7 0	
1883.	Jan. 25	9 0	3 6	.....			" 30	6 0	2 7	.....
	May 30	6 11	2 9	.....			Oct. 20	10 9	3 11	.....
	Oct. 19	7 6	2 6	.....			Dec. 12	8 6	2 0	.....
1884.	Jan. 5	6 0	2 6	.....			Jan. 8	7 2	3 0	.....	Approximately, for 1896, 102 vessels entered this port. Sailing vessels, 40; steamers, 62.
	March 23	7 3	2 6	.....	Mar. 5, tug "Tweed" arrived.		Feb. 1	11 0	4 6	7 9	
	April 19	5 10	2 1	.....			" 7	7 6	1 11	.....
	May 16	6 6	2 0	.....			" 14	9 6	3 0	9 0	
	Aug. 24	8 3	3 0	.....			May 27	8 0	2 3	.....
	Oct. 16	6 6	2 10	.....			June 2	9 3	2 3	7 0	
1885.	Feb. 11	7 0	2 10	.....			" 9	10 3	2 6	8 0	
	April 10	10 0	2 4	.....	7 feet inside bar. 6 ft. 6 in. inner bar.		Aug. 8	7 3	2 3	.....
	May 12	9 6	2 10	.....			" 15	8 6	2 10	7 0	
	Nov. 9	6 8	3 6	.....			Sept. 3	7 10	2 7	.....
1886.	Jan. 24	7 0	3 7	.....			Nov. 12	11 0	3 6	8 0	Nov. 25.—Vessels going to Cudgen soundings, two places 7 ft. 6 in., two places 8 feet.
	June 30	7 2	3 0	.....			Dec. 17	8 9	3 4	.....
	Dec.	8 4	2 10	.....			" 31	8 9	3 3	.....
1887.	Feb. 15	8 6	2 1	.....		1897.	Jan. 7	8 0	3 4	.....	River soundings to Cudgen—1. Black buoy (caves), 9 ft. 3 in.; 2. Black buoy, 8 ft. 9 in.; crossing below Barry's, 9 ft. 6 in.
	July 4	7 9	2 11	.....			" 18	8 2	4 0	.....
	Dec. 19	10 0	3 4	.....			Mar. 10	7 0	2 6	8 0	
1888.	Jan. 17	7 0	3 4	.....	Channel very narrow.		April 15	10 0	3 9	9 6	
	June 5	7 3	.....	.....			May 6	7 0	2 8	8 0	
	Oct. 14	5 11	2 4	.....			" 29	8 0	2 3	.....
	Dec. 14	5 9	2 8	.....			June 5	7 0	2 4	6 6	
1889.	Jan. 5	7 2	4 2	.....			Aug. 15	9 0	2 8	8 0	
	Feb. 9	5 4	1 11	.....			Sept. 8	10 5	3 0	7 9	
	April 24	7 0	2 1	.....			" 30	12 0	3 6	.....
	July 25	11 0	2 6	.....	After strong fresh and gale.		Oct. 2	10 6	3 6	9 6	Crossing, 8 ft. 10 in.
	Oct. 8	15 0	3 2	.....			" 11	11 0	3 5	8 6	
	Dec. 13	11 0	3 6	.....			" 14	11 0	1 3	7 6	Approximately for the year 1897, 129 vessels entered this port. Sailing vessels, 48; steamers, 81.
1890.	Jan. 7	11 0	4 0	.....			" 16	11 0	3 0	8 10	
	April 8	12 0	3 6	.....			" 24	11 6	3 3	9 0	
	July 12	12 6	3 3	.....			Nov. 3	12 3	3 7	9 2	
	Dec. 14	9 9	3 6	.....			" 12	11 0	3 7	10 0	
1891.	March 19	11 0	3 6	.....			" 29	12 0	4 8	10 0	
	May 18	6 6	2 0	.....			Dec. 9	12 0	2 9	10 0	
	June 28	10 0	2 3	.....		1898.	" 17	9 9	2 9	10 0	
	Aug. 3	8 0	2 3	.....	July 10, dredge "Actor" towed in.		Jan. 3	8 9	2 9	.....	River soundings—12 feet to the caves; black buoy caves, 9 ft. 10 in.; upper black buoy, 8 ft. 9 in.; upper red buoy, 9 ft. 6 in.; least water to caves, 12 feet; caves to 1st black buoy, 9 ft. 9 in.; 2nd black buoy, 8 ft. 9 in.; red buoy crossing, 9 ft. 9 in.
	" 25	11 0	2 9	.....			" 22	11 6	4 6	10 6	
	Dec. 28	8 10	3 6	.....			" 25	11 8	4 8	12 0	
							Feb. 8	12 0	3 10	.....
							" 14	8 0	2 6	.....
							" 20	8 0	.....	Shoaled to 8 6	
							March 11	12 0	4 7	12 0	
							" 14	12 0	2 5	.....
							" 17	11 0	2 3	10 0	
							" 21	13 0	4 0	11 3	
							" 25	12 0	3 4	11 6	

* 7 ft. 9 in. upper, 8 feet lower. † Nine feet in north channel and eight feet in south channel.
*30 (a)—B

- T. H. Smith. 209. When did the harbour improvement works first commence? In 1891. Up to October, 1897, the figures in my return are taken from the late pilot's log. I have continued his work since then.
- 29 Mar., 1898. 210. According to these reports, excepting the present year and a part of 1897, there does not seem to be a great deal of improvement in the depth of water. It is only since the wall reached a certain distance down the river that the improvements in the depth of water on the bar was in any way noticeable.
211. In what state was it in 1896, and how far had the wall been constructed in that year? I cannot say exactly, but it must have been close down where it is now.
212. Have not the works been going on since 1896-7? I cannot say. I think they knocked off working in 1896.
213. Up to June, 1897, the depth of water on the bar was 7 feet, 8 feet, 9 feet; since June, 1897, it has steadily improved to 9 feet, 10 feet, 11 feet, 12 feet, and sometimes 13 feet;—do you think that is due to the training-walls and other improvements? Yes; they have caused the tide to run in a different course.
214. Has the position of the bar become more stable since that time? It is always liable to shift about in twenty-four hours or a couple of days. Wind and weather greatly affect it.
215. Since the training-walls have been made has the depth of water been more regular, and has there been a better channel? Yes.
216. Is there a tendency for the sand to pile up at the entrance to the heads? In strong easterly weather it may block, but it soon scours away.
217. How does the current generally set on the bar? According to the wind. In southerly and south-east winds the current sets on to the North Head; with north-east winds it sets to the southward.
218. Do you think that any sand which accumulates in the river, and finds its exit at the mouth, would be cleared away by the current? Yes, because we have had proof of that lately when there were freshes. Large quantities of sand passed out of the channel, and were taken to sea, or at any rate there was no sign left of it.
219. When these training-walls and breakwaters are erected, with easterly gales will there continue to be a bar there, and in such a state that vessels will not be able to enter? I think with easterly weather we generally have freshes which would carry anything away.
220. Do you think there is no danger of these channels shallowing as in former years before the training-walls were commenced? I do not think it will ever be like that again. It might be for a few days.
221. Do you think the bar will be always an open one? Yes.
222. Do you think there is justification for spending £40,000 more on these works? I think it would be justifiable to spend the money in order to make the bar safe, and I think it would be a success.
223. How many wrecks have there been since you have been trading here, and since you have been pilot? Only three—one sailing vessel and two steamers.
224. To what do you attribute those wrecks? In the case of the sailing vessel I think a wrong depth of water was given. When the "Tweed" was wrecked the channel was away south, which is always a dangerous position for the channel to be in.
225. Is it not usual for the pilot to signal when the bar is safe or otherwise? Yes, the pilot was in charge of the steamer. The "Tweed" was the first steamer that was lost; the "Chindera" was the last; both belonged to Mr. Nicoll.
226. What about the "Chindera"? She was drawing more water than there was on the bar.
227. How did the vessel take the bar when there was not sufficient water? The pilot warned the "Chindera" not to take the bar. The pilot was not on board the steamer. The pilot was on board the "Tweed." The master took the bar on his own responsibility, although he was warned that there was not sufficient water for him.
228. *Mr. Trickett.*] Have you studied the plan of the proposed improvements? Yes.
229. Do you think that the breakwaters will go out sufficiently far as at present designed? I think the original plan which I have is suitable for the place as far as the breakwaters are concerned. I think they go out far enough.
230. Which do you look upon as the best breakwater? It was always considered that the north breakwater would be most useful to shut off the tide from the bight between the two heads—the outer and inner heads. Whenever the bight is filled up with sand the bar is good; but whenever it is scoured out by the tide the water spreads.
231. You look upon the breakwater at the north entrance, which will straighten the course of the current, and prevent the water from getting into that bight, as being of very great importance in making the work effective, because it will prevent the current from losing its force over the rocks? Yes; there are shallow rocks running under the water there.
232. What are your duties with regard to vessels coming in during bad weather? We have to give them signals as to whether we consider the bar favourable. We know the soundings, and we give them the depth of the water. We tell them the sets of the current, and caution them if necessary. If there is a sea on the bar we give them a signal to stand north, and they go into Danger Bay. It is far better than Byron Bay in a south-easterly. In an easterly gale they are not sheltered. I have known a vessel to ride out an east-south-east gale.
233. Have you frequently to order vessels off? We have had bad weather lately, and vessels have had to keep out.
234. How often do you take soundings on the bar? Sometimes two or three times, and sometimes oftener. We always take soundings when we go out. We took the last sounding on Friday last.
235. At present you cannot say what is the depth of water, because on account of the weather you cannot take soundings? You can form an idea of where the channel is, but not of the depth.
236. If the weather kept on as it is at present, and a vessel wanted to enter, would she have to be warned off? Yes; it would not be safe for a vessel to come in or to go out in this weather.
237. Do you think that when the proposed works are completed the effect of these breakwaters only going to a distance somewhat short of the location of the bar will be to pile up the sand on the bar more than it is at present? I think the current will carry all the sand away, according to the winds.
238. With regard to the work so far completed, and seeing that they have had the effect of deepening the bar, do you not think the completion of these works will in all probability have the effect of still further deepening the water? I do not see what is to prevent us from having 13 or 14 feet of water on the bar when the works are completed.
239. *Mr. Black.*] What is your opinion as to the extension of the breakwater into deep water, and do you think it could stand the fury of the elements? I think it could if the weight of the stone were sufficient.

240. Would it not require to be a very stable structure? I do not think we get such heavy seas here as we do at the Richmond River, because we are protected very much in south-easterly weather by the reefs which extend from the island 3 miles out; that breaks the water on the bar.
241. Have vessels to come round to avoid them? They can come between the reef and the shore; there is a good channel.
242. Is there not a tendency to divert the current on to the breakwater? The outside current is generally south.
243. You say there is a passage between the reef and the shore along which the vessels can come; would there not be a strong sea in the channel and on the breakwater? The reefs are a long way off.
244. You say the reefs break the force of the gale, and the vessels come inside; would not that afford an opportunity for strong seas to break on the breakwaters? I think the reefs save this harbour a great deal when there are heavy seas.
245. Do you think the breakwaters are a necessity? Yes.
246. Do you think that the same construction as has been carried out in the training-walls would be sufficient? No; I think we want a breakwater, not only on the north side for the current, but also on the south side, to stop the south-easterly and northerly sets.
247. Do you think the breakwaters on the plan are carried out sufficiently far? I think so, as far as my judgment goes.

T. H. Smith.
29 Mar., 1898.

Norbert James Ivory, master mariner, Tweed Heads, sworn, and examined:—

248. *Chairman.*] What are you? Master of the tug-boat stationed at Tweed Heads.
249. How long have you occupied that position? Five months.
250. Where were you before? I was trading here in a sailing vessel eighteen years ago.
251. What knowledge have you of the entrance to the Tweed at the present time, and of the eastern channel? I see a vast improvement.
252. How has that improvement come about? By the construction of the training-wall.
253. Was a good deal of that work done before you came here? It was almost completed.
254. Then you found the port in a good state when you came? Yes; but I had been trading here a year before that, and I found it in a much better state when I came here.
255. Have you seen any marked improvement as the works approached completion? I have seen far more improvement since they have left off the work. The improvement was beginning to take place at that time.
256. How far do you take vessels up the river? As far as Chindera.
257. Are all sailing vessels coming to this port brought in by the tug? Yes, and taken out.
258. What class of sailing vessels come here? They range from a registered tonnage of 66 to a little over 100, with a draught when loaded of 7 ft. to 8 ft. 6 in. They average from 84 to 175 tons burden.
259. Since the preliminary works have been completed, have you known any of these vessels to be bar-bound for any time? Owing to the sea they have been detained, but rarely owing to the want of depth of water. It has occasionally happened.
260. How many of these vessels come here in the course of a month? From four to six.
261. Are they generally from Sydney? Yes; you might say all of them.
262. How many instances have you known during the time you have been in the tug service when vessels have been delayed through stress of weather? Half a dozen, perhaps, but only for a day or two.
263. Have they been detained in consequence of the floods? Yes; through the freshes running out of the river.
264. Have you known many vessels to come up to the offing, and having to lay off in consequence of the bad bar? Yes, for a short time.
265. Has that been frequent? Only on account of the sea, and not for want of depth of water on the bar.
266. Your argument is that there is always water enough on the bar? I do not say that, but it is very seldom that there is not sufficient water if the sea is smooth.
267. These vessels draw about 8 ft. 6 in., and for the last two years there has sometimes been only 7 feet of water on the bar? Eight feet 6 inches is the heaviest draught, and there are only one or two vessels of that kind. They generally draw 7 feet to 7 ft. 6 in.
268. For the last two years has the bar been sufficiently deep to admit of ordinary vessels drawing 7 feet? Yes; except in very rare times after a heavy sea when the bar may shoal up for a day or so.
269. Do you find any difficulty in the vessels crossing the bar, and being unable to go up the channel or over the crossing? Not recently.
270. Since the works have been carried out? No.
271. Do the vessels come in as heavily laden as they go out? About the same.
272. Then you are unable to tell us of any great delay that has taken place? Not lately.
273. The delay has taken place in the case of sailing vessels owing to stress of weather, and not in consequence of a bad bar? No; it shoals up for a short time, but it does not remain so very long.
274. Would not that lead one to suppose that the improvements already made have been sufficient for the purpose? I consider the improvements that have been made so far have been the cause of this change.
275. But if they have brought about that good result, and have caused no delay to the shipping, would not that be sufficient to meet the requirements of the port? The question is, will it be permanent. We have had several freshes which have helped us on.
276. What do you think is required, in addition to the present works, to give the port a permanent entrance? I think the works will have to be carried out as now proposed. I have seen the plans.
277. Are you familiar with what is proposed to be done? Yes, and I think it is necessary.
278. What has been your experience of the port itself as tug-master, and what do you think is necessary in order to remove the existing difficulties? Even during the short time I have been here the bar has shifted considerably, but as a rule it has not shoaled up for any length of time.
279. Have you any difficulty in taking the bar if there is a sufficient depth of water, no matter where the wind may come from? Yes; there is a difficulty with a heavy sea; if the bar shifts north, then there is great difficulty and risk.

N. J. Ivory.
29 Mar., 1898.

- N. J. Ivory. 280. Why is there great risk? Because you get the sea broadside on, and therefore you cannot keep the vessel to windward.
- 29 Mar., 1898. 281. What do you estimate is a safe width of water on the bar when you are towing? We consider that 200 feet is safe enough if the channel is straight out.
282. If you had an entrance of 500 feet, would that be sufficiently wide to take a vessel in in safety with any wind? Yes, quite sufficient.
283. Would you be able to take that entrance if the bar were good, and if there were a heavy fresh in the river running against you? It all depends upon the force of the current. If it were running very rapidly we might not be able to stem it.
284. Would you be able to take that entrance, and take in a vessel, in spite of a strong flood? I do not think we could with a strong flood; in fact, I am positive we could not.
285. I suppose that then, as now, all sailing vessels would have to be towed in? I cannot say that. With a favourable bar they might sail in. If the wind is fair there is nothing to prevent them, but as a rule they do take the tug.
286. Do you take the state of the bar from the pilot? We have a man sounding the bar as well as the pilot.
287. What is your opinion of the sandspit lying between the two heads? I think it is very necessary that a wall should be constructed across there.
288. Do you mean that the northern breakwater should be constructed? I do not think the result would be good without it.
289. Has it been your experience that when the bight has been swept clean to the rock you have had a bad bar? Yes; that has been my experience during the past six months. When the bight is filled up with sand we have a better and straighter bar.
290. There is a channel to the wharfs on the town side of the entrance; do you know any reason why it should be kept open? It is very convenient for us as well as for people landing at Tweed Heads. We can lie in shelter there.
291. Is there not an abundance of shelter elsewhere? We would have to go further up, and we should not be so near the bar in case of emergency.
292. What is the tonnage and horse-power of your tug-boat, the "Terranora"? Forty-two tons and about 25 horse-power.
293. *Mr. Clarke.*] Do you tow out steamers? Occasionally; but not always. Generally, when there is any sea on, we tow the steamers.
294. Do you say that 8 feet 6 inches is the extreme draught on which vessels can come in here? Yes.
295. Have not vessels drawing more than that come in and gone out? Not to my knowledge.
296. Does not the "Merlin" come here? Yes; but she only draws 6 feet 10 inches. She took away about 100 tons of sugar once or twice.

Joseph Kirkwood, master mariner, Tweed River, sworn, and examined:—

- J. Kirkwood. 297. *Chairman.*] What are you? I am a master mariner in charge of the drogher steamer the "Murwillumbah," which is 32 tons burden, and about 12 horse-power.
- 29 Mar., 1898. 298. *Mr. Trickett.*] What is her draught of water when loaded? Five feet.
299. Do you trade from Murwillumbah to the Heads? Yes; we do all the droghering for the sailing vessels; we take all the cargo up the river, and load them.
300. What goods do you take? Sugar, in the season, and at present, pine, cedar, or anything we can get.
301. Do you take up supplies to the town in your vessels? Yes; from the Heads up to Murwillumbah.
302. Do you get any loading between Murwillumbah and the Heads? Yes; our loading is principally from the Condong mills. Our trade is principally with the Colonial Sugar Company. If we have goods for anybody along the banks of the river we deliver them. From Condong to Murwillumbah there is no public wharf.
303. With a draught of 5 feet, are you always able to get up and down the river? There is one place called Condong Flat, about 16 miles from the Heads, where there is only about 3 feet 9 inches at low water, and we sometimes get stuck there, and have to wait for the tide. That is the only place of the kind.
304. How long have you been running on the river? Steadily for the last twelve years.
305. Has the river improved of late? Yes, very much; from Murwillumbah right down.
306. Has it improved in patches, or generally? It is a general improvement. Since there has been a deepening of water on the bar there has been a larger body of water on the river and there is a greater rise of tide at Murwillumbah by 6 inches than we had before the improvements were carried out.
307. What is the present rise of the tide? The mean tide is about 3 feet.
308. Until the harbour improvements were made was it only 2 feet 6 inches? Yes.
309. Is the place where you get stuck up in the river very wide? About 40 chains.
310. Would the dredge soon get rid of that? Yes.
311. Excepting that shallow part, what is the average depth of water? The shallowest part of the river outside of that is 5 feet 6 inches.
312. Is that for any great length? No.
313. What is about the general depth of the water in the river? There is another place which carries 6 feet. I should say that outside of that there would be from 7 to 9 feet of water.
314. If those two places which you mention were dredged, would the rest of the river be navigable for the steamers which ply here at present? Yes.
315. What is about the draught of the ships which come here? Eight feet 9 inches is the greatest.
316. Can you always get in now? Since last August we have had no trouble.
317. How far up the river can they go now? At present as far as Cudgen, about 6 miles from here. Since last August they have been able to go to the Caves, where they had a quarry. It is only within the last few weeks that these vessels have been able to go to Cudgen. I believe that is in consequence of the late floods.
318. Do you bring cargo to the Caves instead of to the Heads? Yes.
319. If vessels could go right up the river so that cargo could be put on board, would that be a saving of expense? Yes; because there would be less handling.

320. Is it your experience that the work so far carried out has been an advantage to the river? Yes. J. Kirkwood.
321. Are there many droghers on the river? Three—about the same size as my own.
322. Has the droghering trade increased or fallen off during the last few years? During the last few years more vessels have come to the river, but there were other causes than the improvements in the river for that. A great deal of cane was put under cultivation by the farmers, who thought that the protective duty would be retained, and the Colonial Sugar Company had to crush it. More vessels came to carry the sugar away. Now the farmers are not planting cane, because they are afraid of losing the duty, so that during the coming season the trade will not be so great. We cannot send pine and cedar away without a protective duty. We cannot sell it in Sydney as cheaply as American timber.
323. Are not other industries growing up? Yes, dairying is taking a firm hold.
324. Will the dairying industry provide as much freight for export as the other industries? Nothing like it. The butter goes into a much smaller compass.
325. Is it a fact that they are not planting as much sugar-cane as before? Yes. I for one knocked off planting, and so have many others.
326. Have many vessels been bar-bound or detained lately? Not since last August. Before that there was a shallow bar and various other things which stopped the vessels, but since last August we have done remarkably well.
327. *Mr. Black.*] In spite of the duties coming off? The people had to cut their cane, and the Sugar Company had to carry the sugar to Sydney.
328. *Mr. Trickett.*] Are there any port dues here? They are paid in Sydney.
329. Are there any tonnage dues here? No.
330. Are there any dues on goods coming in or going out? No.
331. Do you think the people here would like to pay any tonnage duties if this heavy expenditure were made? I do not think so.
332. If you had an absolutely safe bar, so that vessels could come in and go out uninterruptedly, would not freight and insurance be reduced? I am certain that goods would be carried for less money than at present.
333. Ought not the people to pay a little extra to meet the interest on outlay? They would not look at it in that light.
334. Do you think the river has considerably improved since the works were commenced; and do you think they will continue to improve if they are carried out in their entirety? Yes.

Frederick John Davey, President, Progress Association, Tweed River, sworn, and examined:—

335. *Mr. Black.*] Are you the President of the Tweed River Progress Association? Yes; I am also secretary of the Terranora Cane-growers' Association. F. J. Davey.
336. What is the object of the Progress Association? Generally to help on the progress of any public works, and to touch up our Member when requisite. 29 Mar., 1898.
337. What is the object of the Cane-growers' Association? When you get to Murwillumbah you will get statistics with regard to the main river. It is rather with regard to Terranora that I wish to speak. It is shown on the map as a mere creek, but Terranora is really a lake. It is a tidal broadwater a mile square. Then there is Coppokoi Broadwater, and the two together are the outcome of a very large watershed. The waters would have a considerable effect on the use of the walls. They are tidal lakes, rather shallow, and only fitted for pulling boats. At Terranora we can fetch cane punts and droghers drawing 5 ft. 6 in. of water at low water. The influence of the work already done has been very manifest there. We have a much better channel for getting out the cane.
338. What is the depth at high water? It varies. In some places there are 30 and 40 feet of water. In other places there are only 2 inches of water sometimes. Terranora itself will be a great cane-growing country. If the cane lands up the river were put to other uses, we could take the company's mill and find use for it. The other broadwater, Coppokoi, is capable of carrying on a very large dairying industry.
339. How long have you been in the district? About nineteen years. I was for about two years at Tumbulgum. Latterly I have been at Terranora.
340. Is all the land in your locality taken up? Yes; all the land immediately fronting the river.
341. What about the land further back? Some of it is still in the hands of the Government; nearly all of it is good land.
342. How do you account for so much of it being idle? We had 2,700 acres prepared for cane in 1894, but the company finding themselves rather overborne with cane in other portions of the river desired to fix a limit, so that there should only be 200 acres. They enlarged it to 250 acres afterwards. We had over 800 acres ready to plant at that moment. It is for that reason that we are rather in the cold.
343. Could you not have had a co-operative mill? We made an attempt in that way; but we did not succeed. With regard to the state of the river near the island, between Chindera and Cave Point, I was stuck there with an empty boat, about eighteen years ago, for the whole of the night. About this time twelve months I went up in a steamer, over the same place, as far as Cudgen. This shows the very great improvement which has been made.
344. What is your opinion about the dairying industry? I am a fruit-grower.
345. Where do you find a market? Partly on the river and partly in Sydney. I have friends there, who like to get their fruit pure and wholesome, and I send my fruit to Sydney. I grow pines, bananas, mangoes, strawberries, and a good many other fruits, in small quantities.
346. Have you any trouble in getting your fruit away? Yes; I would do better if I were certain of getting it away.
347. How many acres do you cultivate for fruit? About 20 acres. I get most returns from bananas and pineapples. I have crops all the year round from those two fruits. I grow the Queensland pineapple.
348. How are your neighbours utilising the land? Such as are left are growing cane; but when the company put on a limit the great majority of them went out. They spent all their money in preparing land for cane.
349. When was this limit put on? In 1894. The railway line had been completed a year or so before, and they were getting a large influx of cane from along the line, and it was cheaper to get it from there than from Terranora. 350.

- F. J. Davey. 350. *Chairman.*] Did such a state of things actually exist;—the mill-owners suppressed an area that came under cultivation, or, in other words, was their capacity only sufficient to treat a certain quantity of cane? They had only a certain capacity in the mill, and that capacity was fulfilled.
- 29 Mar., 1898.
351. *Mr. Black.*] Do you know the date of that? About April, 1894.
352. The Dibbs Ministry was still in power? Yes.
353. This notice was given to the sugar-growers in consequence of the company being aware that their mill only had sufficient capacity to deal with the cane produced on a certain number of acres, and any quantity produced in excess of that would necessitate the duplication of their machinery? Yes; it was intended at that time to duplicate it.
354. Is there another mill situated at Cudgen? That mill belongs to Robb & Co.
355. Are they more liberal? A large proportion of Robb & Co.'s cane is produced by themselves. They take a certain quantity of cane from the farmers immediately surrounding them; but they do not have any influence over the cane districts on the whole of the river. It is more of a local concern. The company only allowed the Terranora growers 200 acres out of 2,717 acres.
356. Was that the proportion which they preserved in their ultimatum to the cane-growers throughout the district generally? Yes; with regard to the districts which came newly into cultivation.
357. Did they put any limit on the older growers? No; they had their contracts with the older growers, and they had no legal right to make a limit there. These were new lands just coming into cultivation.
358. What labour do they employ in cane-growing? All white labour with the exception of the men who thresh the cane, which is a work only fitted for coloured races.
359. Whom do they employ? A certain number of kanakas, and a good many Assyrians and other Asiatics. I think there are too many of them. The whole of the cane work, with the exception of threshing, is suitable for white men.
360. What about chipping? That can be done by white men. I have done a good deal of it myself, and I am not a strong man.
361. Do they employ kanakas and Asiatics because they are physically strong? No; but they can stand the vapour bath which exists in damp weather amongst the cane.
362. You see the plans on the wall in connection with this scheme;—as far as your judgment as a layman carries you, do you think they are so designed as to prove a benefit? I think so. In New Zealand I was an assistant in the drafting office of the Auckland Harbour Board for some years, and I had experience in this sort of work, and had to read up on the subject, and I think these plans could not be bettered.
363. The timber-growing industry is not what it used to be here? No.
364. Is that caused largely by the fact that the best of the timber is cut out? Undoubtedly.
365. Will it only be a matter of time before all the marketable timber, cedar especially, will be gone? Yes.
366. Has there been nothing done to conserve timber or to make plantations? Not on this river. There was a forest reserve here, but I think it has been broken into.
367. What is a sufficient area for a farmer to live on apart from fruit-growing? 100 acres would keep a man in a very good position. He would want 40 or 50 acres for cultivation and about 50 acres for grass land.
368. What is the area necessary for cane-growing? A man working by himself with a pair of good horses can attend to 15 or 20 acres of cane land, and that will take him all his time in the growing season.
369. Will that support him and his family? Yes; it is nearly all first-class cane land. The farmer is paid by the weight, not by the return.
370. Where do you grow the cane with the greatest density? On the hills. There you have no frost, and that is the greatest advantage.
371. Is it a fact that the policy of the Sugar Company encourages the production of inferior cane;—if they pay by weight does it not encourage the growth of heavy cane of greater size on the average, but yet inferior in sugar-producing capacity? Their inspectors are autocrats, who compel you to grow certain sorts of cane just as they please. They select those varieties to produce density. After you have got a cutting or two you may be compelled to plough it up. That was in the days of the contracts; now there are none.
372. Which is the land that grows the best sugar-cane? The hill land.
373. What is your idea about the dairying industry here? That it has been quite a god-send at a time when the sugar-cane disease, and the loss of the duty, and various other causes, put the cane industry back.
374. Where is the market for the dairying produce? There is a creamery at Murwillumbah, and another at Byron Bay.
375. Where is the butter sent? To Sydney chiefly.
376. In producing sugar, has not the land to be rested? No, that is very rarely the case. It may be the case on the river.
377. Have you any idea as to what number of years you could produce cane without resting? I saw cane on the river, where they had been growing cane for eighteen years on the same land, and there never was better cane.
378. Is not that exceptional? The soil seems to have wonderful capacity for taking up after a set back. The place I refer to was on a river flat.
379. In dairying, do they chiefly graze the cattle, or do they feed them? They feed them. They would not be able to keep the cattle during the winter time without food. They generally put the food in small plantings and cut it fresh; they have successive crops.
380. Have you mild winters here? Yes.
381. You have frosts on the flats, but not on the hills? Yes.
382. Is this a pig industry which is flourishing here? Yes; where corn and milk are cheaply produced, pigs will pay.
383. *Mr. Clarke.*] Did you say that the Sugar Company refused to take cane, beyond what was planted on a certain area? Yes.
384. What was the reason? Because their mill was already rather over-supplied.
385. Did they intend to duplicate the machinery? They spoke about doing so.
386. Do you think the removal of the duties had any effect on their action in that case? It is very hard to say. I think the company are very deep, and I would not presume to enter into their minds.

387. *Mr. Trickett.*] You spoke of black labour;—does the Sugar Company employ black labour? I have seen the Sugar Company employing black labour; whether they do so now, I cannot say.
388. When did you see them do so? It was perhaps five or six years ago. They had some blackfellows chipping.
389. You do not know if they employ them now? No.
390. Do the settlers employ black labour? Yes; most of them.
391. Do you go near the Sugar Company's mills sometimes? No; not recently.
392. As a man living on the river, and as President of the Progress Committee, I should think you ought to be able to state at the present time whether they employ black labour at the Sugar Company's mill? All I know is that I have not heard of their employing black labour recently.
393. Do they carry out any operations here under the halves system? Some of the small dairymen, I believe, have been in charge of their dairies on the halves system, but that has been a mere private business.
394. Under the system by which the owner of the land supplies the stock and working implements and the dairymen take charge of the dairy, the profits being divided? To a certain extent.
395. Is it successful? Sometimes. It is the owner of the land who generally gets tired of it first.
396. As President of the Progress Association, you must be aware that a large sum of money has been already spent on these works, and that it is proposed by the scheme submitted to us to spend a further sum of £40,000;—as a man in a public position, can you tell us in what way the Government are to get any benefit from the expenditure? We have been accustomed to think that the opening up of the far away lands and the back-blocks was in itself conducive to the welfare of the whole country. With regard to tonnage dues, I do not think the people here would make any objection if they saved something appreciable in the cost of freight and insurance.
397. That would not amount to much under the present state of affairs;—what is the prospective advantage to be derived by the community generally from spending this large sum of money in this district? For instance, there would be an advantage to Sydney in getting supplies as far as we could give them. Sydney is as much interested in this question as we are. It is not a purely local business.
398. Will there be a large population here? The population has been increasing largely within the last few years, and I do not see why it should stop doing so.
399. There is a plan on the wall showing the alienated land;—where is the large population to live, seeing that all the land near the river has been already sold? Although the land has been sold, it is still capable of carrying a very much larger population. Much of the land will be cut up and sold or leased.
400. Have you worked out any figures or statistics to guide the Committee in that direction? No; I considered that you would get better statistics at Murwillumbah.

William Henry Wilson, storekeeper, Tweed Heads, sworn, and examined:—

401. *Mr. Clarke.*] Have you any statement to give to the Committee as to the advisability of further improving the navigation of the Tweed River? I can say that the improvements already carried out have benefited us very much. I have been benefited myself directly by getting cheap freights and better communication.
402. You do not experience so much delay in getting vessels in and out as you did before? Not nearly so much. I think that now one steamer will average about seven trips in two months. At one time it used to be about four or five.
403. What has that been caused by? The training-walls have made the entrance so much better.
404. Has it been the means of reducing the rate of freight to and from Sydney? Yes. When I started here between six and seven years ago the freight was 25s. and 30s. a ton; now it is 15s. 6d. by steamer.
405. Is it not less than that at present? No; flour is carried for 12s. 6d. If you got 200 or 300 tons of coal, I suppose you would get it cheaper.
406. We have had some evidence that the rate was from 10s. to 12s. 6d.? I have not got it for that.
407. If the navigation of the river were improved, would not the natural result be that freights would be much cheaper than at present? Certainly; and we could get faster steamers. Steamers have had to be built so that they would not draw much water, and you could not get speed.
408. What are the products generally grown on the river in this neighbourhood? The greatest is sugar-cane; then comes dairying, which is in vogue now.
409. Is any maize grown on the river? Not a great quantity. Although it grows well, I believe the farmers do not go in for it. The reason they give is that the freight to Sydney is too high, and it is not always a certainty that the steamers will get out when the corn is brought down. Of late years I do not think they have tried it. The land is capable of producing good maize, as good as on the South Coast.
410. Is it more affected with weevil than the South Coast maize? Yes.
411. Is that one of the principal reasons for not growing it? The farmers told me that they had to keep the maize so long that weevils got into it, but now they could get it away much better.
412. Is the timber trade carried on to any great extent? Not nearly so much as when I came here. They do not seem to be able to get the same price for the timber as they used to. I do not think it is so easily obtained.
413. Is the cedar extinct? It is very far back, and the price is much lower than it was when it was plentiful.
414. Has the population increased very much in this district? It has increased a great deal since I came here twelve years ago.
415. Are you aware of people coming from the southern part of the colony? Yes; several people have come here from Illawarra looking for dairy farms.
416. Are they generally engaged in dairying pursuits? Yes; they bring up cattle of their own.
417. Do you think dairying is as profitable as other industries, particularly sugar-growing? It all depends upon whether you have the best land for growing cane. On the river banks the frost touches the cane sometimes, and the land there is more suitable for dairying. The high land is better for sugar-cane.
418. Could a family make a decent living on 40 acres of good land growing cane? Yes; at the price cane has been, provided, of course, that the land is good.
419. Can a family live as comfortably on 40 acres of dairying land? I think it requires more land for dairying.

- W. H. Wilson. 420. Does it not also require more capital? Yes, and more hands to work it. One man could work 40 acres for cane where it would take two or three for dairying. Forty acres is too small for a dairy farm.
- 29 Mar., 1898. 421. Then if the sugar industry fails the population would not be likely to increase? There is plenty of land available yet for dairying.
422. Do you think it is likely to increase? I think it is almost sure to.
423. Is dairying carried on to any great extent on shares or halves? I do not think it is to any great extent; I know of a few cases by hearsay.
424. What is the value of land per acre in this district in its original state, and also when cleared within a reasonable distance of a river or railway? The land is all taken up about the river, but in the back there is land available. That shows that the land near the river is the most valuable. In the hilly country there is land available, say, 3 miles back. I am speaking of Terranora to the west of the Broadwater. Any available would be taken up readily.

William Mackay Charles, farmer, Terranora, sworn, and examined:—

- W. M. Charles. 425. *Chairman.*] Where do you reside? At Terranora, 5 miles from here.
- 29 Mar., 1898. 426. How long have you been a resident? Sixteen years.
427. Do you think there would be any justification for carrying out the proposed works? Yes; for the reason that the works so far carried out have effected a great improvement. At Terranora we could not get cane away until the upper part of the wall was erected. Before the works were carried out, I had ridden over a portion of the Terranora Creek, where there is now 9 feet of water. The works from Rocky Point down to the island close to the mouth of Terranora Creek have benefited us. When we approached the Colonial Sugar Co. first, and asked them to take the cane from Terranora Creek, we were told they could not do so, that there was no way of getting it across the flat, but that when sufficient dredging was done they would take it.
428. Are we to understand that the construction of the training-wall on the eastern side, down as far as, and below the junction of Terranora Creek, and the works at the mouth of Terranora Creek, has had the effect of deepening the water which has admitted the Sugar Company's barges and steamers, and enabled them to go there for cane, and that in that respect it has been a benefit to the growers in Terranora Creek? Yes.
429. Have you not derived all the benefit you require? No; in this way:—The Colonial Sugar Company promised to take a certain area of cane, and if they had carried out that promise, instead of taking only the quantity grown on 200 acres they would have taken what was grown on over 2,000 acres.
430. What bearing had the refusal of the Sugar Company to take the cane on the question of harbour improvement;—did they refuse to take the cane on account of the imperfect navigation of the river? No; but at that time they intended to duplicate their mill, and they promised certain farmers that they would take their cane.
431. How many acres are there in that locality capable of growing cane? Over 2,000 acres; quite enough to keep a large mill going.
432. As a matter of fact, has there ever been more than two sugar-mills in the district? Yes; there was one at Tumbulgum, but it has been closed for a few years. There is another at Cudgen. That makes four altogether. Collier's mill closed the year before last.
433. For what reason? I think Robb's mill at Cudgen agreed to crush the cane. Collier got into difficulties.
434. Is Robb's mill large, and is the company's mill at Condong large? Yes.
435. Have they superseded all others? Yes.
436. If there were more mills would there be more cane grown? Yes; I daresay that is the case.
437. At the present time there are two sugar mills in existence, and they are not capable of dealing with the cane that could be grown in the district? Yes, that is true.
438. The product of the sugar-cane, together with all other products from this district, are at present conveyed from the river to Sydney by about forty-eight trips of a sailing vessel and eighty-one trips of a steamer in the course of a year? Yes.
439. That produce is able to find its way to market by the river at present;—does not that imply that the capacity of the entrance and the suitability of the river at present are sufficient for the produce? Not at all.
440. Would you point out to the Committee what, in your opinion, would be the result if the works were carried out and larger steamers were to ply here? If a better state of things prevailed we should have a far larger number of boats trading to the river. There are often delays even now, which are caused by the river being in a bad state.
441. It has been put before us that the sugar going out and coal coming in are the large items of trade;—unless the sugar trade develops how is the shipping business to increase? I think myself a compromise will be made in connection with the sugar industry. I do not think the sugar industry is going to fail. I think we can grow cane with a duty of (say) £3 per ton. I think there has been a good deal of bluff about the Sugar Company.
442. It is held by some that if the duties come off the produce of the district will go down;—are you of opinion that sugar will continue to be grown here? Yes; because we have good land on the hills where we can grow cane equal in density to that grown 100 miles further north.
443. Is the Tweed country looked upon as more suitable for the growth of cane than the Richmond? This country is better than the Clarence, but on the Richmond the land is very similar to the land on the Tweed. I have heard that the density is much higher on the hills than on the flats. It is only within the last few years that they have started to grow on the hills (say) five years.
444. What inconvenience do the farmers suffer from at the present time;—are they handicapped by heavy freights or by the bad entrance? Take the case of maize; there will be a good deal of maize sent from here this year. If the sugar industry went down, the flats would be all cultivated with maize, and would be used for dairying.
445. Do you remember that some years ago, when the Government contemplated making a railway from Murwillumbah to Lismore, it was urged then by the residents of the Tweed that if the railway were made maize-growing would be largely entered into;—has that been the case? Yes, to a certain extent, because there was a very large local consumption here while the line was being made.

W. M.
Charles.

29 Mar., 1898.

446. Now that the line has been completed is maize grown for the market? Yes.
447. In a largely increased quantity? Yes; this year alone, I think, a very large quantity will be sent to Sydney. The consumption on the river is very great in connection with the sugar industry, because horses have to be fed.
448. Do you think you could compete with such rivers as the Manning, the Macleay, and others, which are closer to Sydney? Their freights are cheaper, but we shall have to do something for a living.
449. Do you hold the opinion that the quality of the land in this district and the normal rainfall are such that the land can be cultivated profitably in growing anything which is capable of being grown here? Yes; we have everything in our favour.
450. Has the district made much progress, or has it been a fight and a hand to mouth existence for most of the settlers? It has made great progress.
451. Beyond giving the settlers a certain outlet for their produce, how would the construction of these works contribute to their advancement? Cheap freights would be a means of settling people on the land. We have a good many acres of unalienated land, which would be utilised for dairy purposes.
452. Supposing that in the course of time there might be federation between all the colonies, and you had railway communication from Southport here, joining with our system, would not a large proportion of your trade be likely to find its way to Brisbane for sale or shipment? A certain amount of trade would go to Brisbane. We would then be placed in a corresponding position to Illawarra with regard to Sydney. We would be able to do a large milk trade with Brisbane.
453. Supposing you were large exporters of butter, would you not adopt that route? No; our freights would be cheaper.
454. What would be the distance by rail from Murwillumbah, *via* Tweed Heads, to South Brisbane? Seventy-two miles to South Brisbane.
455. From the Tweed to Sydney by steamer, and from the Tweed to Brisbane by rail, which would be the cheapest freight? From the Tweed River to Sydney.
456. Do you think that that will determine the route for produce, and that consequently it is likely to go to the metropolitan market? Yes.
457. You are aware that everything will hinge upon the cheapness of transit? Yes.
458. Do you see any danger to the country, in the course of years, if we should expend a large sum of money on this port, and from any cause it may be divested of its usefulness? No.
459. The nearest you can think of would be a railway to Brisbane, and you are sure that will not have such an effect? Yes.
460. Would you approve of the construction of a railway from here to Sydney by the North Coast? Yes.
461. Would you send your produce by that line? No; we might send perishable produce.
462. If you could send your produce more cheaply by water than by rail, would you send it by water? Yes; it would be the cheapest and best for certain products.
463. Which would you prefer, a good port or a long-distance railway? I should prefer to have a good port.
464. Do you think that is the general opinion of the residents of the Tweed district? Yes.
465. Is there any trade between Brisbane and here by water? No.
466. Are there times when maize and other products in this district are bought for the Brisbane market? No.
467. Is there any reciprocity between yourselves and the large market in Brisbane? We get our fat stock from Queensland; they are driven by road.
468. Do you feel that your interests are identical with the metropolitan market of your own Colony or with Queensland? With our own Colony, and the desire is to keep up that connection.
469. Do you think that your market can be best maintained by giving you water carriage by means of a good port? Yes.
470. Do you speak confidently as to what would result from making a good port? Yes.
471. Do you think there is room for the population to increase tenfold in this district? Yes.
472. Do you think there will be a larger population here? Yes; we have large areas held by people who are doing nothing with the land.
473. Is it impoverishing them? Yes; those areas are being cut up.
474. Are people taking advantage of the provision of the Land Act which enables selectors to sell portions of their conditional purchases? Yes; and a lot of land which is in the hands of the banks is being sold.
475. Are these sales bringing in new people, or are the old selectors increasing their holdings? It is being taken up by new people.
476. Do you think that will go on to any extent? Yes; the only thing that would stop the increase of population to a great extent would be the fall of the sugar industry.
477. Supposing that the growing of cane absolutely stopped, would it follow that the production of the district would have to stop also? It would impair it to a great extent. It would be a terrible check to it.
478. Until something else took its place? Yes.
479. But owing to the great fertility of the soil something is sure to take its place? Yes.
480. Is dairying the next thing? Yes; but it is not equal to sugar-cane.
481. Are you growing sugar-cane? I started to grow cane. The company promised to take cane from me, but they afterwards refused.
482. What price were you to get? 12s. 6d. per ton for two-year old cane delivered into the punt.
483. Would that pay? Yes, handsomely.
484. What is the lowest price you could take to-day? I could grow it at Terranora for 9s. per ton.
485. Is that one reason why you think the sugar industry will not die out here? Yes.
486. That is to say, the sellers could afford to take less and still make a profit? Yes, in favourable places.
487. *Mr. Trickett.*] Do I understand from your answers that the prosperity or otherwise of this district is held in the palm of the hand of the Sugar Company? There is a great deal in that.
488. Although there are two or three other mills held by other people? There is only one other mill. It is some distance from the river, and is working to its full capacity.
489. How long have the Sugar Company had mills on the river? Before my time.
490. Did they go on without any trouble, as to price or otherwise, until recently? Yes.

W. M.
Charles.
29 Mar., 1898.

491. Is there any prospect of the company enlarging their operations, and did they assign any reason for not taking your cane? Yes; they assigned as a reason at the time that the duty was coming off sugar.
492. Have they made any overtures to you to go on growing cane? I saw a letter by Mr. Knox, published the other day, in which they offered to give the same price for cane if a duty of £3 per ton is retained. That was a circular letter. That is provided the cane is equal to the density of a certain year. I think it was 1893.
493. What became of your cane which the company would not take? I cut it for my cows.
494. Was that a great loss to you? Yes; but it was very good fodder for the cows.
495. Who employs black labour in the district? The farmer employs black labour for stripping.
496. Does the Sugar Company employ any black labour? No.
497. How long have you been engaged in farming? Sixteen years.
498. What has been your experience as to its prosperity? When I came here I felled the scrub, with the intention of going into sugar-cane growing; but at that time there were a number of small mills in existence, and after being here twelve months I foresaw the failure of that process with the open-pan system. I then decided to have nothing to do with the small mills. I then went on clearing land, in the hope of growing cane for the Colonial Sugar Company. I then went in for grazing.
499. Has that been successful? Yes, fairly; dairying has paid me very well.
500. Would not the company take your cane? No; they had no means of taking it away at that time. but the harbour improvements have opened up the creek.
501. Do you look upon yourself as a successful man in the district? No; because I have made several mistakes. If I were starting again I would know better what to do; but I think that I am now doing fairly well. I am now dairying combined with the buying and selling of cattle. I have 700 acres, which has been too much. If I had had less land I should have been in a better position to-day. My land is conditional purchase, with about 8s. or 9s. per acre to pay to the Crown on it.
502. Is the process of clearing the land very costly? About £3 or £4 per acre. That is to fell and plant with grass, and let time help to clear it. The scrub trees decay rapidly. It is thrown down and fire run through it. If you have a wet season it may have to stand over for a year, and then it is rebrushed.
503. A settler coming here in a wet season might have to wait for two years before he could do anything with his land? Yes; you require capital.
504. Yet you think it is a district that will progress? Yes; I came here ten or twelve years too soon. Those coming here now are reaping the benefit of the work done by the pioneers. There are now better facilities. When I came here there was no way of getting produce to market. Now we have creameries established.
505. But, seeing that sugar is the staple product of the district, how can you reconcile your views as to the progress of the district with the falling off in the sugar industry? The two things would work together easily, that is, sugar-growing and dairying.
506. But you say that the sugar industry is falling off? It will fall off if the price goes down, and if the Sugar Company cannot afford to pay a certain price.
507. Comparing the result of an acre of land under sugar and an acre of land used for dairying, what would be the difference? It would be greatly in favour of the sugar industry.
508. What does sugar land produce per acre? Thirty to forty tons of two-year old cane. Roughly speaking that would be about 5s. per ton net profit after deducting all expenses. That was when the company's price was 12s. 6d. per ton.
509. *Chairman.*] Presuming that the present mills remain, does it not follow that they will not be able, unless they increase the capacity of their mills, to deal with more than 2,700 acres of cane land, and if the cane industry is to increase very largely, is it not clear that there must be an increased number of mills, or that the present mills must increase their capacity? Yes; the present mills must increase their capacity.
510. You may have 10,000 or 20,000 acres suitable for cane-growing, but if you can only get 3,000 acres of cane crushed will not that limit the production of the district? Yes.
511. But your argument all through seems to be that the cane industry will stand, and will be profitable if all the available sugar lands are put under sugar-cane? Yes; but there must be a certain amount of duty.

WEDNESDAY, 30 MARCH, 1898.

[The Sectional Committee met at the Court-house, Murwillumbah, at 2 p.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | HENRY CLARKE, Esq.
GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Harbour Works at Tweed River.

William Rodgers Isaacs, landowner, Murwillumbah, sworn, and examined:—

W. R. Isaacs.
30 Mar., 1898.

512. *Chairman.*] What is your occupation? I am late manager of the Colonial Sugar Refining Company; I am also a large landowner in the district, and I have retired.
513. How long have you been in the district? Twenty years.
514. During that time have you been always engaged in the sugar industry? Yes; up to the present time in the employ of the company.
515. Therefore, you are thoroughly acquainted with that industry? Yes.
516. Will you tell us how many acres of sugar were under cultivation when you came here, and how many there are at the present time? Having retired, I do not think it is advisable for me to give evidence in connection with the sugar industry at all. I will give evidence of a general character and particularly with regard to the dairying industry.
517. What can you tell us about the dairying industry in the Tweed? I can give information as to the area of registered dairies, the number of registered dairies, the cows, and with reference to the extension

of

- of the industry. The figures I have are taken out for the present year. The area of registered dairies at present is 13,760. That is all practically centered in the Tweed for purposes of business. I do not mean to say that the whole of that land is clear, and it is being used for dairying. As you know, under the Registered Dairies' Supervision Act, you have to state the area of land you are dealing with. The number of cows milking at present is 1,370, and the number of dry cows connected with these dairies is 780. The number of registered dairies is 62; the carrying capacity of the 13,760 acres would be one cow to an acre. The return per cow per month would be from 8s. to 10s. I consider that the extension of the industry, which is only at present in its infancy, would, within the next three years, be 50 per cent.
518. On what do you base that belief? Because, practically speaking, the industry has only been in existence for about two years. At the beginning of that period I do not suppose 300 cows were being milked; now there are 1,370.
519. Then the dairying industry is entirely a new one as a means of livelihood in this district? Yes; quite new.
520. Has it started since the duties on sugar have been reduced? I cannot say that. I think it was only last July that the duties came off, and the industry is about two years old.
521. That was when it was known that the duties would be taken off? I do not say that for a moment. Duty or no duty, I believe the industry would have started, and I speak from personal knowledge.
522. Do you think the removal of the duties has had nothing whatever to do with the starting of the dairying industry? Yes.
523. How do you know that that is a fact? Because I am personally interested in the dairying industry. I would have started dairying, duty or no duty.
524. You are quite sure that 1,370 cows would have been milked at the present time if the sugar duties had remained as they were? I would not like to go so far as that, although I think I might do so.
525. Who are the people who have come here and started the industry? I do not suppose the industry would have been started at all had it not been for the construction of the railway, because the farmers would not otherwise have had an outlet for their produce. The first start given to the industry was the fact that the farmers were able to send their milk to Byron Bay.
526. Where does it go now? A large proportion goes to the factory in the neighbourhood of this town, but the railway started it in the first instance.
527. Does it go by way of the railway now? Not the bulk of it; we now have a factory in the town which has been put up within the last few months.
528. Where does the butter go to? To Sydney by steamer, and by a very roundabout way, because the butter has to be droghered down in the first instance with a great deal of delay from Murwillumbah to Cave Point, where it is put on board the steamer, and it is then taken to Sydney. That necessitates having cooling chambers on the drogher and the steamer, whereas if the steamer could come up to Murwillumbah a great deal of that delay could be avoided.
529. When you speak of the industry starting at the same time as the railway, you do not indicate that as the outlet for the produce? If the railway had not been made to Byron Bay, where there was a factory, the industry could not have been carried out here. That was a means of outlet. Now, however, we have a factory in this district.
530. Is there only one? Yes; in Murwillumbah.
531. Is all the cream sent to that factory? The bulk of it is. A few people send their cream to Byron Bay still.
532. Are the men who are carrying out the dairying industry people who were formerly on the river engaged in any particular occupation, or are they new-comers? Some are new-comers, but I think the majority are old hands. Some have been working men, and some farmers. They have been engaged in various occupations.
533. Are they men who were sugar-growers, and who have now become dairymen? I think some of them have been sugar-growers. Some are combining the two things.
534. Before we came here, we were told that the people were abandoning sugar-growing and going in for dairying;—can you give us any idea as to the extent of that transition? There is no doubt that the area of cane has been greatly restricted owing to the threats.
535. We do not want that, we want the facts? The possible extinction of the sugar industry might induce some to go in for the dairying industry.
536. Have they gone from sugar-growing to dairying to any great extent? I cannot say that there has been a great number—there might have been only a few. There is a large area of country on the Tweed which is climatically not suitable for cane-growing, where the company has absolutely refused to take cane. Therefore, these people are forced to go into some other industry.
537. Did the people who went into the dairying industry own the land, and had they to clear it for themselves, or did they lease it? In the majority of cases I think the men owned the land. Some are leasing it.
538. What were they doing with the land before they began dairying? In most instances they could do nothing with it—there was no outlet.
539. If we have been informed that there has been a great falling off of sugar-growing for some time past, and that dairying has been substituted for it, that is not your belief? It has fallen off to some extent, but I cannot say whether great or small. It may have been to a greater extent than I am aware of.
540. Are the dairying people doing well? From what they tell me I think that on the whole they are very well satisfied.
541. What area do they occupy as a rule? The registered dairies vary very much, from as low as 30 acres up to about 1,000 acres.
542. What area do the small holders occupy? I should think from 50 acres to 150 acres.
543. Would a man with 100 acres, carrying 100 cows, earn £600 a year? Yes; he would upon my figures.
544. Do you think that a man with 100 acres does earn that? No. I am only giving a sort of general idea, because he has to depend on climate to a great extent.
545. The amount you gave us would be the gross return? Yes; expenses would have to be taken from it.
546. What is dairying land worth per acre? That is a very hard question to answer, because it is almost impossible at the present time to either sell or lease.
547. Why? Because, I suppose, there are not people to take up the land.
548. Is it not a fact that most of the good land near the river has been already alienated? Yes.
549. Are the people who have large areas trying to sell their land? I think so. 550.

W. R. Isaacs.
30 Mar., 1898.

- W. R. Isaacs. 550. Do you ever have any auction sales? There have not been any of late, but there may be plenty of properties in the hands of people for private sale.
- 30 Mar., 1898. 551. You have made a bald statement that in three years the dairying industry will increase by 50 per cent.;—does that apply to people coming to the district, or to people who already have land? It may apply to some who will come to the district and those who are already here.
552. If a man came to the district what would he have to pay for 100 acres suitable for dairying? He ought to get it at from £4 to £5 per acre, partially cleared.
553. And sown with grass? With the ordinary grass on it.
554. What does it cost per acre to partially clear and fence it and sow grass? £5 an acre.
555. That would be another £5 an acre, and a house would cost £50 or £100? Yes.
556. Are many of these people coming here at present? No.
557. This Committee is making an inquiry involving the expenditure of a very large sum of money;—we want to know how the Government is to be recouped for the outlay; as this is not a revenue-producing work we want to see how the district is going to build up these industries which you say will increase to such a large extent;—can you tell us, beyond the mere expression of opinion, how the district is going to improve to such an extent as to increase the population and the products, which will be an indirect means of helping the country? I can only answer the question by saying that my experience of the district has been that it has gone ahead to a great extent, and I do not think the class of people who are here will stop short in future, because it will not pay them to keep their land idle.

Russell Dowling, manager, Colonial Sugar Refining Company's Mill, Condong, sworn, and examined:—

- R. Dowling. 558. *Mr. Black.*] Can you state the area now producing cane which is under contract to the Sugar Company? There are no contracts with the Sugar Company just now; they have been all cancelled.
- 30 Mar., 1898. 559. Can you give me the area under sugar in the district? Quoting from memory, the area is something over 4,000 acres.
560. Is that the total area in the district? No; that is as far as the company is concerned.
561. Do you arrive at that area only because that amount of cane was previously cultivated under contracts of the company? Yes; there were contracts existing last year for that quantity of cane.
562. Is that an increase on previous years? No; it is a decrease.
563. What is the greatest area you have known to be under cane in this district? Something over 5,000 acres.
564. What is the greatest area of cane that could be treated by your mill? About 5,000 acres.
565. Then you have reached your maximum? Yes; at present.
566. In order to treat a greater quantity it would either mean an increase of power at your present mill or a duplication? A duplication.
567. Then, so far as you are at present concerned, it is not likely that you will offer such inducement to the cane-growers as would lead them to increase the area under crop? I think that question is not altogether in the company's hands. It is a question of the policy of the Government.
568. Do you mean that unless the sugar duties are retained it will not be part of the policy of the Sugar Company to extend their operations? They will not be extended at all, as far as the company is concerned.
569. In the course of your dealings with the cane-growers have you observed any tendency to substitute dairying for cane-growing? Only in cases of necessity where they cannot do anything else. They prefer cane-growing as far as I can understand them. There are certain low-lying lands not suitable for cane which suffer from frosts, and they might do better with that land by dairying. My dealings with the farmers lead me to think that they wish to keep on cane-growing.
570. Do you think that the lower lands, because of their being subject to frost, are not so well adapted for cane-growing as the higher lands? It depends upon the season. Last year we practically had no winter at all, and the crops on the flats did exceptionally well. The previous year they were frosted badly.
571. Speaking from average experience, are the low-lying lands which are subject to frost as suitable for cane as the higher lands? No; but the proportion of low-lying lands is small compared with the higher levels. There is a larger area of land which is not frosted than there is of low-lying land which is subject to frost.
572. What is the relative proportion? One-third low lying, and two-thirds high land free from frost.
573. Then there is only one-third of the area now used for cane-growing on low-lying land? Yes; but the one-third is not all subject to frosts, only the upper portion of the low-lying land is subject to frost—that is to say above Tumbulgum. Above that point there is more danger of frost than nearer the sea.
574. What proportion of the low-lying lands are in the frost area? I should say, roughly speaking, about one-sixth of the total. That is one-half of the low-lying land.
575. Is it fair to assume that those lands would, under any conditions, be devoted to dairying? Not in all cases. Some of the low-lying land is subject to flood, and dairying would not be a success even there. Floods do not hurt the cane very much, but they would destroy grass and green feed for cattle.
576. How many years have you been on the Tweed? About twelve years.
577. Have you been connected with the company all that time? Yes.
578. During your experience has there been any delay in the transit of your sugar or in the arrival of steamers so as to seriously interfere with your trade? Of course on the bar there have been many interruptions and the shipping has been delayed. In bad weather ships can neither enter nor get away.
579. Prior to the improvement of the river, was there any obstruction to your operations in the collection of cane? Yes, decidedly. At present we can navigate the creeks and rivers better than we ever could before. Last year was the best we ever had with reference to the navigation of the river and creeks.
580. Do you put that down to the improvements made in the river? Decidedly.
581. Is the river sufficiently improved now for your purposes? Not altogether.
582. In what way does it lack improvement? The deepening of shoals, for instance, about Condong.
583. Are there two shallows between here and the Heads? Yes; one is at Condong Flat, and navigation has been stopped by it.
584. Apart from the removal of the shoals, as far as the Sugar Company is concerned, further improvement is not required? I should not say that. The creeks are not yet as good as they might be.

585. Do you think any improvement of the river would improve the creek? Yes; it would give a better scour.
586. Do you think that the deepening of the river would cause a scour in the creeks? Yes.
587. You do not ask for the dredging of the creeks? The creeks are being dredged now, and I should like to see the work finished. The dredge has been in Terranora Creek, and there is a dredge now in the North Arm.
588. Do you think that the construction of breakwaters and training-walls at the entrance would in any way benefit the sugar industry? Yes, because the shipping would be very much improved.
589. Do you think that is necessary for the sugar industry? I know that at the present time the shipping is delayed, and that affects the company to a large extent. The company are the largest shippers, and it affects them principally when a vessel remains in port for a week.
590. Do you think that further improvement of the river at the expense of the State, all things being equal, would be beneficial to the district? Decidedly, for the district as a whole; that is in connection with the sugar industry.
591. Do you think that the benefit would be in any way commensurate with the expense? That is a point I cannot answer.
592. Do you think that freights would be lowered if the river were so deepened that vessels of a larger tonnage could enter and could make trips with speed and regularity? Decidedly.
593. Do you think freights would be lower? Certainly; it is the insurance on account of the bad bar which causes a great deal of trouble.
594. What percentage do you think there would be in the lowering of freights and insurance? I cannot give figures; it would depend altogether on the nature of the improvements.
595. *Chairman.*] The nature of the proposed improvements is to construct a north breakwater and to continue the north training-wall almost to a junction with it, leaving an opening to get into the present northern channel, and also to continue the eastern training-bank for a certain distance, and then to extend it as a southern breakwater in anticipation of giving from 18 to 20 feet of water constantly at the entrance? With that knowledge, I should say the freights ought to be reduced by more than one quarter.
596. *Mr. Black.*] There would be a sensible reduction? Yes, a distinct reduction.
597. If there were such a reduction, do you think there would be any objection on the part of consignees of cargo to pay out of pure patriotism a tonnage rate for a partial recoupment of the Treasury? I think if there are cheaper rates they could be asked to do so, but I do not know how they would take the proposal.
598. If there were a reduction of 40 per cent., would they object to pay back 5 per cent. of that to the Treasury? I do not think they ought to object, but people sometimes do object when they ought not to.
599. Would there be any public outcry? I do not think so.
600. *Mr. Clarke.*] You say that the area of land under cane a year or two ago has considerably decreased;—can you give the Committee any idea as to the cause? Yes; the change of policy. The fall in price of £1 per ton last year was the chief reason why the area decreased. The people could not afford to grow the cane at the reduced price.
601. Is that the reason why your company is inclined to discontinue any further expenditure? Yes; on account of the reduction in the duty.
602. *Mr. Trickett.*] What do you regard as the staple industry of The Tweed? Sugar-cane.
603. Not dairying? The two can be combined successfully, but there are certain portions of The Tweed River, which are better for cane-growing than for dairying.
604. Have you noticed any increase in dairying lately? Yes; since the advent of the creamery at Byron Bay and the establishment of one here.
605. Have operations been satisfactory to the dairymen? There is a very mixed feeling. Some succeed and some do not. Some men take up dairying when they are not ready. They hire cattle, or get them on the part payment system, bad weather sets in, and they lose everything.
606. Still this is a district eminently suitable for dairying? Decidedly.
607. Which do the people prefer, cane-growing or dairying? There are two classes. There is the class that cannot grow cane because they are not near the water, and they prefer dairying. They have no alternative. Those who can grow cane would prefer that to anything. You passed hilly country coming up. On both sides of that there is a large quantity of cane, and there are many blocks of land on the high levels that are suitable for cane-growing. It grows amongst the stones. Cane-growing would be better than dairying at a certain price on that land.
608. At per acre, I suppose that cane-growing is far more profitable than dairying? Yes; cane-growing yields on an average 20 tons per acre, which would give a man in favourable times 10s. per ton.
609. What would be a first-class crop? At one time 70 or 80 tons per acre could be obtained, but we call 45 to 50 tons per acre a good crop now-a-days.
610. Is that because the land is impoverished? No; it is because the sweetest class of cane is cultivated, and it does not give such a heavy yield as the rank class of cane.
611. Is coloured labour necessary for growing cane? Not for planting it or chipping it, but white men do not care for thrashing the cane; it is very hard work. The cane lies down a great deal, and white men will not do the work.
612. And consequently coloured labour has to be employed for that? Yes.
613. Does the company employ black labour? No.
614. We were shown as we came along a large shallow patch opposite the company's property; it was stated that the dredges were brought up for the purpose of deepening that part of the river, but that the people on either side, including your company, objected to the silt being shot on to the banks;—is that so? I do not know the exact nature of the arrangement at the time. Mr. Isaacs, I think, could speak more fully about that. He had control of the matter in those days. As far as I can judge, I do not see why the company should object to the shore being built up.
615. It occurs to one that the deepening of that long shallow patch would be such a great benefit to all concerned, the company included, that one can hardly see why it should be objected to? I cannot see myself why there should be any objection to it.
616. It will be necessary to have that shallow part removed to enable the steamers to come up from Murwillumbah? Yes; that is the principal block now between Murwillumbah and Tweed Heads.

R. Dowling.
30 Mar., 1898.

R. Dowling. 617. In bringing up the large steamers, one of the principal items of economy would be in doing away with the droghers? Yes; the result of improving the harbour was experienced by us last year. Schooners came up to the wharf, although at one time you could scarcely get a sailing boat across the flats.

30 Mar., 1898.

618. In the transit of goods, who pays the drogher? The shipping firm makes a round charge which includes the drogherage.

619. *Chairman.*] How long has the Condong Mill been built? In 1880.

620. How many other mills are there on this river? There are two working and one idle. There are the Condong and Cudgen mills.

621. Does the sugar area which you gave us comprise the whole of the sugar grown or only that treated by your mill? Only what we are interested in. That is now 4,390 acres.

622. You said that you looked upon sugar as the staple product. In the event of all other things being equal, if the policy of the country be such as you urge to be necessary to maintain this industry, what do you think will be the ultimate output of cane on this river? I cannot say exactly. I can tell you what would have been the result if the duty had not been interfered with, and what were the arrangements before the duty was touched. That was, that the Condong mill was to be doubled, and that there was to be a largely increased area under cane.

623. If the mill were doubled, what increased area would you require for cane? We have manipulated 5,000 acres of cane with the one mill. I would not like to say that we would double that, but we would treat the cane from 7,000 or 8,000 acres. I cannot say now what the company will do. But we had arrangements with the people that they should grow up to a certain area two years ago. They, however, never reached the limit owing to the interference with the duty.

624. Your mill was built seventeen years ago, and it has taken that time to produce 5,095 acres of cane; that was prior to the remission of the duty? Yes; I think that can be explained. For a very long time it was considered that cane-growing on mountainous country would not be a success to the manufacturer. It was unknown whether it would be payable to the grower. It is only in recent years that cane-growing has gone ahead on the hills. That is the cause of the sudden increase. The river flats have given their full output all the time. The increase is all from the high country where the output can be still further increased if necessary.

625. Is there much of the hilly country which is capable of being brought under sugar? Yes.

626. That is within the next year? Yes.

627. Would there be sufficient there to keep your increased capacity going? We would have no trouble in finding a sufficient area.

628. Would there be sufficient virgin soil there to keep another mill going? I cannot say. As far as the company is concerned it has people growing all over the district where it would be very difficult for a separate mill to "chip in." Another mill would have to take a district for itself.

629. Your figures show that there would be a very considerable increase if certain things were done;—large as that increase might be it would be hardly sufficient to justify the Government in spending an additional £50,000 on improving the river;—is there scope to go outside even the large increase you have mentioned? We have not tapped all the cane-growing country in the neighbourhood of the railway line, and that country could furnish two or three times the area that we require for the increase I have mentioned. We have taken cane 10 miles from Lismore.

630. Can you deal with cane profitably at such a distance? Yes; but the price is reduced to the grower.

631. In the event of the sugar industry increasing, is there a likelihood of your company erecting mills in that direction or will they make arrangements to bring the cane here? I cannot speak as to what the company will do. I can only say what they were prepared to do before the duty was touched.

632. If the company treated cane grown near Lismore it would be within the influence of the Richmond River or Byron Bay;—our immediate duty is to inquire what is likely to be taken on this river? The duplication of the mill would be at Condong. The only proposal was that the area should be increased on the railway line, and that the cane should come to the Condong Mill.

633. Up to the present time, with some slight inconvenience, you have been able to send all the produce of the mill by ordinary sailing vessels and steamers to Sydney;—since the training-walls have been built has the delay been minimised? Yes.

634. We know the number of sailing-ships and steamers that come to the river; the question put before the Committee is whether the works which have been constructed are sufficient to enable you to carry on your business, or whether, if better facilities were given, very much larger business would ensue;—can you satisfy us upon that point? I am afraid an answer would lead to complication, owing to the fact that the present state of the industry is very uncertain. The prospect now before the people on the river is that we are going away in 1899. The mills cease crushing in 1899 on the fall of the duties. How that will affect the river generally I cannot say.

635. You are not prepared to offer an opinion that will in any way bind your company, for whom you are not authorised to speak? I could not bind them at all.

636. Are you clearly of opinion that in the event of the sugar industry being continued the exports from the river are likely to be largely increased, and that if the increase takes place, with the improvement of the port, the rate of freight will be considerably less? I certainly think so.

637. Then, if your company were the sole manufacturers of sugar on this river, and they obtained the direct advantage of a decreased rate of freight on exports and coal, would you not be in a position to offer some further consideration to the sugar-growers? I do not think that would be sufficient to enable us to take it up seriously in that way.

638. Your freight must be a very heavy item? It is.

639. And as you say, insurance is also heavy;—if you obtain a considerable reduction in freight, would it not be very important to your company? Yes; but, of course, in all these matters I am not familiar with their ideas, and I could not speak about it with any certainty.

640. Are you of opinion that the present prospects of the district, and the district immediately surrounding this river, and their future prospects are such that, in your opinion, the country would be justified in carrying out the proposed works to improve the harbour? That depends a good deal upon the future of the industry. I am not prepared to give an opinion. I should say that if the industry is continued the money would be well spent.

641. *Mr. Black.*] When do you crush the cane? From July to January.

642. You have been crushing the product of 4,000 acres? Yes.

643.

643. From how many thousand acres were you crushing in the period ending January, 1894? I am afraid I cannot quote it from memory. I should like to say that, in crushing and dealing with 4,000 acres, that is not crushed every year. Some of the crops are stand-over cane. We might crush the cane from 3,000 acres, and a certain portion might stand over for the 2-year-old crop. Last year we crushed a 3,200-acre crop. We crushed three-fourths of the crop for that period. R. Dowling.
30 Mar., 1898.
644. Were you dealing with a greater quantity of cane in the period ending January, 1894, than you are now? A much less quantity than now. The crop last year was the second largest we ever took off, the largest being in 1896.
645. You have not made any increase in the capacity of your mills since 1894? Yes; improvements have been made, but nothing to do with the actual crushing of the cane. The machinery in connection with the manipulating of the juice has been increased.
646. Is the capacity of your mill greater for turning out sugar than it was in the January period of 1894? Yes; it is greater now; it is greater by the increase of a boiler or two and various additions to machinery.
647. Then there has not been a great increase? No; not as far as the machinery is concerned. The reason why the crops have been taken off more promptly is that we have been working on a different scheme. We work twenty-four hours out of the twenty-four, instead of working twenty hours out of the twenty-four; we work in shifts.
648. You told Mr. Clarke that it was the removal of the duty which had caused the reduction of the area under crop? Yes.
649. Having made that statement, is it correct that early in 1894—say April, 1894—you sent a circular letter from the Sugar Company to the cane-growers, informing some of them that it would be necessary for them to put a limit to their supply, because the company was unwilling to duplicate its plant? I cannot remember a circular of that nature, but I can say that the people were told there would be a limit. That was in connection with the duplication of the mill; after we had agreed to duplicate the mill. I cannot recollect any time in 1894.
650. If you were not, at the beginning of 1894, working up to the full producing power of your plant by a very large percentage, was there any necessity at that time to limit the cane production of the district? We had to look ahead, so that we should not grow too much cane for the capacity of the mill. The company were prepared to have a double mill working up 100,000 tons a year, but the company were not prepared to take more at that time, and therefore they had to limit the area.
651. But you had not overshot the capacity? It takes a long time to prepare for cane-growing. In the first year nothing is done except to clear the land. Then it is planted, and there is no result for two years. A man has to wait three years before he gets a crop to the mill.
652. When you issued that circular letter, however it might have been worded, I believe the Dibbs Government was in power? I cannot say.
653. In April, 1894, or about that time? I cannot remember exactly.
654. At all events, there was no danger at that time of the sugar duties being removed? All I can say is, that the company were prepared to go further and to have a double mill.
655. Is it fair to say that the reduction of the duty has reduced the area? The people were not able to grow up to that limit owing to the fall in duty. They have been 1,000 acres short of what was agreed upon. At that time we said we would take 6,000 acres; that is three years ago; but they never reached the limit; they never went further than 5,000 acres.
656. According to your statement you have treated more sugar during your last period of dealing with it—that is, the period ending January, 1898—than in the period ending January, 1894? That was the production of 5,000 acres. But you must understand that 5,000 acres, and all that was to follow, was being planted for the double mill. We have been forcing the machinery to work up the cane from 5,000 acres, which was to have been dealt with partly by the double plant. We have been forcing the mill to do too much.
657. I thought you said that the mill was equal to dealing with the product of 5,000 acres? We have taken all we could take off except in a few cases. We would have taken more this year than last year, but heavy rain fell, and we could not cart the cane. It is only on the 5,000 acres that we have been taking the cane.
658. Is any reduction of area under crop due to climatic forces? That may be the case on certain areas, but not to any large extent.
659. *Mr. Trickett.*] It was stated yesterday in evidence that owing to the mill refusing to take cane, or having intimated that it would not take cane, one gentleman had to cut down his cane and fed cattle with it;—have you ever heard of a case of that kind? I do not know who that gentleman is.
660. It was sworn to yesterday, and another witness swore generally that, owing to the action of the company, the cane-growers had cane left on their hands, and could not get rid of it to the company? Unless it was damaged, or not a marketable crop, we have practically not left any cane behind. We have left no good cane.
661. If it was marketable cane you would take it? Yes; last year was the first time we did not take cane.
662. Did you state that your increased treatment of cane has been owing to working double hours? No, we have had longer shifts; we have worked continuously right through the week to increase the crushing.

Gavin Pettigrew, cane-grower, Stott's Creek, made an affirmation, and was examined:—

663. *Mr. Clarke.*] I suppose you are well aware of the capabilities of the Tweed district? Yes; I took G. Pettigrew. up land in 1868, and I have been interested in the district since then. 30 Mar., 1898.
664. What are the principal articles of produce? The staple is sugar-cane.
665. Are there not other industries? We have grown a little maize, and some potatoes occasionally, and latterly there has been some dairying.
666. Is there any timber industry? That is a vanishing quantity. They have been taking cedar from here for fifty years, and I understand it is getting scarce. The industry is not reproductive. Cane is reproductive; you can grow cane on the same land for 100 years, but you cannot do that with timber.
667. Can you grow cane for ten years on the same land without manure, or change? Yes; I have grown it for twenty years without any manure, and it is pretty well as good-looking a crop now as at the beginning.

- G. Pettigrew. 668. Must not the land be very rich? When you understand how the land has been formed, it is no mystery.
- 30 Mar., 1898. 669. A large amount of money has been spent on training-walls on both sides of the river. There is a proposal before this Committee to expend a further amount of more than £40,000 to complete the improvements;—do you consider that if that were done, the navigation of the river would be much better? I am not engineer enough to pass an opinion with regard to that, but on the general principle that if you start a job, you have to finish it, I should say it is better to finish this one.
670. Seeing that a large amount of money will have to be spent, and in the event of any of these industries failing, particularly the sugar industry, or if they become less important than at present, is it not probable that there will not be so much produce sent away in future, as there is now? If you put it in that light, and if I owned the whole district, I should say that I would not spend a penny more if the sugar industry were to go down. I would save all the money I had.
671. Do you really think that the sugar industry is likely to go down? It all depends on Parliament. I have gone into this business, and I can demonstrate from the Statistical Register that it is to the interests of the Colony to keep this industry going. If people cannot see on which side their bread is buttered I cannot help it.
672. You heard me ask Mr. Dowling as to the probability of the sugar industry failing; you heard his reply;—do you agree with that? Not altogether.
673. What would you say on the question? Mr. Dowling explained from his standpoint; I speak from the other standpoint. When the mill was willing to take all the cane it could get, it was given out that the Colonial Sugar Company intended to duplicate the mill. It was to their interest to have more cane grown. I was one of the committee which at one time got up a movement to increase the area in order to get more money for the cane. It would pay the company better to work their mill on a double shift than on a single shift, with the same cost of management. You must understand that this question is hedged all round with conditions. There was no use in our going on increasing the area unless we had some assurance from the company that they would take the cane after it was grown, because, as Mr. Dowling has shown, it takes three or four years before you get the first crop. We wanted some assurance that the Sugar Company had sufficient plant to take the cane before we increased the area. We increased the area, and had a promise that the company would be able to deal with a further increase of area. It was at this unfortunate time that there was a change of Government, and the sugar industry was threatened with the removal of the duty. Naturally we were afraid to increase the area, and the company countermanded the order to increase their machinery in consequence of the threatening attitude. Since then we have been trying to make the best of a bad job by working into each other's hands. In that way a certain amount of trouble arises, because, if we went on enlarging cane-growing operations there would probably be more cane than the mill could take; at the same time the company were not justified in spending any more money on machinery until they saw how things would result, and whether the industry would live or die. That is the position up to the present time. No doubt if there were any certainty about the industry going on, the company would have duplicated their mill before now. As they say, they have spent half a million of money on machinery on these rivers, and it is not likely that any sane person would increase expenditure under present circumstances.
674. According to your statement, you agree to a certain extent with Mr. Dowling's evidence? I do; but I do not agree literally with what he has said.
675. Are the lands now under cane capable of being worked as dairy farms? No. My experience here extends over thirty years. We have been told to take to something else. That is freetrade talk. I have been trying a lot of other things, and I find there is nothing will succeed like cane on the lower lands in the Tweed district.
676. Are not some of the lower lands which are not close to the sea liable to frost? I hold some original ideas with regard to that. In some parts of the world the cane is frosted every year, but still the business is run at a profit. The Colonial Sugar Company have ideas of their own, and we cannot at present prevail upon them to believe that it is possible to carry on the business where cane is frosted; yet two years ago they carried on the business with frosted cane, and succeeded very well, according to all accounts. The great question is as to the capacity of the land to grow cane. Cane is liable to be frosted, but the difficulty is overcome in other countries. You can raise a crop inside of twelve months, and even if it is frosted, if of early maturing varieties, you can deal with it. In Louisiana the cane is frosted ten times more than it is here, and yet the business is carried on profitably. There the frosting is a dead certainty every year. On that account I reckon that the frost is only a bugbear. The main point is the capacity of the land to grow cane. We have land which will grow cane, and will continue to grow cane for a century if required.
677. Does the railway to Byron Bay interfere in any way with the traffic of the Tweed district;—does any of the sugar or butter produced here go to Byron Bay, or does the great bulk of it go to Tweed Heads? As far as I understand, all the cane grown on this side of Byron Bay comes to the Condong mill, and the sugar is shipped through the Tweed Heads. That was one of the reasons why they built the railway, in order to develop that country which is capable of growing cane.
678. Is not the best land in the district taken up under conditional purchase or otherwise? There is a lot of land at the head of the river which is not taken up. I suppose all the cane lands are taken up, but they are not utilised.
679. Would they be likely to be utilised if the harbour were made? The more important thing to be sure about is the sugar industry. We can increase the area two or three times beyond what it is, independently of the harbour improvements, if the sugar industry is permitted to live.
680. Is the greater portion of the alienated land of good quality? I have been pretty well all over the colonies and round the world, and I reckon that we have better land for growing cane here than anywhere about that I have seen.
681. Can you give us any reason why the unalienated land has not been taken up? People cannot get it, because it is reserved.
682. What area of good land would support a family by growing sugar? About 10 acres is enough for any man to cultivate by his own labour, and using the best implements.
683. What area would a dairy-farmer require? About 100 acres, if he has a large family, and pays nothing for labour outside his own family.
684. The production under dairy-farming would not be equal to sugar-growing? No. We consider that dairying in this district is right enough when we cannot do any better. Where you can do any better growing cane you would not think of it.
- 685.

685. Have any of the South Coast farmers come here? I believe a few have.

686. Do they go in for dairying or cane-growing? They would not pay much attention to their own interests if they went into cane-growing at present. With regard to dairying, they know what they can get; that is 6d. a lb. for cream, lately, which does not amount to much.

687. *Mr. Trickett.*] Supposing a man had a small holding here, on which he was getting a living by sugar-growing, how much an acre do you think that land would stand him in;—what would it cost him per acre to get it ready for sugar-growing? I have land myself that I put under cane, and it cost me £20 per acre before I could put in cane.

688. Is that a fair average price? No; I am speaking of my own experience. It was not cleared then; large stumps were left.

689. Is that an excessive or a fair price? It was extra heavy timber.

690. What would be the average cost? Nearly £10 an acre on an average, if you count everything. It is heavily timbered, and if you clear it so that you can work it with horse-power it will cost that. If you are not in a hurry, and have money, you can give nature a chance of working for you.

691. It being very expensive to get land ready for sugar-growing, would any man in his senses convert that sugar-growing land into grazing land for the purpose of getting a living? Not if he were sane.

692. What would it cost to get land ready for dairying purposes? It would cost about the same for dairying as it would for cane if the land were to be worked with labour-saving implements.

William Wardrop, storekeeper, Murwillumbah, sworn, and examined:—

693. *Chairman.*] How long have you been here? I have been twenty years on the river, and during that time I have been seventeen years storekeeping here. From 1894 to 1897 I was out of business.

694. When you first began business, how did you get your store goods? I chartered a vessel in Sydney; the freight came to about 22s. 6d. per ton.

695. Did the rates remain at that amount for some years? No; they were considerably higher. When vessels did run to the port they charged 30s. for dead weight and 35s. for measurement.

696. How long did that last? From four to five years.

697. Do you remember when the training-walls and other works were commenced? Yes.

698. In consequence of the increased depth of water has there been a decrease in the rate of freight? No.

699. What is the rate of freight at present? There is no regular rate—they charge 12s. 6d. for some articles and £1 for others. They reserve the right to charge packet rates.

700. How much per ton do they charge for ordinary goods by steamer? They reserve the right, and invariably charge packet rates. If you had 10 tons they would not bulk it.

701. Supposing you were getting salt, how much would they charge per ton? Twelve shillings and sixpence.

702. And general oilmen's stores? They come as packets. Drapery comes at packet rates also.

703. What does that come to per ton? I have had a great many years' experience, and I cannot puzzle it out, but I think it comes out at about £3 or £4 per ton for parcel rates.

704. Do you consider the present rates too high? No.

705. Do you suffer much inconvenience or loss in consequence of delays in getting goods by steamer? Yes; the greatest loss is through not getting the goods up the river, and having to trans-ship them at the Heads. A steamer came in last Friday morning, and we are only getting our goods to-day.

706. The greatest inconvenience arises from the ocean boats not being able to come up to Murwillumbah? Yes.

707. Are you of opinion that the river should be made navigable, so as to admit of the ocean boats delivering and receiving their cargoes all the way up the river? Certainly.

708. So as to avoid the droghering? It would prevent great delay.

709. If there were greater facilities for entering and leaving the port do you suppose it would have any marked influence on the district? Yes; by inducing farmers to grow more produce. They would be able to produce more pigs, poultry, and other things than they are able to do at present. That would be the case even with potatoes and maize. The want of quick communication is a drawback with regard to all produce. If there is a rise in price in Sydney we cannot avail ourselves of it.

710. Have you not communication by steamer five and six times a month? Yes, at times; but lately it has not been so often. We have been unfortunate of late with regard to weather. In ordinary seasons they average three trips a month.

711. Do not a portion of the store goods used here come by way of Byron Bay? Very little; there may be an occasional package. If a steamer is missed the merchant may send the goods that way; but it is too expensive as a rule.

712. Then it is not the custom of Murwillumbah storekeepers to get their goods from Sydney by way of Byron Bay? Certainly not; they are brought by way of Tweed Heads. I ordered some barbed wire; but the steamer was missed, and it was sent by way of Lismore. There is 4s. 6d. difference in the freight to Lismore. It is only 15s. 6d. to Lismore, whereas it is £1 to this river; but 22s. 6d. was charged for trainage from Lismore up here.

713. The freight by the port is much cheaper for both inward goods and exports? Yes.

714. You have shown us that you get all your goods and that you send away all your produce by way of the river, and that you have two steamers and a certain number of sailing-vessels engaged in the trade;—if the Government improve the entrance to the river, so as to admit of other steamers coming here, will there be any marked improvement in the district? That will depend upon the life of the sugar industry. It is the staple product of the district at present, and we must take that into consideration.

715. Would it be considered a great boon to this district if larger vessels could trade to the port, and could come up as far as Murwillumbah, and would freights be reduced? It would certainly be a great boon.

716. Can you tell us what has been the general rate of progress in the district for, say, the last ten years? I should think the trade must have improved at least 400 or 500 per cent.

717. Has the population largely increased? Yes.

718. What effect has the opening of the railway had upon the place? I think it has caused more settlement.

719. Do you know whether it has had the effect of drawing the trade between Byron Bay and here to this place as a port of shipment? Yes; it has brought more trade in this direction.

- W. Wardrop. 720. What is your opinion as to the future? If you could give me an opinion about the sugar duty I could answer that question.
- 30 Mar., 1898. 721. Sugar or no sugar, I presume that in a district of this character, with such favourable conditions, there must be settlement, and hence produce of some sort? Yes; but it is the sugar that caused the settlement in the first instance. In fact, it was sugar that caused settlement on all the northern rivers. Thirty years ago I started on the Clarence, and the Clarence was then nearly as dull as this is now. It was the same on the Richmond.
722. If, as one of the residents, you are so doubtful about the future of the district in consequence of the alleged jeopardy of the sugar industry, do you as a citizen think it would be wise for the country to incur the additional expense of £50,000 on harbour improvements? I did not say I was doubtful about the prosperity of the district, and I am not; but I cannot give you an answer as to what the result is going to be when this staple industry is killed. It must take time to get anything else under weigh.
723. *Mr. Trickett.*] You mean, I presume, that independently of any risk, if the sugar industry were to cease on the Tweed River, it would be a very serious thing for the district? It certainly will be for a time, until people get into other pursuits.
724. What other pursuits would they go in for? Dairying is one at present. It has made rapid strides since they talked about taking the price off the cane. It has progressed very much during the last two and a half years, and it will continue to do so.
725. Will it continue to increase side by side with the cane industry if that goes on? Yes; they would work together admirably. Land not fit for cane is well fitted for grazing. Many men have 12 or 15 acres fit for cane while the balance is not; they could work both well together.
726. Can you state, as a business man, what is the financial position of the district so far? Fairly sound.
727. And the people living on the soil have been able to make a fair living? Yes.

Edwin Hill Johnson, licensed surveyor, Murwillumbah, sworn, and examined:—

- E. H. Johnson. 728. *Mr. Trickett.*] Are you working privately or for the Government? Both.
- 30 Mar., 1898. 729. Have you ever seen a map of the kind exhibited on the wall indicating the alienated land, the Crown land, and reserves? Yes.
730. Looking at that map, can you say that it is so far correct? Yes.
731. Can you tell us what quantity of unalienated land there is available? I saw a statement that there are about 60,000 acres; it seemed to me to be correct.
732. I think it is between 50,000 and 60,000 acres; will you describe those lands? There is a great deal of unalienated land in the district yet which is fit for settlement.
733. For what kind of settlement? Mostly for dairying.
734. Not for cane-growing? I think a great deal of the cane land is already selected.
735. Is the most of it? There are some reserves which it would do to cut up for cane land.
736. What is the location of the unalienated land;—is it easily accessible from the river? Some of it is. There is good land within 6 or 7 miles of Murwillumbah.
737. To a large extent? There are about a couple of thousand acres of really good land.
738. Is the other land more remote? Yes.
739. How far away? There is unalienated land within a mile of the river.
740. Is that suitable for dairying purposes? Yes.
741. There is a very large area of alienated land;—how is it that so much of that land is not improved? It was taken up at the time that land was being obtained for cane-growing. Most of the people who took it up found that they did not require a large area for cane-growing. In fact, they could not put it under cane.
742. What did they do with it? Some of it is leased, and other portions are gradually being put under cane.
743. If there is such a lot of land already alienated, and not used for cane-growing purposes, why should people take up other land when there is no certainty that cane-growing will continue? They are not taking up land now for cane-growing; they are taking it up for dairying.
744. Give us an idea of the extent of the land that is being taken up for dairying? I consider from what I hear of the Illawarra district that pretty well all this district is fit for dairying. Latterly, people have been going in for dairying very fast in the adjoining districts, but the movement has not spread so far here. They are taking up the Big Scrub first, and the movement is spreading over here. Latterly, there has been a good inquiry for dairying land.
745. Have you been called upon lately to make surveys of any land for dairying or sugar-growing purposes? Yes.
746. To what extent? I am cutting up a reserve for the Government to be leased for agricultural purposes in about eight blocks of small size, varying from 15 acres to 50 acres.
747. Has the Government lately offered land for sale or selection? Yes; at Terranora land was offered to be leased for cane-growing. I believe they had a ballot. I think a great many put in for each portion, and there was a very large ballot.
748. How many portions were there? Three of 100 acres each.
749. Were they all over-applied for and taken up? Yes.
750. Have the people started to improve that land? I believe so; I have not seen the land since.
751. Can you give us any figures or facts to indicate any recent development of the district? The Government has been petitioned several times to throw open the land at the head of the river by the Progress Association and other public people. The probability is that there would be a large demand for that land if it were thrown open.
752. *Mr. Rennie*, Chief Draftsman of the Department of Lands, stated that there were 130,290 acres of Crown Land in the watershed of this district;—can you point that land out on the map? It is the land tinted brown shown on the large plan.
753. Do you know those lands? Yes.
754. What is their character? They are a good deal broken, but not too broken for dairying and other agriculture.
755. Looking at this locality, it seems to be rather hilly; is it the hilly country that is not alienated? There is land now used for dairying, steeper and rougher than the majority of the unalienated lands. It is

E. H.
Johnson;
30 Mar., 1898.

- is exceedingly suitable for agriculture. I could mention some of the land owned by Mr. Charles of Terranora.
756. Do you think the best of the land has been alienated? Only for cane-growing.
757. Not for agricultural purposes? I do not think so.
758. When you say that the best of the cane-growing land has been alienated, do you mean the best, by reason of its accessibility or by reason of the character of the soil? By its proximity to the sea for one thing, and by the character of the table-land.
759. Do you think the best of the cane-growing land has been picked out? Not the whole of it, but a great deal of it.
760. What is your opinion of the future of the district? I think it will be the best district in the Colony for dense settlement.
761. For agriculture? For dairying; there are no large, flat areas for growing maize.
762. How long have you been here? Sixteen years.
763. Has the progress of the district been marked in those sixteen years? Yes; and of late years very marked. During the last two or three years there has been even a greater rate of increase.
764. What have the people gone in for chiefly? The last arrivals have chiefly gone into dairying.
765. Before the Committee in Sydney, Mr. Rennie was asked, "How is the Crown land held?" He answered, "About 51,400 acres are under occupation license, the balance is practically untenanted; there may be annual leases here and there." "Would that indicate that the land is of an inferior character?" He replied, "The presumption is that it is inferior for agricultural settlement." Do you agree with that statement? No; I do not agree with that.
766. Do you state from personal observation that those Crown lands are not unsuitable for agriculture? Yes; if you include dairying in agriculture. I have been over the whole district.
767. Do you think it is good agricultural land? Yes; I know it is.
768. Are there any farms at present at a considerable distance from the river? You cannot get a considerable distance from the river. There are three arms, and all the farms must be within 10 or 15 miles of the river. I am a licensed surveyor in charge of the district.
769. Mr. Rennie was asked, "Is your Department dealing with any land in that district at the present time?" His reply was, "Not that I know of. The District Surveyor may have something in contemplation, but there is nothing that we know of at the present time." Have you heard of any probable sale of land? Yes; there is the land I am cutting into small areas. That is at Byangum.
770. To what extent? Seven or eight blocks, from 15 to 50 acres.
771. There was another question asked of Mr. Rennie,—“Have there been any special areas offered in the district?” The answer is, “Yes, in the parish of Terranora, close to the Queensland border, and near the entrance. The areas range from 300 to 320 acres. There were altogether 1,840 acres; the land was not taken up; it is open now.” Do you know that land? Yes.
772. Why was not that land taken up? A good deal of it was swampy and is not good land. It is very difficult of access; people would have to go over a mud flat; they could not get to the river.
773. Is the other land which you mention—the hilly land—fairly accessible? Yes; a great deal of it is accessible.
774. If that were thrown open do you think it would be taken up? It is open; a great deal of it has not been taken up.
775. Do you notice any other kind of farming in the district except dairying? There is maize growing.
776. To any extent? Latterly, there have been some fairly large flats put under maize.
777. Is maize growing undertaken to any large extent here? No.
778. Is there any reason for that? No; everyone has been going in for cane growing until late years. I could not even get vegetables here a few years ago, because everyone was growing cane.
779. Has cane-growing been the favourite and staple occupation of the district? Yes.
780. Is there any other detail which you could give us tending to show the progressive character of the district? There is a large increase in dairying, which is shown by the quantity of cream sent away.
781. Are you able to say, as a licensed surveyor, that you have had more work to do within the last year or so than you had formerly, in cutting up land and in connection with land transactions generally? Yes; I have had more to do in that way within the last twelve months than during the previous two years.
782. *Chairman.*] Do you happen to know whether the original holders of the conditional purchases are subdividing their holdings under that section of the Crown Lands Act which enables them to dispose of an area not less than 40 acres? No.
783. Have you made any survey? No; not under that section.
784. In your opinion, has the best land for agricultural purposes been alienated, and is there not much more Crown land left which is suitable for sugar-growing? I have said that the whole of the lands in the district are suitable for agriculture.
785. The whole of them? Very nearly; except the extremely broken land. I have seen worse land now used for dairying than the majority of that unalienated.
786. Are we to understand that there is still a demand for land in the district? Yes; the demand is just beginning again; it is growing.
787. Inasmuch as all the frontages and best pieces are gone, are the people now taking up land which they despised a few years ago? Yes.
788. As far as you can see, are they doing so with the object of combining a little agriculture and dairying and other purposes? Yes.
789. Except sugar? Yes.
790. Do you know the country between here and the Brunswick and Byron Bay? Yes.
791. Is it in your district? Yes.
792. Is there much available land there suitable for sugar-growing? I think so.
793. The line passes through the scrub for some distance;—is that land suitable for sugar-growing? They have sent a good deal of sugar-cane from it by the railway.
794. Is there much land in a virgin state which is fit for sugar-growing? Yes; a great deal.
795. Are there 20,000 acres? I should think there is much more than that.
796. Is that likely to be influenced by the large mill here? The cane will have to come to this mill.
797. How many miles would it be from there? 25 or thirty miles.

- E. H. Johnson.
30 Mar., 1898.
798. Do you think cane produced 20 or 25 miles from here is almost certain to come here? Yes.
799. If they went in for agricultural produce, would that come here for shipment? It would not be as near this place as it would be to Byron Bay. It is only 30 miles from here to Byron Bay.
800. It would only be the sugar-cane that would be influenced by the existence of the mill here? Yes; and the timber which comes here.
801. Why would it come here in preference to Byron Bay? I do not think they can always load timber at Byron Bay.
802. Are there any settlement leases or large areas being provided for here? No.
803. Is it the policy of your Department to offer the remaining lands in this district in small areas? Yes; I think they prefer to dispose of the land in small areas.
804. You have already said that you anticipate that there will be a large population in this district eventually;—first of all, seeing the best lands are alienated, how is this large population to be obtained? The dairying land is not alienated. The best land I consider to be the sugar-cane land. That to a large extent has been alienated.
805. You say the Crown lands not yet alienated are fit for dairying purposes, but they will not carry a very large population;—where is the large population going to settle in the district? Of course, when I made that statement, I assumed that cane-growing would be likely to continue. It takes a very small area to support a family at cane-growing.
806. You intend to convey that, if the sugar-growing as an industry is continued, there is more than sufficient land already alienated to settle a very large population? Yes.
807. And that that, together with the unalienated Crown lands of inferior quality, but suitable for dairying, together with the alienated lands which are inferior, but which are also suitable for dairying, will support a very large population? Yes.

Russell Dowling, manager, Colonial Sugar Refining Company's Mill, Condong, sworn, and further examined:—

- R. Dowling.
30 Mar., 1898.
808. *Mr. Black.*] I asked you the area of land under cane which was dealt with by your mill, and you said 4,000 acres;—what would be the number of holders of that land? From 225 to 250.

THURSDAY, 31 MARCH, 1898.

[The Sectional Committee met at the Court-house, Murwillumbah, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | HENRY CLARKE, Esq.
GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Harbour Works at Tweed River.

Isaac McIlrath, managing director, Tweed River Creamery and Butter Company, Murwillumbah, sworn, and examined:—

- I. McIlrath.
31 Mar., 1898.
809. *Mr. Black.*] How long has the factory been opened? Since 25th November, 1897.
810. How long have you been in the district? I came to the district in May last year.
811. In what were you engaged before? I was in the same line of business in Victoria.
812. Do you wish to make a general statement? Yes. I am not in a position to give statistics, as I have not worked them up. I was asked by two firms in Sydney to come up to the northern rivers to report on the prospects of dairying in the district. I went to the Clarence first, and then to the Richmond, and from there on to the Tweed. I travelled pretty well all over the district when I first came, and I was so impressed with the possibilities of this district for dairying purposes that I reported to the people in Sydney recommending them to start here and to establish the dairying industry on this river. I backed my opinion of the capabilities of the district by contributing one-fourth of the capital to the enterprise, which shows that I had some faith in its future prospects. The Members of the Committee saw the factory yesterday. I may state that what we are doing at present does not pay us, but we are carrying on in view of the future development. The industry has increased very much since we started. A number of dairy farmers who had not been engaged in the industry previously have started since the factory was opened here. I think, without exception, every one supplying us at the present time is increasing his herd. The farmers are clearing their land, and every available pound they can spend they are putting into this industry. That has been my experience. I have travelled over the best dairying districts in Victoria (the western district), and I have seen the development of the dairying industry there. I am perfectly satisfied from what I have seen of the Tweed River that it is equal to the best they have in Victoria, when brought into proper cultivation. I have no hesitation in saying that the Tweed district is quite as good as the western district of Victoria, and that it has more natural advantages in the shape of rainfall. They can dairy all the year round better than they can in the most favoured districts of Victoria. As far as the harbour works are concerned, it is a matter of vital importance to us that something should be done; it is of vital importance to the dairying industry. Under the present system we have to ship our butter on to a drogher and send ice with it, and that has to be transhipped at the Heads again. There is a great amount of waste with the ice. The boats at present trading to the river have no refrigerating machinery, and we have to keep the butter in proper condition to send it to Sydney. Since we have started there have been several instances where the boat has been bar-bound nearly a week with butter on board. That does not increase its value on its arrival in Sydney. We sent a shipment of butter away last Saturday and it is still lying in the river, because the boat cannot get out. If the channel in the river were improved so that boats could come up direct, we could load the butter on our wharf, which would be a saving of nearly 25 per cent. in freight; we pay at present at the rate of £2 per ton, and I should say that that would be reduced 25 per cent.

813. What was the supply to the butter factory when it first opened? Our first churning was 95 lb. of butter; we are now doing about 2 tons per week. I. McIlrath.
31 Mar., 1898.
814. Do you say that the improvement of the river is vitally necessary to your industry? Yes.
815. You mean that if your trade grows? I do not think there is an "if" about the dairying industry at all. If I did not entertain perfect faith in the future, the plant which you saw yesterday would not be here.
816. You think apparently that, if the river were deepened so that more powerful steamers could be used and could come direct to Murwillumbah, and if you had a safer bar, there would be no delay in the transhipment of butter to Sydney? The delays would be minimised.
817. Do you think steamers might be used which could go out in all weather? Yes, if there were an entrance to admit larger steamers.
818. In the event of such accommodation being provided, with the result that the rates of insurance would be lowered, with a consequent lowering of freight, do you think your industry would stand the imposition of a tonnage rate? To be collected in what way—as harbour dues.
819. To be paid by the owners of vessels, of course? I certainly think they would not object to it; with the dairying industry, quick transit is everything.
820. Do you think that in dairying the natural grasses here are well qualified to produce good butter all the year round? On the best of the land there are no natural grasses at all. The best of the land has to be planted.
821. You say the best of the land has no grass;—it must have been denuded of its grass in order to plant some other crop, which I suppose is cane? I am not speaking of what has been planted with cane; I am speaking of the country not opened yet—the new country.
822. Do you mean the virgin land? Yes; there are thousands of acres of that well adapted for dairying which have never been touched.
823. Suppose you scrub virgin land, and expose it without planting or sowing anything, would not natural grasses spring up? Weeds would grow that are of no use, and very little grass.
824. Will not some of these weeds be eaten by cattle? Some of them, but most are useless.
825. Then the artificial grass is the best food for the dairy cattle? Most decidedly, except on some of the hilly country. What grass is there is very good.
826. Is not the Buffalo grass good herbage? Yes, but that is not a natural grass; it has to be planted.
827. *Mr. Trickett.*] What do you regard as the staple industry of the Tweed River district? At present sugar is the largest product, but I think that the dairying industry will develop into a very large business in the future. With the natural facilities here there is nothing in the world to prevent both sugar and dairying being combined.
828. Which industry tends to promote the larger population? Practically I know nothing about the sugar industry, and I cannot answer the question.
829. Do you know how many acres of land are necessary for a man to get a living on, growing sugar-cane? No.
830. On how many acres can a man get a living on the Tweed River by dairying? From 50 to 100 acres. I would not recommend a man to have much less than 50 acres of good land; a man can live well on that.
831. How many cows will it be necessary for him to have? By growing a little green feed he can run a beast to the acre on the average river land.
832. How much is a cow worth a year? I cannot give you an exact figure, but I should say £5 to £6 a year in produce.
833. Is that gross? Yes.
834. What would a man's expenses be? It depends on the labour employed. A man with a family who do the work for themselves has a much better chance of making dairying pay.
835. If you say a man can make £5 gross per cow, what is he going to have out of it suppose he has two or three in his family? A man on a dairy farm could do other things besides milking his cows. I should say that a man would make from £50 to £75 a year clear from 50 acres of land. I am speaking of the best of the land brought properly under cultivation.
836. Under the most favourable circumstances a man dairying on 50 acres of land would make from £50 to £75 a year clear? Yes.
837. Can you tell us what could be made out of the same area of sugar land? No.
838. *Mr. Clarke.*] Is this one of the best dairying districts in the Colony? Yes.
839. Your output at present is small, but you expect an increase? We have made provision for turning out from 20 to 30 tons of butter per week.
840. Have many people come here from other districts and settled? From what I hear there seems to be a greater inquiry for land in this district now than there has been for years.
841. Is the best of the land in its natural state of very little use until it is cleared and laid down with grass? Yes.
842. *Chairman.*] Have you been in the Richmond River district and at Lismore? Yes.
843. Has the dairying industry assumed very large proportions there? Yes.
844. How does that district compare with this? We have not the same extent of country; but this is quite as good.
845. What is the output at Lismore? The two factories, between them, are turning out nearly 50 tons per week.
846. After having had experience of that district, and the results there, do you think that you have a favourable prospect of being able to turn out 30 tons of butter per week? I have no doubt that in a very short time 30 tons of butter per week will be produced on the Tweed.
847. Did you hold that opinion before you built the factory? Yes.
848. Hence your provision for treating that quantity? Yes.
849. Are your works of a very modern and complete character? Yes.
850. Have they cost a considerable sum of money? Yes.
851. Have you gone into the question of sending your butter by any other route than the river? There is no other route by which we could send it profitably. The charges by rail to Byron Bay or Lismore would be more than we pay by river to Sydney.
852. Would the railway rate and the river freight to Sydney be too much to allow of any profit? Yes; we could not profitably engage in the industry if we had to send the butter by any other route except the river.
853. Whether these harbour works are carried out or not, you will not be able to send your produce by the railway? No; unless there is a considerable reduction made in the charges. 854.

- I. McIlwraith. 854. What freight do they charge from here to Sydney? £2 per ton, forty boxes to the ton.
855. You get your stores back by the same way that you send your produce? Yes.
- 31 Mar., 1898. 856. Have you a shipment of butter lying in the stream now, and has it been on board the steamer since the 26th instant? Yes.
857. Have they cool chambers on the steamer? They have an insulated chamber, and we supply the ice.
858. If the steamer is delayed more than a week, have you to send a second supply of ice? Yes.
859. If you were working the factory to its full capacity of 30 tons per week, I presume you would have to ship twice a week? Yes.
860. There are three steamers running, and you get about two trips a fortnight? We have averaged, until last month, about a trip every ten days; we only send by one steamer.
861. If you had to put 30 tons of butter in a steamer, and it was delayed for several days in the hot weather, would not that seriously affect your butter? Yes; if it were not kept cool.
862. Would not that be a large quantity for the steamer? No; the butter is chilled before it goes there, and the ice keeps the chamber cool. What has been delayed has all arrived in fair condition; but that is because we sent a second supply of ice.
863. We have proof at present of a delay of six days in this case, and it will be two or three days before the steamer reaches Sydney? Yes.
864. What would be the value of 20 tons of butter? About £75 a ton on the average.
865. That would be £1,500 worth of butter, and in the ordinary course it would be shipped and sold in four days? Yes.
866. If you put a large quantity of butter on board, and there is a delay of several days, that would involve a great loss? Yes.
867. That fairly represents the present state of affairs? Yes.
868. It might as well have been 20 tons of butter as 2 tons? Yes.
869. Is that the point of view from which you look at it—that your article is perishable, and that its quality and high price depend very largely upon its freshness and upon its being landed quickly? Yes.
870. For these reasons do you think that arrangements ought to be made so that you would have more certain communication? Yes.
871. Having already inquired into the advisability of other routes of transit, do you think you cannot adopt them? There is nothing else practicable.
872. Do you get your cream from various portions of the river, from Terranora Creek upwards? Yes.
873. If the tributaries were also improved, and if an improvement were brought about indirectly by carrying out these harbour works, would it facilitate the getting of large quantities of milk to your factory with more certainty? I cannot speak about the creeks. I do not know whether we would derive any great benefit from the creeks being deepened, or anything of that kind. The principal thing we want to see is the main river improved. The bulk of the cream that we receive, except by the launch, is all carried in.
874. Can dairymen down the river send cream to you at a profit? Yes.
875. Are you aware that there is very fine country down the river? Yes; very suitable grazing country.
876. Is your factory looked upon as the central factory for the Tweed River district? Yes.
877. Do you expect milk to come to you from all directions? Yes.
878. And the more facilities that can be given for bringing milk up the river the better for you and for the producers? Yes.
879. If the river between Murwillumbah and the Heads were deepened so as to admit of regular communication by the ocean steamers right up to the township, thus taking your butter from your cool-stores into the boats, and landing it into the cool-stores in Sydney, would not that necessarily be a wonderful advantage to you? It would be a very great advantage indeed.
880. Would it, if necessary or profitable, admit of your sending cream down to Sydney? No; the distance is too great.
881. Do you see any prospect of your industry growing into an adjunct of bacon-curing? Yes; we have that in view.
882. Is that also a large industry in the district? Yes; it is inseparable from profitable dairying.
883. Has it grown into large proportions in the Richmond River district? Yes, in a very short time.
884. Do you anticipate the same thing here? Yes.
885. Is bacon also a perishable article? It is not so perishable as butter.
886. Would bacon stand being kept seven days in the hold of a steamer in hot weather? I cannot say; but I would not like to chance it.
887. The nature of your business is to produce a perishable article? Yes.
888. There must be some certainty of getting the produce to market? Yes; your view is quite correct.
889. Whether the port is improved or not will these industries increase, and increase quickly? I have already stated my opinion that I have not the slightest doubt of the future prosperity of the district from a dairying point of view; at the same time it is of very great importance to us to have quick transit, and to have as little handling as possible of the produce from the time it leaves the factory until it is delivered in Sydney.
890. Has the dairying development in the North Coast of this Colony been extremely large during the last few years? Yes.
891. Taking the whole of the North Coast district, is it one of the largest butter-producing districts in the Colony? Yes.
892. Therefore, whatever may be the fate of cane-growing, it must be accepted that dairying is so profitable that it is bound to progress, and the output will be large? There is no doubt of that.
893. Underlying the whole thing is the certainty of direct and quick transit to the market? That will be one of the greatest factors in increasing the industry.
894. Supposing you wanted to ship to England instead of to the Sydney market, would you be able to take advantage of any other route than the one to Sydney? I cannot at present say that. It would not pay us to send our produce by rail to any other port.
895. Is there any direct shipment from any of the North Coast ports to the Old Country? No.
896. Therefore, if your industry grows, as you have every reason to believe it will, even if you wanted to take advantage of any of the foreign markets, your produce must still go to Sydney? Yes.
897. Do you see any prospect in future of this trade being diverted by any side track? No.

John Edmund Burke, butcher, Murwillumbah, sworn, and examined :—

898. *Mr. Clarke.*] How long have you been on the River? About twelve years. I was previously J. E. Burke.
contracting.
899. Are you acquainted with the capabilities of this district, and with the produce grown on the river? 31 Mar., 1898.
Yes.
900. Has sugar been considered for a long time the principal article grown here? Yes.
901. What are your ideas as to the value of the sugar-growing industry in this district in comparison with other industries? I think that notwithstanding all the talk we shall still go on growing sugar on the suitable land.
902. What are your reasons for thinking so? Because the land is so well adapted to it. The soil and the climate is quite as good as in Queensland.
903. Is there much maize grown in the district? Not to any great extent. One farmer has started growing maize, and I think he is doing as well as any one else.
904. Is maize as profitable as sugar-cane? No.
905. Are there many pigs reared in the district? Two or three years ago there were very few, but every-one is now inquiring for pigs and buying them.
906. Is there a bacon factory at Byron Bay? Yes.
907. Where do they get their pigs? Partly from here, and partly all round the district; it is a co-operative affair.
908. Have you had an opportunity of judging the quality and quantity of the bacon made there? Yes; but I cannot state what quantity is made.
909. Is it a good article? Yes; one of the best in the Colony. They have taken several first prizes.
910. Can you give us any idea of the cost of clearing the rich scrub land? I think about £5 per acre.
911. Would that be sufficient to enable a man to put in crops? I should imagine that £5 an acre would be sufficient for cane; they do not plough the land for ten or fifteen years.
912. In what way do they proceed? They fell the scrub, put a fire through it, and plant the cane with a hoe.
913. Does that method answer? Yes; whatever timber is left after the first fire, when they burn the trash, the stumps are generally burnt out with a second fire.
914. Have you any knowledge of the dairying which has recently come into existence? Yes; I have a fair general knowledge of it.
915. Does it require as much labour to clear the land for dairying purposes as for cane? Yes; the only difference generally is that they allow a longer time to elapse. They fell the scrub, burn it, and sow grass after the fire, and it clears itself by degrees. That might make it a little cheaper, but it is practically the same.
916. The land is valueless unless it is put under grass such as buffalo, prairie, rye-grass, or clover? Yes; that is the case with the brush lands—that is, the bulk of it.
917. Is the brush land better than the level flats? All the flats were originally brush lands.
918. Is this different to other districts? Yes; you would not see any other district like it in Australia.
919. In other parts of the Colony most of the level lands are almost clear? Yes.
920. It has been asked what area of land will be sufficient to support a family growing sugar-cane;—what is your opinion? Numbers of men have done well here with only 20 acres.
921. What area, in your opinion, would be fair to support a family? About 20 acres of cane.
922. Would a man want a larger area for keeping a few head of cattle or pigs? No; I think the bulk of the cane-growers had not more extra land than was sufficient for a small yard, and they did not even use a horse.
923. What area of land would be sufficient to support a family by dairying? Fifty or 60 acres, perhaps 100 acres; the fact is often lost sight of that when you are milking fifty or sixty cows, about the same number will be running dry, and they must have a run for which 50 or 75 acres of good land would be required.
924. If you milk fifty cows continuously you would require to have double that number? Yes.
925. Which system employs the greatest number of hands, sugar-growing or dairying? Sugar unquestionably; it requires a great deal more labour, but there is rather a misapprehension about the matter. In dairying, the bulk of the work is done by families; in sugar-growing you could not put a child or a girl to do work in the cane-field, but at the same time, I should say that on the whole more labour is required to grow cane.
926. More hands would be employed in cane-growing than in dairying? Yes, a considerably larger number.
927. In the event of the sugar industry being in any way interfered with, do you think that dairying would come into existence, and be as profitable as growing cane? No. I think that both would work very well together, people getting a living on 10 or 15 acres would require twice or three times the area of land if they devoted themselves wholly to dairying.
928. Before the training-walls were completed, what was the state of the river and the bar? It was very bad.
929. Has the work already done improved the navigation? Yes; I have been travelling up and down the river for many years, and it was usual for the little river boats to get stuck between Cudgen and Tweed Heads. At one time there was a contract made to carry the mail across the flat as the boats could not get along. I went with the pilot on the tug, and there were 8 feet of water on an average from the bar to Cudgen, and I attribute that to the improvement in the river. Condong Flats is, however, a shallow place.
930. Would dredging improve that? Yes.
931. Would it be a great benefit to the whole community if the river were improved so as to admit vessels of 10 feet draught coming to the township? Yes; some evidence was given yesterday that the Colonial Sugar Refining Company gives 6d. a ton less for cane here than on the Clarence and the Richmond. They say the reason is the extra freight to and from the mill at Condong. If the obstructions were removed, and the boats could come up to Condong mill, I think the price would be the same as on the other rivers.
932. On the whole, has the company treated the settlers very fairly? Yes.
933. Have they employed a large number of hands in cutting cane, and have they distributed a large amount of money in the district? Yes.

- J. E. Burke. 934. Is the sugar manufactured at their mills shipped direct? Yes; by sailing vessels principally, but lately steamers which have brought coal from the mill have, I think, taken back large quantities of sugar.
 31 Mar., 1895. 935. Is there any dairying or sugar-growing done under the halves system? There is some.
 936. In some cases, near Byron Bay, is dairying done on the halves system? Yes, and it will be here. A dairy farm is expensive, and a man requires to be a capitalist to carry it on. A man requires to have some money to buy forty or fifty cows at £9 a head. The trouble is not the want of land, but the want of stock, and that will have to come slowly.
 937. And does not a man want a larger area of land for dairying than for sugar-growing? Yes.
 938. Has the population increased very much of late years? I should say that within the last ten years it has more than doubled.
 939. Are there many people coming here from other parts of the Colony, particularly the South Coast? Yes.
 940. Can you say whether they have been successful in comparison with what they were doing on the South Coast in dairying operations particularly? Yes; they seem to think the change is a marked improvement. People who come here think it is a very much better dairying district than the South Coast.
 941. From what cause? Our general rainfall and the better class of land. It is well-watered country and it can carry a great deal more stock than the country in the south.
 942. Is the winter milder, and is it possible to carry on dairying operations in winter as well as in summer? Yes; we often have a very good spring in the clover towards the end of July.
 943. *Mr. Trickett.*] You do not look upon this as a poor man's district? Yes; I do.
 944. I thought you said that a man would want capital to start? I said that, as to dairying, there is a great deal of misapprehension. To start a dairy-farm in a pretty large way, the cattle would cost £300. You require cows to start with, and they cost about £7 per head. You cannot get that amount of money to be put into the district all at once. These things will come slowly. Everybody in the district is breeding a few cattle and they will soon breed up.
 945. What are they living on at the present time while they are building up their industry? Everything pretty well. Where I was reared in the Hunter District we had to depend on maize, pigs, and whatever we could do, and it is pretty well the same here.
 946. What do you regard as the staple industry of this district? At present, the sugar industry.
 947. What has been the industry that has built up this district, and which has made it what it is at present? The sugar industry, certainly.
 948. When did this change come about of seeking to substitute dairying for sugar-growing? It has been going on for years. It has been very profitable in the south. A number of South Coast people came to the Richmond River, took up land, and went into dairying very extensively, by the old process of making butter by hand. The industry has grown ever since, and I think it will keep on growing.
 949. We were informed yesterday by the first witness that, there are 1,370 dairy-cows in the district at present—is that a very large number for a district of this kind? No; it would carry 7,000.
 950. What kind of steamer would be required to take away the produce of the present number of cows? I am not prepared to state.
 951. You must know that it would be very small? Yes.
 952. You have a railway running through to Lismore,—where does the freight that is paid to the Government for that railway come from? I think carrying cane has been the most profitable during the last couple of years.
 953. Is not that a very large percentage? Yes.
 954. If cane-growing were discontinued on the line of the railway, what kind of freight would there be for that railway? I do not think it would get very much.
 955. What would it be? A little butter.
 956. Not enough to grease the wheels of the engine? It is certainly not a very large item.
 957. As a long resident in the district, and one who has its interests at heart, are you of opinion that if a transition does come from the staple industry of sugar to some other industry, it will be of gradual growth, and must not the district in the meanwhile stagnate considerably? I do not think it would, in any marked way. I think these things come about slowly. If one thing has to supersede the other it will take some time, but it will not be felt to any great extent.
 958. How many men are employed in sugar-growing on this river and the surrounding districts? I do not know; I should say that there are 600 or 700 actually employed, and perhaps more.
 959. Would they all take up those nice little farms you speak of, each requiring a capital of £300 to start with? I am afraid not.

William George Collier, mill-owner, Dungay, near Murwillumbah, sworn, and examined:—

- W. G. Collier. 960. *Chairman.*] What is your occupation? At present I am out of business. Until 1896 I was manufacturing sugar. I have been in the district about twenty years.
 31 Mar., 1898. 961. *Mr. Trickett.*] Have you given up your occupation at present? I have shut down, pending a law-suit in Sydney.
 962. Have you abandoned your sugar plant? No.
 963. Are you growing cane? Yes; the plantation is still growing cane.
 964. Who used to treat your sugar? I have a mill of my own.
 965. Did you crush for other people? Yes; for tenants on the plantation and also outside tenants. The only reason for discontinuance is this law-suit.
 966. Are your tenants still growing cane? Yes.
 967. What are they doing? Last year Robb, on the adjoining plantation, crushed the tenants' cane.
 968. Are they still going on with cane-growing? Yes.
 969. When did they have their last crushing at Robb's mills? Last season. In previous seasons I crushed the cane myself.
 970. Are they so far prosperous? Yes; on the whole.
 971. What rent do they pay per acre? Some have a five years' lease and some fourteen years. The place was selected by a man named Cazala. He gave some of the tenants a fourteen years' lease on clearing leases, at a rent of £1 per acre. Some of these leases are still in vogue. Then I gave a fresh five years' lease at 30s. per acre rent.

W. G. Collier.
31 Mar., 1898.

972. Is that not a very good rent for you? Yes.
973. What would the freehold be worth? I value it at about £20 per acre. Adjoining land has been sold at £25 per acre.
974. Having been interested in cane-growing so long, what is your opinion of it with regard to this district? I think that sugar-cane, as an industry, can live. The profits are quite sufficient to allow the cane industry to live.
975. No matter what happens? Yes.
976. Duty or no duty? Yes.
977. What is the size of your mill? It crushed upon an average about 40 tons per day.
978. How many hands did you employ altogether? In the crushing season about fifty hands.
979. Do you use wood for fuel? Yes.
980. Has it been a profitable concern to you? Yes.
981. You have done well? Yes; pretty well, considering all the circumstances.
982. Did you crush for anyone except your own tenants? Yes, outside tenants. There were 250 acres held by other tenants under agreement from me for five years.
983. Did you get sugar land at a low price originally? No. For 350 acres the price was £2,300.
984. When cleared, is that land worth £20 per acre? There were only 50 acres cleared when I took it. It is on the rising ground. It is the first place where it was proved that cane-growing on rising ground would pay. When the company first came on the river they would not touch cane grown on the hills. Cazala's mill proved to them that the high grounds were preferable to the low grounds for cane-growing, and gave a safer crop. Since then the farmers have developed the ridges.
985. Does it give better weight? A better average yield. The average yield is 20 tons per acre of annual cane. I have got cane not quite thirteen months old which yielded 33 tons to the acre.
986. What is the extent of the tenants' holdings? The smallest is 16 acres, and the largest 35 acres.
987. Did the men and their families do the work, or did they employ labour? They employed labour when required.
988. What kind? For chipping or threshing cane. Sometimes they employed coloured labour; they pleased themselves.
989. It has been stated here that the white labourer is not suitable for clearing the cane? For everything else, except threshing the cane, white labour is preferable to black. White men can do that work too, but they do not like it. It is very hard work on the hands, and the blackfellow's hands are naturally harder than the white man's.
990. Have these men who have been living on small areas of 16 acres been fairly successful? Some of them have been. It depends on the class of tenant. Some work hard, and others do not care. They really only require to work about four months in the year in the cane. For the other eight months there is really no work to do on the farm with regard to the cane. I refer to ordinary seasons. Sometimes it takes them five months to keep the weeds down. During the other eight months of the year they would perhaps cut timber for firewood for the mills and make improvements. That would help to keep them.
991. So that they could not live entirely on their holdings? No; the areas would be too small for them to depend entirely on the cane. They can do odd jobs in the meantime.
992. Would 20 acres be enough for a man to live on? He would have to live like a blackfellow.
993. As a gentleman who has a number of tenants, will you tell us what is the smallest area a man could live on;—what is the smallest area requisite for a man who does nothing else? Nothing less than 50 acres, and then he would be half his time idle. When you have the weeds killed, the cane requires nothing to be done to it. On an average, a man would have about £3 per acre a year clear money for himself, which would be £150 a year.
994. Are there many holdings as large as that, or are they mostly smaller? There are some larger holdings, but I should say the average is about 30 to 40 acres right through the district. That would mean about £100 a year profit.
995. You state after considerable thought and experience that a man would have £3 per acre per year, after expenses and rent are paid? Yes; I am allowing £1 an acre.
996. And a man would be half his time idle? Yes; I am charging the cane at 10s. a ton for the farmers. Last year I think it was about 9s. for the company. They deducted from the price on account, as they said, of the policy of the Government.
997. Was cane at a better price a year or two ago? Yes; I think they gave 12s.
998. The grower then did better? Yes; the cane-grower had 10s. If he had been growing cane five years, he would make more during the following five years. He is then at a smaller expense. During the first year it is very expensive. The first year he has to clear and plant, and it costs about £9 an acre. That is the average price. Then in the following years it will cost him about £3 an acre.
999. What are the other mills in the district? The one adjoining me belongs to Robb & Co. It is in full work.
1000. Is there any other mill in the district which is not in use? No; there was only the Colonial Sugar Company's mill and Robb & Co.'s mill. There was one at Tumbulgum, but it only worked about a month in the year. The owner only crushed his own cane. It was a small concern, but it was capable of doing more than one month's work.
1001. Have you done well out of your sugar industry? Yes; I cannot complain.
1002. What are your views as to dairying? I think dairying is a great industry, and that it will grow rapidly in this district. I am not a dairyman myself, but I am going by the results of the first creamery in the Tweed district. The Byron Bay creamery distributed £200 a month among the farmers at the beginning. They are now paying £7,500 a month. That is an enormous stride in two years. Twelve or eighteen months ago we had not a registered dairyman; now, I think, we have ninety-six. That is all within eighteen months. Judging from these strides there will be a greater increase in future. What retards the farmers now is that they have not capital to extend their operations. They are only breeding cattle themselves. In five years they must double or treble what they are doing now.
1003. Will the growth of the dairying industry be slow? It is in its infancy; it has not commenced if we judge by what has taken place at Byron Bay.
1004. Would you exchange your sugar-growing for dairying? I know nothing about dairying, but I flatter myself that I do know something about sugar-cane. It is like going from the blacksmith's to the watchmaker's business.

- W. G. Collier. 1005. Which do you think is the best industry for a district of this kind? I do not think there is any difference. A great drawback on the river has been that a person might hold 100 acres of land, and out of that there would be only 20 acres fit for sugar-cane. The rest would be fit for dairying purposes.
- 31 Mar., 1898. 1006. Do you think that the two industries could go on side by side? Yes.
1007. What industry do you think employs the greater number of persons? I think dairying would make closer settlement, because in dairying the whole of the money earned stays in the district and is spent. That is not the case with sugar. Take the Colonial Sugar Company's employees. They work perhaps the whole of the season; when they get their money they go straight to the metropolis and perhaps spend it all there. Whereas in the dairying, if the money is ever so little, it remains in the district. The farmer and his family develop the farm, and the profits remain in the district.
1008. As a means of supplying freight, which is the best industry? I can speak as to what I have paid for freight to Sydney on sugar for ten years up to about 1896. I paid about 22s. per ton freight to Sydney. When the training-walls were finished as they are now, I got freights to Sydney for 12s. per ton. If the work were completed, and we could get bigger vessels which would come right up the river—thus doing away with the expense of droghering—I think we would get freight at 8s. per ton, or less.
1009. I suppose the inhabitants are all prepared to hand over the difference to the Government in order to pay interest on the cost of the work? I do not say that; but I think the Government will get a good return from the people who will take up land. They ought to be satisfied with that, considering the hardships undergone by a pioneer in this district.
1010. Has there been any talk in the district about paying any port dues? No; but I have no doubt they are prepared to pay a fair thing. The district has been retarded owing to its being so far away from a market, and because it had worse facilities than any other place on the coast. What we ought to receive in profits we have had to pay in freight. The Richmond River district has progressed rapidly, because the people there can get cheap freights. That district will soon be taken up by settlers, and then they must come over here.
1011. Has this district a splendid rainfall? Yes; there have been 49 inches this year up to the present date.
1012. Does the cane suffer very much from disease? No.
1013. Not even on the river banks? One year the disease played havoc, but the fearfully wet season had something to do with that.
1014. Would you like to see the sugar industry fall through? Decidedly not. I think there is no reason why the sugar industry should fall through. My experience is that we can hold our own with any part of the world. I have known crops which I think formed a record in any part of the world. A crop was cut for nine consecutive times, and then the average crop was 16 tons per acre. That was without replanting.
1015. A witness at the Heads told us that he thought that practically the interests of this district were held under the control of the Colonial Sugar Refining Company; suppose they cleared out to-morrow with their mills, do you think that the industry of the district would still go on? Yes.
1016. Do you think there would be no trouble in getting the cane threshed, and that everything would go on? Not the slightest.
1017. What have their mills' cost? A very large sum has been spent here in mills, punts, &c.
1018. Do you think there would be sufficient machinery forthcoming at once to deal with all the sugar grown here if they were to shut up to-morrow, and that the district would not suffer any check? For my part I do not think the Colonial Sugar Company has the slightest idea of leaving. If they had I think there is any amount of private capital which would come forward. If I had £50,000 to speculate with I would not be at all afraid to speculate at the present prices. I do not see any prospect of prices coming down to zero.
1019. *Mr. Clarke.*] You stated that the hands employed by the Colonial Sugar Refining Company went away at the end of the season? Most of them do.
1020. Do not some of them remain in the district and take up farms? Yes; some of them have done so.
1021. Then, as a rule, they do not all go away? Not all of them, but the majority go away.
1022. If the district is such a fine one as you say, surely some of those working men would remain here and take up farms? They have done so.
1023. *Chairman.*] Do you make raw or marketable sugar? I make both. One season I made raw sugar for the Company.
1024. What do you do, as a rule? I make it for the open market. It is sold by auction by Harris and Ackman, and Gibbs, Bright, & Co.
1025. What is about the average of your output? About 300 tons.
1026. Does that all go away to the outside market? Yes; except what is used locally.
1027. Is that a large percentage? About 15 tons.
1028. What about your tonnage inwards from Sydney? I should say that in the season it is about 100 or 150 tons.
1029. Do you know anything about Robb's mill? Yes; I have been through it.
1030. As there is no witness here from that Company I would like to know what is about the gross output of sugar from Robb's mill per year? I was never through their books, and they did not tell me, but judging from the amount of cane grown, I should think it is about 1,400 or 1,500 tons.
1031. What do they use for fuel? Both coal and wood.
1032. Therefore, there is an importation of coal? Yes; latterly they have used all coal.
1033. About how many tons in the year? About 100 tons of coal per week.
1034. What is the length of their campaign? Generally about four months. They use a lot of coal. I should say about 2,000 tons.
1035. Do they manufacture a marketable article? No; they manufacture raw sugar for the Company.
1036. Do you punt any of the cane to your mill? No; it is all carted; it is grown within an easy distance.
1037. Is there any other point on which you wish to give us any information? I think the Government is retarding the district by not completing the harbour works. It makes a great difference to the inhabitants of the district.
1038. Has not the Government already spent £30,000 on the training-walls? Yes; but it is like building a house without a roof.
1039. But will not these walls be practically the foundation of the work, as the works will have to be carried out according to an original design, in which the training-walls were the preliminary portion;—are you of opinion that these training-walls have already given a certain amount of relief? Certainly.
1040. Do you offer any objection to the design? No. 1041.

1041. Making it a question of a port *versus* the railway, which will be of greater value to the district—the railway which is called the North Coast Railway, or a good port at the Tweed Heads? For the district itself, a good port in connection with the river would be preferable to a railway, but the proposed railway would also be a great improvement. W. G. Collier.
31 Mar., 1898.

1042. But which, in your opinion, would be the most advantageous to the people of the district? A good port in connection with the Tweed River.

1043. If the North Coast Railway were made, could you send your raw sugar, butter, maize, and so on by railway to Sydney, as against water-carriage? Decidedly not.

1044. Does not that, in your opinion, answer the question? Yes; railway freights could not compare with water freights.

Richard Painter Charles, storekeeper, Murwillumbah, sworn, and examined:—

1045. *Chairman.*] Where do you reside? I have resided for fourteen years in Murwillumbah. R. P. Charles.

1046. *Mr. Black.*] How do you obtain your goods from Sydney? I obtain them now by steamer. 31 Mar., 1898.

1047. Are they transhipped on the way? Yes; at the Tweed Heads, into lighters.

1048. Do you get any goods-by way of Byron Bay? No.

1049. Have you any trade with Brisbane? No.

1050. How many storekeepers are there in the town? Four.

1051. Do they all trade as you do? I think so.

1052. What freight do you pay all round? Fifteen shillings per ton by steamer, with the exception of flour, which is 12s. or 12s. 6d.

1053. That is about 16 per cent. on your goods? Yes; except on some goods.

1054. Less on groceries, and more on drapery? Yes.

1055. How far are you from the metropolis by water? 372 miles.

1056. Then your freight for that distance is much lower than the inhabitants of country towns a similar distance from Sydney have to pay for railway carriage? Yes.

1057. Then the element of delay in receiving your goods would form a percentage on the cost? Yes, a very large one.

1058. Which in the case of extreme delay might counterbalance the saving in freight? Yes.

1059. Have you ever had any very great delay in receiving goods from Sydney? Yes.

1060. Have vessels been compelled to stand off the entrance? Yes.

1061. What is the greatest delay you have ever known in obtaining goods from Sydney? I have known a ship to be four or five days outside the Heads. Then the cargo is transhipped, and it is five or six days before the lighter gets up here.

1062. In a case like that it takes you about a fortnight to get your goods from Sydney? Sometimes, and at other times it is less. We sometimes have them delivered in ten days.

1063. What is your yearly import from Sydney? Approximately, 700 or 800 tons a year.

1064. Do you buy produce on the river? Yes.

1065. Do you sell that locally or send it outwards? We sell it locally; we cannot get it to Sydney; it would be a loss, owing to the uncertainty of the shipping. We cannot foretell our market.

1066. If you had speedy transit and a sure market would you do as other storekeepers do, and take in kind from those who deal with you? Yes; we do that now, but we could do it more largely, and, if possible, we would ship to Sydney.

1067. Does the uncertainty of the market and the delay in shipment prevent you from dealing with Sydney, and does it also militate against other people doing so? Yes.

1068. Therefore it retards the productiveness of the district? Yes.

1069. Have you been engaged only in storekeeping? Yes.

1070. What is your idea of the future of the district? I have always had very great hopes of it, and it has gone ahead considerably since I have been here.

1071. Do you think its future lies solely in the sugar industry? No.

1072. Do you think its welfare is so bound up in the sugar industry that it could not live without it? No.

1073. Do you think the district is so thickly populated now that it could not support its present population without the sugar industry? It would make a very great deal of difference to the district if the sugar industry were crushed.

1074. Do you think the district is so thickly populated that with the sugar industry its population would be lessened? Yes.

1075. Do you think that the population would not be absorbed by other methods of employment? No.

1076. But you think that that decline which would result from change of occupation would not be permanent—that it would only be a retardation? Yes.

1077. If there were any interference with the present industries it would only be a matter of time for the people, or for those who may take their place, to revert to other occupations? Yes.

1078. Is there any other great industry besides dairying which could be developed, such as fruit-growing? I think so.

1079. We have been told that it pays to grow strawberries, oranges, bananas, pines, passion fruit, lemons, and some of the stone fruits;—is that correct? Probably. The climate is adapted for fruit-growing, but in my experience many pests have taken away the fruit—bird and insect pests.

1080. Would not that be diminished by closer settlement? Yes, and then perhaps more attention would be paid to the subject.

1081. As you have an early summer here and practically very little winter, with your facilities for producing fruit early in summer, and with speedy transit, might you not realise good prices in the Sydney market? Yes, if you could get it away to Sydney.

1082. Is there any other point on which you would like to give evidence? No; except that we are unable to get produce away to Sydney, which is our only market. We grow good corn here, and if we could get it to Sydney we would obtain a good price.

1083. Do you think it would be readily marketable in Sydney if you could get it there? Yes.

1084. I thought the maize grown here was subject to weevils? No. Some of it may be, but we can get as good maize here as any sold in Sydney. We have here the same in regard to eggs; there has been a very large consignment of eggs to Sydney from the district, but we have great difficulty in carrying on that

R. P. Charles. that trade. If it were not for the small launches running backwards and forwards we would not be able to get the eggs on to the ship. When we do send a consignment of eggs to Sydney the ship may not be able to get out of the river. There may be a six days' delay, and probably we will strike a bad market, or the eggs will be bad. The South Coast eggs always bring a better price on that account in the Sydney market.

31 Mar., 1898.

1085. You have stated that the double handling of your goods and the droghering to and from the Heads increases the cost of freight? Yes.

1086. In spite of that there is no other method of bringing goods here as cheaply? Not as cheaply as by water carriage. If the communication from here to the Heads were good, I should say the freights from Sydney by steamer would be for dead weight not more than 8s. or 9s. per ton. There would be that difference in freight if the ships could come right up here.

1087. That would be saving the cost of droghering, the shorter passage, and lighter insurance? Yes.

1088. In such a case the goods could easily bear the imposition of a small tonnage rate? Yes.

1089. *Mr. Trickett.*] Having been a resident here for twelve years, what do you look upon as the industry which has built up the district? Sugar.

1090. *Chairman.*] Are you of opinion that the railway between here and Byron Bay would influence produce that might be raised midway between these points for export by the river? Yes.

1091. What is your conviction on that matter? It would influence traffic from any place this side of Byron Bay.

1092. Would the produce raised, say, half-way between here and Byron Bay gravitate to the river to be transported to Sydney, or would it gravitate to the Richmond? No; it would gravitate to the Tweed; it could be done equally as cheaply here.

1093. We have been told that there is a large quantity of land lying at the back of this town; if that country develops in future as anticipated, will there not necessarily be a large tonnage from there? Yes.

1094. If that is to find its way from the railway station by steamer, does it not follow, as a matter of necessity, that the steamers must be able to load that cargo as close to the railway station at Murwillumbah as possible? Yes; the ship must be able to come right up.

1095. Would it pay to cart it from the railway station to the river to put it on droghers and drogher it down the river? No; there must be one handling, and the ship must be at the wharf to receive it.

1096. Would it be possible to extend the railway or a tramway to the bank of the river? Yes.

1097. Under conditions of that kind would it make possible the shipment of produce from the upper portion of the river? Yes.

1098. At present is the railway of very little use to you? Yes.

1099. If this port is made, if the river is dredged, and the steamers are brought into the vicinity of the railway with a proper connection made between them, do you think that would be the means of increasing the freight, thereby giving increased employment to the railway, which at present earns very little, and that it would also increase the development of the country generally? Yes; that is undoubtedly the case.

1100. Have you thought of this matter before? Yes, for years. The railway is of no benefit to a man in business.

1101. Are you strongly of opinion that the port must always be the means of outlet for this district? Yes.

1102. If proper facilities are given for a better class of vessels to trade here, and there is a cheap connection between the railway station and the river, are you of opinion that the railway between here and Byron Bay will increase its traffic, that the export by way of the river would be largely increased, and that the district generally will be benefited? Yes.

Patrick McMahon, cane farmer, Chindera, sworn, and examined:—

P. McMahon. 1103. *Chairman.*] How long have you resided in this district? I lived two and a half years at Chindera, and I have been ten and a half years in The Tweed River district.

31 Mar., 1898.

1104. *Mr. Clarke.*] What benefit will it be to the district if the proposed improvements in the river were carried out? It would do a great deal of good.

1105. Hitherto, have you had great difficulty in getting your produce to and from Sydney in consequence of the bad state of the bar? Yes; freight here has been much higher than on any of the other rivers. Until recently, it was 25s. ton and 30s. per ton; now it is 15s. per ton.

1106. Do you think that if the river were improved the charge for freight would be much lower? Yes. I suppose the freight will be the same as it is on the Clarence.

1107. Do you consider it would be a further advantage to have the river navigable right up to Murwillumbah? Yes.

1108. Is the cane industry best suited for the district? Yes; the cane industry is the principal thing; it is more profitable than anything else.

1109. Have you cultivated on the high land? Yes.

1110. What area? Sixty acres.

1111. Have you low land also? Yes; but I have not planted that.

1112. Has it paid you well of late years on the hills? Yes; I would not touch the low land.

1113. Why? In the first place it is not so easy to clear the low land; furthermore, the low land is always subject to rain, and you cannot work the low land after heavy rain.

1114. Do you suffer from frost on the low land? I do not think so. It is not the frost that is frightening me.

1115. Do you consider the high land is the best? Yes, it is superior land altogether.

1116. Are there not other articles of produce grown in the district besides cane? Yes, maize and potatoes; pigs are reared, and there is dairying.

1117. Do you consider that cane is the principal industry? Yes; that seems to be everybody's opinion.

1118. Does it require a larger population than the other industries? Yes.

1119. Is there a large area of land not yet alienated? Yes.

1120. Is there much of that land suited for farming purposes? A good deal of that land is mountainous, but other portions are adapted for dairying purposes.

1121. Is that the reason why it has not been taken up? I think it is only suitable for dairying purposes. I daresay most of it will be alienated during the next ten years. If it were made available under some

some other form of tenure than the present tenure it might be taken up. For example, there are no settlement leases in this district, and I think they would be suitable to that part of the country. The Government seems to make the area too small. The Government seems to think that a man can live on 100 acres, which would be impossible on that description of land. P. McMahon. 31 Mar., 1898.

1122. Have you heard that it is anticipated that a railway will be made from Queensland to the Tweed? Yes.

1123. Would it give you greater facilities for obtaining a market in Queensland? No.

1124. Do you think the produce would still go to Sydney? Yes; there is a protective tariff in Queensland which prevents anything from going across.

1125. *Mr. Trickett.*] Have you prospered on your 60 acres? Yes.

1126. Do you work yourself or do you employ labour? I work myself, and, of course, I employ a good deal of labour. I see that others work.

1127. Are you more an overseer than a worker on those 60 acres? Yes.

1128. You have heard several people give their opinions as to the number of acres of cane land which are required to keep a man and his family;—what is your opinion? About 40 acres of good land. A man can live very comfortably on 40 acres of sugar-cane.

1129. Would he have to work all the year round? He would only have to work in the spring and harvest time, but he would probably, then, have to work twenty hours in a day. During a great part of the year there is a good deal of slack time.

1130. Which do you think is the better industry for the district—dairying or cane-growing? I have said that the sugar industry is the staple industry. If the sugar-cane dies out dairying must take its place. The people must do something for a living.

George Dinsey, farmer, Tumbulgum, sworn, and examined:—

1131. *Chairman.*] How long have you been in the district? Thirty-one years. G. Dinsey. 31 Mar., 1898.

1132. *Mr. Trickett.*] What sort of farm have you got? Cane-growing and mixed farming.

1133. What area have you under cane? Not a great deal; since the duty came off, I have let it run out.

1134. What area have you had regularly growing sugar? My son has been employed with me growing cane; we have jointly looked after about 60 acres; that is with a few acres of maize besides. It is nearly all maize this year. We have grown about 60 acres of sugar and 15 or 20 acres of maize.

1135. Have you and your son made a fair living on that area? Yes.

1136. Latterly, have you slacked off growing cane? Yes; I only planted 6 acres last season, until I saw how the sugar duties were dealt with.

1137. Did you send your cane to the Colonial Sugar Company under contract? Yes.

1138. What do you do with the corn you grow? I sold some on the river, and I generally used to send it to Sydney.

1139. Are you putting in a good crop of maize now? Yes; I am now pulling some.

1140. How will maize-growing compare with sugar-growing with regard to profit? The profit on maize as compared with sugar-cane is hardly worth speaking about.

1141. Do you carry on dairying? I believe I was the first to start dairying on the Tweed, twenty years ago. I carried on dairying with farming, and I sold the produce at the Company's mill. People used to pay 1s. a lb. for butter, but others started afterwards and brought down the price so low that I went in for growing sugar-cane, which was the most profitable.

1142. If the sugar-mill ceased to work here, what would you do with your land? If the Sugar Company left the river I would leave the river too. I would not go into dairying.

1143. Why? It is not suitable for an old man. I believe it might pay where there is a large family of small children.

1144. Do you think the district is suitable for dairying? Yes, parts of it; but a man would be mad to go in for dairying where he can grow cane.

1145. Is there any other point on which you would like to give evidence? Two years ago last month I had a nice lot of corn, which was very early. There was a good price to be obtained in Sydney, and at a good deal of expense I got the corn pulled and got it on to the steamer. The price in Sydney at that time was 3s. 6d. a bushel. The steamer was bar-bound for four or five days at the Heads, and when the vessel got to Sydney the price of corn had fallen to 2s. The corn got heated on board the steamer, and I only got 1s. 8d. a bushel for it. If I could have got it to Sydney at first it would have realised 3s. 6d.

Russell Dowling, manager, Colonial Sugar Refining Company's Mill, Condong, sworn, and further examined:—

1146. *Chairman.*] Can you give us any idea as to the gross tonnage that leaves the mill for export, and the gross tonnage that comes to the works? I cannot say definitely. I have not looked up that question, but I think that between 9,000 and 10,000 tons come and go both ways. R. Dowling. 31 Mar., 1898.

1147. What number of hands are employed? About 300 during the season.

1148. Then you have a permanent staff? Yes; from thirty to thirty-five.

1149. Have you given us the train freight of cane which you receive at the mill? Yes; I took a few notes this morning, and they deal with various points as far as the rivers are concerned. They are as follow:—As the question of the future of the Tweed district is now a matter of some importance, especially as your Committee are engaged in taking evidence with regard to the advisability of spending a large sum of money in connection with the harbour works, a short statement from me may assist in explaining the position. Mr. Black asked me yesterday about a certain circular which was sent to the farmers in 1894 in respect to the limitation of area, but I cannot find any trace of such circular. Head office letters notified me exactly how I should deal with the area, and when the limit fixed by them was reached I had to decline further contracts.

1150. *Mr. Black.*] Was there a date to that document? It was about July, 1894. Mr. Pettigrew drew your attention to the efforts made by the farmers to grow more cane, and when a certain area was reached we paid 1s. 6d. a ton more. It is quite true that with a larger tonnage to crush we could afford to pay a higher price for it. In those days very little cane was grown, comparatively speaking. With the opening up of the railway line a great number of people were attracted to this district, and some of the line workers

R. Dowling. workers settled down as residents. We had not up to that time limited the area; farmers naturally thought that unlimited areas could be grown, but unfortunately just about the time of the sugar boom there was trouble in the air, and the company instructed me not to take more cane than could be crushed in a double mill. In 1895, about the winter time, the company issued a manifesto warning the farmers as to the position in the event of the sugar duties being removed, and then when the news was spread abroad it was natural to expect that the workers would be disheartened, and from that time the business commenced to fall away. Of course it was useless for the company to talk about erecting the extra mill as promised. Since that time we have crushed the cane by working long hours, in fact twenty-four hours per day, and the seasons lasting for twenty-eight weeks.

31 Mar., 1898. 1151. *Chairman.*] What is the limit of the campaign? 65,000 tons for a period of about twenty-eight weeks. Last year you may remember that £1 of the duty was taken off, and the price of the cane was reduced 1s. 8d., and this year a further amount comes off, under the present understanding that the industry will cease at the end of 1899. The company have renewed their offer to the farmers which is practically the same one that was made when Mr. Reid visited Lismore in 1896, and we are willing to carry out the arrangement from this season provided the duty is left at £3. From this you will see, therefore, that Parliament has more to do with the matter than anyone else. In my opinion the failure of the sugar industry simply means ruin to the Tweed, for I hold that when no cane is grown land will depreciate fully 50 per cent., and it will become unsaleable as it is in many cases at present, owing to the uncertainty of the business. It is all very well for the dairyman to say that the sugar industry does not interest him; of course it does. The fact of high values for land being kept up for cane-growing is of interest to him. For such purposes land has been sold at £15 to £18 per acre, that must necessarily help to keep up the value of the land at the heads of the creeks, which is naturally cut off from cane-growing, owing to its distance from navigable water. This is a matter which does not affect the Tweed only, for the Richmond and the Clarence are included in the sugar districts. The failure of the sugar business generally means the loss of the staple industry. Then we have to consider the loss there will be in the employment of labour if we shut down at Condong. We employ during the season, including the cane-cutters and mill hands, some 300 workers, and these men are not the class who would carry on dairying. Then again the shipping will be a small matter in the future. You should now have a good idea as to the business done in connection with the sugar industry, viz.: freight on coal, sugar, and other merchandise, and the balance of trade, if 50 per cent. were added, would fairly represent the prospect of trade in a few years to come. In dealing with the Company's workers it must not be forgotten that although we import a certain amount of rations, yet they and their families live on the river, and are supplied with other goods by the general business people. Then again Mr. Black asked me how many farmers dealt with the Company. Speaking from memory I rather understated the number. In 1896 we had 285, but of course since then they are gradually going out of the business. Those farmers also have their families to bring up; they employ labour to work the cane, the cane has to be stripped, chipped, and it has to be hauled to water, which means the employment of many horses and men. In round figures I should say that each farmer employs from two and a half to three men which means roughly the employment of 855 men; they have to be maintained and fed by the business people. Then, again, leaving the Tweed, the coal miners who hew the coal for our mills need not do so, and the shipping which works the cargo can be laid up, then surely the merchants in the city must see that there will be a loss of business in the north. There is yet another matter, that is our railway line, that was built essentially for cane-growing; the area allotted to that district, even with a limit, was 2,000 acres. 1,037 acres was the highest acreage reached. At the present time it is 843, which shows a loss of 200 from last year. The railway receipts came to £2,333 in 1896; £1,798 in 1897; and, say, £1,500 in 1898. Then it will fall to nothing. If the area of 2,000 acres were maintained, I estimate that it would have yielded £5,000. I do not know what business the railway does outside cane business, but it is very evident that it cannot amount to much. The loss on interest and working expenses on this railway is known to be very bad at present, but when the sugar industry comes to an end it will be very much worse. The Tweed district is a most valuable part of New South Wales; it has an abundant rainfall which is good for cane-growing, and droughts are unknown. With cane-growing, maize, and pig rearing, together with dairying in full swing, I feel sure that harbour improvements would be a necessity. As I have said before, dairying and sugar-cane growing can be well carried on side by side, and with such a combination a large population would be assured.

1152. *Mr. Black.*] You said that during the season you employed 300 workers;—where do they come from? As far as the work of the mill is concerned I wish to make it clear that every available man in this district gets a job if he is fitted for the work. Local men get the preference over any men from other districts.

1153. Do not the bulk of them come from Sydney? I would not say that that is the case. A lot of them come from the Richmond.

1154. At one time did not the bulk of them come from Sydney? More of them came from Sydney in former days than have come here since. Some of the farmers who consider that their profits are not so great at sugar-growing, owing to the reduced prices, are looking for something to make up the loss. In cases of that kind they get work, and cut cane for us in the cane-fields. Many get the offer of work in their own paddocks, thereby reducing their loss. The proportion of working men who come to us from Sydney is smaller than it used to be in former days.

1155. *Mr. Trickett.*] With regard to the freight on the railway from Lismore to this place, what do the goods which are carried chiefly consist of? The sugar-cane.

1156. Is it brought to this place to be crushed? Yes; I should say that two-thirds of the business done on the railway is the carriage of cane. Mr. Black asked me some questions yesterday with regard to areas. I then gave the figures from memory; but I now give them accurately. The area under cane with which the Company dealt was, in 1895, 3,771 acres; in 1896, 5,097 acres; and in 1897, 4,390 acres.

T. W. Keele,
M.I.C.E.

Thomas William Keele, M. Inst. C.E., District Engineer, Ballina, sworn, and further examined:—

31 Mar., 1898. 1157. *Chairman.*] There is a matter in connection with the cost of the proposed harbour works on the Tweed River with regard to which we should like you to give us additional information; are you prepared to do so now? Yes. Since I gave my estimate at the Tweed Heads I have gone further into the question.

My

My estimate on that occasion, as you know, was based on the assumption that the walls would be started almost immediately, and before the indurated sand-patch was removed. I find, however, that Mr. Darley in his evidence provides means for removing that patch before the southern wall is commenced. That being so, the estimate can be reduced considerably. In going into the figures, I find that with regard to the north breakwater the number of tons would be the same as I have already given, and for No. 2 wall the same, but for the south breakwater 118,650 tons would be the quantity, making a total of 218,100 tons, which would cost £34,438 2s. 6d. The other figures remain the same, viz., rails and sleepers, £2,500; waggons, £1,800; cranes, £3,000; bridge, £1,000, making a total of £8,300 for plant; supervision, £1,200, making a total of £43,938 2s. 6d., that is assuming that the indurated sand-patch is completely removed. If it remains there then you must take my previous estimate.

1158. Then, approximately, your figures, if worked out on the same basis as Mr. Darley's, are the same; the difference is this: that if the indurated sand-patch remains there, of course the cost must be increased? Yes, that is really the point of difference. The total cost on the whole of the work would be 4s. and a fraction per ton, and it certainly could be done for that. We are doing the work on the Richmond under the estimate of 4s. 6d. per ton, and the work could certainly be done on this river for 4s. per ton.

T. W. Keele,
M.I.C.E.
31 Mar., 1898.

[One plan.]

1898.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE AND PLANS,

RELATING TO THE PROPOSED

HARBOUR WORKS AT MACLEAY RIVER.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 2 Report from Printing Committee, 6 July, 1898.

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MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDRICK THOMAS HUMPHRY, Vice-Chairman
 The Honorable JAMES HOSKINS
 The Honorable CHARLES JAMES ROBERTS, C M G.
 The Honorable WILLIAM JOSEPH TRICKETT.
 The Honorable DANIEL O'CONNOR.

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MEMBERS OF THE SECTIONAL COMMITTEE.

CHARLES AUFRED LEE, Esquire, Chairman
 The Hon. CHARLES JAMES ROBERTS, C M G.
 The Hon WILLIAM JOSEPH TRICKETT
 HENRY CLARKE Esquire
 FRANK FARNELL, Esquire

GENERAL INDEX

Report by the Committee
 Minutes of Evidence taken by the Committee
 Report by the Sectional Committee
 Minutes of Evidence taken by the Sectional Committee.
 Plan

LIST OF WITNESSES.

[Examined by the Committee]

	PAGE
Robert R P Hickson, Under Secretary and Commissioner for Roads, Department of Public Works	1-4
Cecil West Darley, Engineer in-Chief for Public Works, Department of Public Works	5-7, 38-40
Alexander Brown Portus, Superntending Engineer of Dredges, Harbours and Rivers Branch, Department of Public Works	8-10
Francis Clarke, Esq, M P	10-13
John M'Laughlin, Esq, M P	13-15
Charles Edward Rennie, Chief Draftsman, Department of Lands	15
Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department	16
Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works	16-17, 26-27, 32, 38, 40, 41
John See, Esq, M P	17, 21
Magnus Thompson, J P.	21-22
James Bolton	22-25
Richard Taplin, master of the steamer "Burawong"	25, 26
Richard Cooke, Secretary, North Coast Steam Navigation Co (Limited)	27-28
Henry Deane, Engineer in Chief, Railway Construction Branch, Department of Public Works	28
Frederick William Neitenstein, Comptroller General of Prisons	29, 32
Austral Rowe, farmer, Marley River	32

[Examined by the Sectional Committee]

	PAGE.
David Houson, District Engineer in Charge, Macleay, Camden Haven and Hastings districts	1-7
Samuel Sheppard, farmer, Rainbow Reach	7-8
Frederick William Cox, farmer, Rainbow Reach	8-9
Timothy Rafferty, farmer, Central Kempsey	10-11
William Thomas Ryan Sinclair, river pilot, Kempsey	11-12
John Anderson Jameson, pilot, Macleay Heads	12-15
Alexander Ferguson, agent for North Coast Steam Navigation Company, Kempsey	15-17
Brabazon Newcome Casement, medical practitioner, Kempsey	18
James Arthur Winney, editor, <i>Macleay Chronicle</i> , Kempsey	18-21
Austral Rowe, farmer, Yarrahapini	21
Thomas Patrick John Taylor, storekeeper, Kempsey	21-22
Austral Veige, grazier and land owner, Macleay River	22-24
Enoch Rudder, farmer and grazier, Kempsey	24-26
Herbert Phillips, Crown Lands Agent, and Clerk of Petty Sessions, Kempsey	26-27
Otho Orde Dangar, auctioneer, Kempsey	27-29
Otto Albert Heiborn, licensed surveyor, Macleay and Port Macquarie districts	29-30
John Hibbard, storekeeper and grazier, Dulcoonghi and Gladstone	30-31
William Thomas Dangar, saddler, Kempsey	31-32
Alfred James Trees, farmer, West Kempsey	32
Philip Calfe Hill	33
Thomas Hennessey, saw-mill proprietor, West Kempsey and Stewart Point	33
Henry Edmund Palmer, Inspector of Stock, Kempsey	34

 PLANS.

Plan I —Proposed entrances

Plan II —New entrance to the Macleay River

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

HARBOUR WORKS AT MACLEAY RIVER.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing Harbour Works at Macleay River," have, after due inquiry, resolved that it is expedient that the proposed harbour works, to cost £95,000, should be constructed; and, in accordance with the provision of subsection IV of clause 13 of the Public Works Act, report their resolution to the Legislative Assembly:—

DESCRIPTION OF THE RIVER.

1. The Macleay is one of the principal of the coastal rivers, and drains an area of 4,600 square miles, much of the upper portion of which is described as rugged and precipitous country; but along the lower reaches of the river there are large areas of rich alluvial soil, eminently suitable for cultivation.

Navigation can be carried on up to 36 miles from the entrance, for vessels drawing from 8 to 9 feet of water. The total length of the river is 200 miles, but at a distance of 43 miles from the heads tidal influence ceases. Like most of the rivers on the north coast, the Macleay is visited periodically by heavy floods, causing deposits of sand at various points in the river, and rendering constant dredging necessary.

SIR JOHN COODE'S SCHEME.

2. In 1885, when Sir John Coode visited New South Wales, advantage was taken of the visit to obtain from him a report as to the best method of improving the Macleay entrance, and four schemes were dealt with by him. These are marked and numbered on the map published with this Report. No. 1 scheme, which he recommended, consisted of:—

1. South breakwater, commencing at the north-west angle of the South Spit, extending thence northerly and easterly 4,000 feet, with an extension of 500 feet, when funds are available. Total length, 4,500 feet.
 2. North breakwater, commencing on the southern face of North Head, and extending in a south and easterly direction 1,000 feet, terminating at a point 700 feet distant from the south breakwater, with an extension of 500 feet, if found desirable hereafter. Total length, 1,500 feet.
- He believed that this width (700 feet) would sufficiently restrict the entrance to produce a navigable depth of 12 feet at low water, or 16 feet 6 inches at h.w.o.s.t., which is equal to the navigation of vessels drawing, say, 12 feet.
3. Training-bank, 11,000 feet long on the eastern side of channel at Fisherman's Reach, to obviate the escape of water through the old channel, and also prevent the river breaking through the sand spit during the floods.

(4.)

4. Training-bank, 5,600 feet long, to close the old channel (Spencer Creek), which skirts the west side of Shark Island.
5. Leading lights and buoys.
6. West training-bank, 7,000 feet long, to prevent fluctuations in the depth of channel through the disturbance of the sand within the entrance in times of flood and gale; the outer end to be 300 feet from the north breakwater to form a wave-trap.

The estimated cost of the works was as follows :—

First instalment of the works.

South breakwater, 4,000 feet	£133,000
North breakwater, 1,000 feet	48,700
Training-bank, Fisherman's Reach, 11,000 feet ...	62,800
Training-bank, Shark Island, 5,600 feet	21,800
Buoys and lighting channel	2,000
	268,300

Extension works required to complete design.

West training-bank, 7,000 feet	£48,400
South breakwater (additional length), 500 feet ...	39,000
North breakwater (additional length), 500 feet ...	27,000
	114,400

Total £382,700

THE DEPARTMENTAL PROPOSALS.

3. Subsequently, and up to the year 1895, representations were made as to the necessity for doing something to improve the entrance to the river, and examinations with a view to doing what was required were made by an officer of the Department of Public Works. In 1893 a flood occurred in the river and made a new channel where it is now proposed to construct the permanent harbour works. This channel enters Trial Bay, at a point $1\frac{3}{4}$ mile north of the South-West Rocks, and a recommendation was made that as Nature had produced this outlet, and it appeared to remain unaltered, measures should be taken to make it permanently navigable. It was, therefore, proposed that the sum of £10,000 should be made available for the construction of a training wall, and that a temporary barrier should be thrown up on the northern side of the new channel between Shark Island and the coast sand-ridge, so that the tidal flow might be diverted into the new channel. The advantages from fixing the entrance at the place suggested were represented as :—

- (1) A much more sheltered entrance than the present one.
- (2) At least 10 miles less steaming on the round trip, Sydney to Kempsey.
- (3) The saving in dredging in consequence of the unstable portion of the river not being required in the new scheme.
- (4) The saving of about 10 miles of training-walls over the above length.
- (5) Increased scour on the new bar due to tidal flow and flood discharge in consequence of the decrease in length of river channel.
- (6) The saving in haulage of all stone used in the work.
- (7) A smaller and cheaper class of stone required in the breakwaters in consequence of the sheltered position, and a less length of breakwaters than that required at Grassy Head.

It was pointed out at the time that one of Sir John Coode's chief objections to fixing the entrance at this point was the loss of the Clybucca Creek waters, but this it was stated could be overcome by diverting the creek.

The matter was referred to a sub-committee of the Board of Reference connected with the Department of Public Works, and they approved of what was proposed. In nearly all cases, they pointed out, where a channel has broken out under abnormal circumstances, such as a heavy flood, it has only remained open so long as these special circumstances have existed, and when these have disappeared the rivers have gone back to their normal channels; but in this case it is not so. The channel that was opened by the flood, 1893, had apparently become permanent, and remained

remained open under the normal circumstances of the river during a dry season. They believed that if the whole of the water that at present leaves the river and enters the new channel were concentrated and passed out over the bar, it would open up and maintain a permanent channel which could be used by ocean steamers.

The sum of £10,000, it was considered, would be sufficient not only for the closing of the Spencer's Creek channel, but for the protection of the banks to further assist in fixing the new channel. It was also explained that in the event of any large scheme for the permanent improvement of the entrance to the river being undertaken in the future, it would cost very much less to carry it out at the channel it was now proposed to improve than at the old main channel as recommended by Sir John Coode, inasmuch as there would be a saving of over 10 miles of training-wall while the breakwater at the main entrance would cost no more if it cost so much.

In December, 1895, a scheme for training-walls and breakwaters was prepared.

WORKS CARRIED OUT.

4. Works already carried out at the entrance to the Macleay River comprise the construction of training-walls; the dredging of a channel in Spencer's Creek about 250 feet in width, with a depth of from 12 to 14 feet, which has been cut through the tongue of land formed by a sharp bend in the course of the creek; the protection of the sides of this channel with a facing of stone; and the construction of a barrier-bank across the creek to the north of the entrance. Up to 31st December, 1897, the expenditure according to the evidence of the Under-Secretary for Public Works, amounted to £14,953 9s. 4d, which has some bearing upon the completion of the works.

THE PROPOSED WORKS.

5. It is now proposed to extend the northern training-wall from its present terminus at Shark Island down to the entrance, and to continue the southern training-wall to the same point; and this, it is contended by the officers of the Department, will, by allowing the free ingress and egress of tidal and flood waters, result in the scouring out of the channel so as to produce a safe and easy entrance for navigation.

The complete scheme designed by the Department provides, in addition to those now put forward, for the construction of a northern and a southern breakwater and the extension of the training-walls at a lower level up stream to the junction of Spencer's Creek with the main river, and the straightening and deepening of the channel by dredging. These further works are, however, not at present considered to be necessary.

ESTIMATED COST.

6. The estimated cost of the works now projected is as follows:—

Continuation of the training-wall at the point of Shark Island to the portion already constructed	£17,000
Continuation of northern training-wall	38,200
Continuation of southern training-wall	36,000
Supervision, &c.	3,800
Total	£95,000

The Committee understand that suitable stone for the construction of the works can be obtained close to the site, and in large quantities; and providing that the work is carried out with reasonable economy, they have no reason to fear that the estimated cost stated by the Department will be exceeded.

TRADE OF THE DISTRICT.

7. According to the various witnesses qualified by their knowledge of the locality to speak with regard to the trade of the Macleay, it appears to be considerable. Maize is exported in large quantities, while pigs, poultry, timber, and other produce comprise important and valuable items of export.

SECTIONAL

SECTIONAL COMMITTEE'S REPORT.

8. A Sectional Committee visited the river, and carefully inspected the localities at the entrance where it is proposed the works recommended shall be constructed, the bar, the old entrance at Grassy Head, and the quarries from which the stone for the works is being obtained. They were much impressed with the appearance of the river, its magnitude and navigable area, and the extensive and fertile lands adjacent to it. The capabilities of the district are beyond doubt, and the one thing required to advance its interests appears to be more reliable means of communication. The Sectional Committee came to the conclusion that, although for some reasons it might have been better had their investigation taken place before the works for the improvement of the river had been commenced, so far the scour created had done good work, and delays to shipping had not, since the improvement, been frequent or prolonged.

Having regard to the fact that the conditions are quite changed since the date of Sir John Coode's recommendation in favour of the entrance being at Grassy Head, they were of opinion that the works at the new entrance had been beneficial, and should be completed at the estimated cost of £95,000.

OBJECTIONS TO THE PROPOSED WORKS.

9. Some objections have been urged against the carrying out of the proposed works. Shortly stated they are:—

- (1) That the entrance to the river at Grassy Head is the natural one, and having been recommended by Sir John Coode should be retained.
- (2) That the occurrence of floods may, as shown in the case of the new entrance to the river, lead to the opening of another channel and the formation of another entrance.
- (3) That the new entrance is so close to Trial Bay that the discharge from the river will have the effect of silting up that bay.
- (4) That by fixing the entrance to the river as now proposed, the interests of residents in the vicinity of the old entrance will be materially affected.

To the first of these objections the departmental officers reply with the statement that the new entrance will be more direct, easier and safer for shipping, and permanent. With regard to the second, it is pointed out that when the proposed works have been constructed the river will be so controlled that it must pass through the training walls to the sea, and, therefore, cannot break out into any new channel. As to the third objection, it is denied that Trial Bay will be in any way affected in the manner alleged. Any discharge from the river, it is stated, will be scoured so far out that no danger is to be apprehended from its deposit. There is no accumulation worth speaking of, the Committee are informed, in the bay. Soundings have been taken by officers of the Department of Public Works from time to time, and there is no indication of permanent silting. The Committee are assured that in respect to Trial Bay there need be no apprehension whatever, and, even if a bar did form in the bay, modern appliances will in such a sheltered position readily remove it. The fourth objection is met by the report of the Sectional Committee, who, after visiting the locality, came to the conclusion that the local interests referred to were insignificant, and not such as to merit serious consideration in connection with a work of such magnitude and importance as the improvement of the entrance to the river. It is by no means certain that the people complaining will be embarrassed in the manner they state; but, if they should be, such inconvenience cannot be considered as sufficient to out-weigh the interests of so important a district as the Macleay.

CLYBUCCA CREEK.

10. The influence of the waters of Clybucca Creek upon the river entrance is a matter which has engaged the attention of the Committee, and the importance of adding this water to that of the main river stream in its passage through the training-walls to the sea formed the subject of inquiry. The Engineer-in-Chief explains that

that there will be no difficulty in arranging so that a considerable portion of the creek waters shall pass out to sea by the proposed entrance. If it should not do so naturally, it will not be difficult or expensive to construct works which will bring about the desired result.

CANAL FROM THE MACLEAY TO THE HASTINGS.

11. During the Committee's inquiry, the possibility of uniting the waters of the Macleay and the Hasting Rivers by a canal, so as to concentrate the trade of the two rivers at Port Macquarie, and thus render unnecessary the proposed work at the Macleay, was suggested, and, as far as could be done, the suggestion was inquired into. The evidence of the departmental officers shows that the matter has received attention, and to a certain extent has been investigated; and that, taking into consideration the probable cost and the results to be obtained, such a scheme, in their opinion, may be regarded as impracticable.

CONCLUSION ARRIVED AT BY THE COMMITTEE.

12. After considering the evidence given in the inquiry, and the report of the inspection made by the Sectional Committee, the Committee have arrived at the conclusion that the works as proposed, estimated to cost £95,000, in addition to the sum already expended, should be carried out; and they have passed the following resolution:—

“That, in the opinion of the Committee, it is expedient the proposed Harbour Works at Macleay River, as referred to the Committee by the Legislative Assembly, to cost £95,000, in addition to the sum already expended, be carried out.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 1st July, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT MACLEAY RIVER.

TUESDAY, 8 FEBRUARY, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee proceeded to consider the expediency of constructing Harbour Works at Macleay River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Have you any statement to make in reference to the proposal before the Committee? Yes, as follows:—

MACLEAY RIVER.

THE Macleay is one of the principal rivers of the coast, having a drainage area of about 4,600 square miles, three only of the other coastal rivers being larger, viz., the Clarence, Hunter, and Hawkesbury. Its principal tributaries are the Guyra, Apsley, and Chandler Rivers. The upper portion of the watershed, especially that through which the Apsley flows, is exceedingly rugged and precipitous, but in the lower portion there are large and rich alluvial plains. A large part of the district through which the Macleay flows is thickly timbered. From its source near Ben Lomond to the sea, the Macleay has a length of about 200 miles, and is navigable for vessels drawing from 8 to 9 feet to a distance of 36 miles from the entrance at Grassy Head, or to about 4 miles above Kempsey, and for droghers drawing 4 feet, a further distance of 3 miles, or to within $\frac{1}{2}$ mile of the rapids. At 43 miles from the entrance tidal influence ceases.

Advantage was taken of the visit to the Colony in 1885 of the late Sir John Coode, to obtain from him a report as to the best method of improving the river entrance, the navigation of which was far from satisfactory. A careful survey of the river was made by the late Captain Howard in 1887-8, extending from the entrance at Grassy Head upstream a distance of about 9 $\frac{1}{2}$ miles; soundings and borings were taken, tidal and current observations made; particulars as to rainfall, prevailing winds, &c., obtained, all of which information was forwarded to Sir John Coode in November, 1889, and in January, 1891, his report was received.

Four schemes were dealt with by him:—

- No. 1. Formation and fixing of entrance at North Head. (a) This would with certainty provide a sufficient and navigable depth, and also allow of the free discharge of all flood waters of the district. (b) Experience has shown that when the entrance has been in this position, the depth on the bar has been greater for a longer period than at the other sites. (c) Sand passing the entrance would travel unimpeded to the northward.
- No. 2. An entrance at this site (a) would also provide for the discharge of all flood waters, (b) but the northerly drift of the sand causes an element of uncertainty as regards the length of moles eventually required. (c) The diversion of the river from the existing course into a new channel would be difficult. (d) Cost would be fully equal to Scheme No. 1.
- Nos. 3 and 4. An entrance at either of these places (a) would be partially sheltered by Lagger's Point, (b) but would not provide for the discharge of all the drainage of the district, inasmuch as the waters of Clybucca Creek could not, unless at great cost, be diverted through the new fairway. (c) The cost would be fully equal to Scheme No. 1. (d) In No. 4 the curves would be inconveniently sharp.

Scheme No. 1 was recommended by him; it consists of:—

1. South breakwater, commencing at the north-west angle of the South Spit, extending thence northerly and easterly 4,000 feet, with an extension of 500 feet, when funds are available. Total length 4,500 feet.
 2. North breakwater, commencing on the southern face of North Head and extending in a south and easterly direction 1,000 feet, terminating at a point 700 feet distant from the south breakwater, with an extension of 500 feet, if found desirable hereafter. Total length, 1,500 feet.
- He believed that this width (700 feet) would sufficiently restrict the entrance to produce a navigable depth of 12 feet at low water, or 16 feet 6 inches at h.v.o.s.t., which is equal to the navigation of vessels drawing, say, 12 feet.
3. Training-bank, 11,000 feet long on the eastern side of channel at Fisherman's Reach, to obviate the escape of water through the old channel, and also prevent the river breaking through the sand spit during the floods.
 4. Training-bank, 5,600 feet long, to close the old channel (Spencer Creek) which skirts the west side of Shark Island.
 5. Leading lights and buoys.
 6. West training-bank, 7,000 feet long, to prevent fluctuations in the depth of channel through the disturbance of the sand within the entrance in times of flood and gale; the outer end to be 300 feet from the north breakwater to form a wave-trap.

R. R. P.
Hickson.

8 Feb., 1898.

Sir John Coode estimated the cost of the works as follows :—

<i>First instalment of the works.</i>	
South breakwater, 4,000 feet	£133,000
North breakwater, 1,000 feet	48,700
Training bank, Fisherman's Reach, 11,000 feet	62,800
Training bank, Shark Island, 5,600 feet	21,800
Buoying and lighting channel	2,000
	268,300
<i>Extension works required to complete design.</i>	
West training bank, 7,000 feet	48,400
South breakwater (additional length), 500 feet	39,000
North breakwater (additional length), 500 feet	27,000
	114,400
Total	£382,700

The floods of 1890 having caused extensive erosions of the river banks and a corresponding shoaling of the channel, urgent requests were made for the construction of such works as would be necessary for the maintenance of a navigable depth in the river. The unsatisfactory state of the lower channel and entrance were attributable to some extent to the existence of several openings through the narrow strip of land between the river and the ocean to the north of the point known as the South West Rocks; these openings being caused by the flood-waters taking the shortest way to the sea.

These openings were described by Captain Howard in his report on the Macleay River in 1888 as follows :—

The channel eastward of Shark Island is narrow, and was at one time the outer part of Spencer Creek, Shark Island being twenty-five years back a peninsula.

I am informed that a Mr. Salmon, seeing that the isthmus near Rudder's Hill was low and narrow, made a small cutting through it to admit his boats to the main river. The times of high and low water in the creek being earlier than in the river, caused a great scour in this opening, and now, in 1888, it is 1,800 feet wide, and what twenty-five years ago was dry land is now the middle of the ship channel, with 15 to 17 feet at low water.

The channel on the east side of Shark Island is of the average width of 700 feet; it is full of shoals, and only navigable by boats, some parts of it being less than 1 foot deep at low-water springs.

I am informed that this channel was at one time navigated by schooners, but having been constantly used as a depositing place for the silt dredged from the main channel, is now nearly blocked up. The sides of the channel are generally fronted with belts of thick mangrove, and the Shark Island side densely wooded with large timber. On the eastern side there are four shallow inlets running to within a short distance of the sea-beach, giving the impression that at some time the river has run through them into the sea. The southern of these inlets, which I call here South-West Creek, starts from the eastern channel of the Macleay River, at a point 5,000 feet below the southern point of Shark Island; it is 9,000 feet in length, and from 200 to 500 feet broad, running through swamps; its banks are mostly belts of thick mangroves, except in two places, where the points of rocky spurs of Rudder's Hill come to the water's edge.

This creek during the survey flowed into the sea, but it has not always done so. The first time I saw it, in the year 1885, the water of the creek did not reach high water on the sea-beach by 300 or 400 feet, but since then, in March, 1887, I am informed, the creek and surrounding swamps being full of flood-water, a gutter was dug through to the sea-beach to run it off, and this quickly became a wide gap, forming a good entrance. In September, 1887, it was over 200 feet wide, and 2 to 3 feet deep at low-water springs, and although during the survey it once or twice nearly silted up, it never entirely did so, and it was wider in July, 1888, than during the preceding summer.

A cutting through the mangroves was made about twenty years back, 1,000 feet inside the entrance; this at the time was 200 feet long and 10 feet wide, with a depth of 18 inches; it is now 30 feet wide, and over 5 feet deep at low-water springs. In September, 1887, the tidal stream rushed through this place at the rate of 4 to 5 knots per hour.

At the western end of South-West Creek two small islands have formed outside the entrance, and, with the shoals surrounding them, nearly block the creek, which can only be entered between three-quarter flood and one-quarter ebb. The water in the creek at low-water springs is from 3 feet at the western end to 2 feet at the eastern above low-water springs outside.

South-West Rocks Point is a double rocky head, east of South-West Creek, the bar of which is at its extreme north-west point. It rises to a height of 64 feet above low water, and is grassy, with open Banksia scrub.

A proposal having been made to construct a training wall across Spencer Creek, at the upper end of Shark Island, to deflect the ebb tide wholly into the main channel. Mr. Carleton reported—6th December, 1892—that at that time there were really three entrances to the Macleay, viz., South-West Creek, a break about 1 mile to the north of the Rocks, and the main entrance at Grassy Head. The ebb current splitting on the point of Shark Island, a large portion of the tidal and flood waters was deflected from the main channel and ran to sea by these southern entrances, thus reducing the scour in the main channel. The proposal being approximately on the lines of the scheme of Sir John Coode, he recommended that this wall should be carried out. The matter, however, was allowed to stand over.

From this time onwards, numbers of representations were made as to the shoal condition of the river, public meetings were held and petitions presented urging that river improvements should be carried out.

In August, 1895, Mr. Carleton again recommended the construction of the Shark Island training wall and the closing of the breaches in the beach, and so directing the whole of the tidal and upland waters into the main river. The Minister, however, determined that the matter should stand over.

An influential deputation then waited on the Minister (September, 1895) to urge the claims of the district and the necessity for improvement works, and amongst other things recommended the removal of a reef of rocks at Razorback, near the entrance. On this proposal Mr. Carleton reported that about £9,000 would be required for the removal of the rocks, and £7,500 for the construction of a training wall from Razorback towards Grassy Head. But as he thought a permanent entrance could be constructed at one of the openings near South-West Rocks for about £70,000 less than the Grassy Head project, he could not recommend the expenditure. The scheme referred to is that known as Sir John Coode's No. 3 scheme. The chief objection which Sir John had to this scheme was the loss of the upland waters from Clybucca Creek. This, however, could be overcome by diverting the creek into the main channel at the upstream end of Shark Island. I could not see my way to recommend the removal of the Razorback Rocks, and was doubtful as to the wisdom of expending any money on a training wall, and having always had an idea that a better entrance could be obtained in the neighbourhood of the South-West Rocks, instructed Mr. Carleton to examine this scheme.

On 30th September, 1895, Mr. Carleton reported having crossed out and in at the new entrance near South-West Rocks with a steamer drawing 5 feet, and that there was not less than 7 feet on the bar at first-quarter flood tide, and nothing less than 10 feet in channel east of Shark Island, and over 14 feet in channel above South-West Creek. He considered that every endeavour should be made to fix the entrance at this place.

On 10th October, 1895/7689, Mr. Carleton further reported as follows :—

In accordance with your instructions I made an examination of the present used entrance to the Macleay River, and found the channel so tortuous, narrow, and embayed that I could not recommend any attempt be made to fix the permanent entrance to the Macleay at or near the present route. I also saw that the suggested temporary measures for improving the present channel would be too costly for the amount of relief they would be likely to afford.

I also examined the channel on the eastern side of Shark Island which, since the flood of 1893, discharges into Trial Bay at a point at $1\frac{1}{2}$ mile north of the South-West Rocks. I found this channel carried from 7 to 14 feet, and that there was about 7 feet at low water on the bar leading into Trial Bay. Nature having so far assisted us, I think a strong effort should now be made to fix the permanent entrance to the Macleay at this point, and for this purpose I recommend that a sum of £10,000 be placed at our disposal for the construction of a training-wall, the exact position of which I am at present unable to indicate until the survey of the new channel is completed.

I also recommend as a very urgent matter that the dredge "Fitzroy" be sent to throw up a temporary barrier on the northern side of the new channel, between Shark Island and the coast sand-ridge, so that all the tidal flow may be diverted into the new channel instead of following two routes as is the case at present.

R. R. P.
Hickson.

The advantages of fixing the entrance of the Macleay at the place suggested, which I have already pointed out in a previous report, are—

- (1) A much more sheltered entrance than the present one.
- (2) At least 10 miles less steaming on the round trip Sydney to Kempsey.
- (3) The saving in dredging in consequence of the unstable portion of the river not being required in the new scheme.
- (4) The saving of about 10 miles of training-walls over the above length.
- (5) Increased scour on the new bar due to tidal flow and flood discharge in consequence of the decrease in length of river channel.
- (6) The saving in haulage of all stone used in the work. It is more than probable the stone will be obtained from Rudder's Hill, which is within a mile of the new entrance.
- (7) A smaller and cheaper class of stone required in the breakwaters in consequence of the sheltered position, and a less length of breakwaters to that required at Grassy Head.

Mr. Price was actually on the ground when a vessel was driven in at the new entrance in one of our worst gales and the ship sustained no damage.

Sir John Coode's chief objection to fixing the entrance at this point was the loss of the Clybucca Creek waters, but this can be overcome by diverting the creek.

Let me again urge the necessity for immediate action, so that the good already done may not be lost.

As to the possibility of obtaining suitable stone, Mr. Houston reported that a heavy conglomerate stone could be obtained about a mile nearer the works than Rudder's Hill, and that from appearances it could be quarried in large blocks.

On this I minuted as follows:—"I have no doubt Mr. Carleton's suggestion is the proper one, and would very strongly urge that immediate action be taken to secure the permanency of this channel. Prompt action is required, as having now two openings, a fresh might close up one or the other, and just as likely the wrong one as the right one."

On 16th October, 1895, Mr. Clarke, M.P., saw the Minister and stated that if the entrance were changed as suggested thirty settlers at Unkya and Allgomera would probably claim compensation, twelve settlers at Yarrahapinni, and the owner of the saw-mill at the Heads.

On 18th October, 95/8,009, the Minister called upon a Sub-Committee of the Board of Reference, consisting of Messrs. Darley, Deane, and myself, to report to him on the whole matter. We reported as follows:—

The Sub-Committee have carefully considered the questions in regard to this work referred to the Board by the Minister, and they now beg to submit their report.

The points on which the Minister desires to be advised are—

- (1) Whether the scheme proposed is the best to adopt under the existing circumstances;
- (2) Whether the matter is of the urgency represented; that is to say, is it necessary that something should be done at once;
- (3) How would the scheme, if carried out, affect private interests on the lower reaches of the river; and
- (4) Would the expenditure of the sum of £10,000, the estimated cost of the works, commit the Department to a probable large expenditure on works for the permanent improvement of the river.

This matter, although new in its present phase, has received a considerable amount of attention in the past; and a report on the improvement of the entrance of the river was made by Sir John Coode in the year 1890.

The channel which is now proposed to be dealt with, although it has not actually opened on the lines of any of those suggested by Sir John Coode, is very close to that referred to in his report as "No. 3," being in fact a little to the northward of it.

The circumstances of the case at the present moment are materially different to those which existed when Sir John Coode visited the river for the purposes of his report, inasmuch as at that time there was no actual channel to the sea other than that passing out by the North Head. There was a partially blind channel near the South-West Rocks, but no through connection at any point to the sea, except, as before stated, by the main channel at North Head. The channel from Shark Island, past Yarrahapinni Wharf to the North Head, was at that time fairly open for navigation, and this in all probability largely induced Sir John Coode to recommend an adherence to the then existing channel, or what he calls "Scheme No. 1," rather than to cut a new one. He was also to some extent, no doubt, influenced in his decision by what he termed the "sand travel" along the beach. He pointed out that the sand passing northward along the beach would be likely to give considerable trouble in opening a new entrance if any of the sites suggested for such in "Schemes Nos. 2, 3, and 4" were adopted. The experience of the Department, however, in dealing with the various entrances to the rivers along the coast of the Colony, leads to the belief that there is less cause for apprehension on this point than would at first sight appear. On the contrary, it is well known that the bars debouching to the sea near a south head are invariably more permanent and more easily maintained than is the case with entrances with a north head. Take, for instance, Newcastle, the Clarence, and Shoalhaven, with south heads, as compared with the Richmond, the Tweed, Nambucca, and the Macleay, with north heads. In all cases where there is a north head, the south spit has a tendency to grow and force the channel into a deep bight behind the north head, making a most tortuous and narrow channel. Then when floods occur there is a tendency for the river to straighten out and leave the north head; and that is what has really taken place on a large scale on the Macleay River, with the result that a new entrance has been made.

This new entrance was first opened by the heavy flood of 1893, and the fact that it has not since closed, but continues to improve, and now forms really the only practicable entrance to the river, confirms us in the opinion that this new channel is the proper one to fix and adopt as the permanent entrance to the river. In nearly all cases where a channel has broken out under abnormal circumstances, such as a heavy flood, it has only remained open so long as these special circumstances have existed, and when these have disappeared the rivers have gone back to their normal channel; but in this case it is not so. The channel that was opened by the flood has apparently become permanent, and continues to remain open under the normal circumstances of the river during a dry season. The report of Mr. Carleton shows very clearly the existing state of affairs; and we agree with Mr. Hickson in thinking that steps should be taken at once to fix the channel in this new position by the closing of the old Spencer Channel, as it is found that a portion of the water, after leaving the river and entering the new channel, becomes diverted down Spencer Creek. It is, therefore, highly desirable that this water should be intercepted and diverted wholly down the new channel. Mr. Hickson does not propose at present to do anything that will artificially block the original channel, nor do we think at this juncture that any action of the kind is necessary, although it will become so eventually, if the river is to be permanently improved.

We believe that if the whole of the water that at present leaves the river and enters the new channel were concentrated and passed out over the bar, it will open up and maintain a permanent channel which could be used by ocean steamers, and thus afford ingress and egress to a river which otherwise would be closed to navigation. It is to accomplish this that the closing of Spencer Creek is recommended; and we are of opinion that no time should be lost in doing this work.

The sum named by Mr. Hickson, viz., £10,000, will no doubt be sufficient, not only for the closing of this channel, but also to help in protecting the banks, to further assist in fixing the channel. It should also be pointed out that in the event of any large scheme, such as that proposed by Sir John Coode, for the permanent improvement of the entrance to the river, being undertaken in the future, it will cost very much less to carry out at the channel now to be improved than at the old main channel, as recommended by Sir John Coode, inasmuch as there will be a saving of over 10 miles of training-wall, as compared with Sir John Coode's scheme; while the breakwater at the main entrance would cost no more, if so much, as under that scheme, as the only available stone in the district is situated closely adjacent to the new entrance.

It does not follow, therefore, that the expenditure of this sum of £10,000 will necessitate entering upon larger works for the permanent improvement of the entrance. All that is proposed to be done is to improve what has already been effected by nature, and assist in her further operations.

As regards interference with private interests, we would point out that the settlers at Unkya and Allgomera, referred to in the Minister's minute of the 16th instant (95/7,868), have really no vested rights, as they have another road to the main river, although a little longer, which would lead them in the direction of the new entrance. The road

R. R. P.
Hickson.

8 Feb., 1898.

road they now use to Stewart's Point does not bring them to deep-water navigation; their goods have to be punted to the ocean steamers, and if they have to go to the new channel it will simply mean a little additional haulage. Most of the leases taken up near the river-bank, where possible claims might be maintained, have lapsed and fallen in to the Crown.

To summarise our conclusions they are, therefore, briefly as follows:—

First.—That the scheme proposed by Mr. Hickson is the proper one to adopt;

Secondly.—That the matter is of sufficient urgency to warrant immediate action;

Thirdly.—That the proposed scheme will not, to any serious extent, injuriously affect private interests; and

Fourthly.—That from the expenditure of the sum proposed, it does not follow that the Government will be committed to the carrying out of any larger scheme for permanent improvements to the entrance of the river.

On this report the Minister minuted, "Works as proposed may be carried out."

22nd October, 1895, Mr. Clarke, M.P., again urged the improvement of the river.

25th November, 1895, Mr. Houston forwarded survey of new entrance. About this time the dredge "Fitzroy" was set to work to close the channel to the north of new entrance. Subsequently (December, 1895), the sand-pump dredge "Dorus" was sent from Newcastle to the Macleay to continue this work.

On 7th December, 1895, a scheme having been prepared for training-walls and breakwater, copies were sent to the District Engineer and work commenced.

10th December, 1895, a petition was presented from residents of Yarrhapinni, urging the construction of the wall from Razorback to North Head; but they were informed that this would nullify the South-West Rocks scheme, the carrying out of which had already been decided upon.

The complete scheme designed by Mr. Darley consists of breakwaters on the northern and southern sides of the new entrance and the continuation of the walls at a lower level upstream to the junction of Spencer Creek with the main river, also straightening and deepening the channel by dredging. The total length of breakwaters and training-walls in this scheme is about 23,000 feet, the estimated cost being £218,000. The work done to 31st December, 1897, consisted in the construction of training-walls, dredging a channel about 250 feet wide and 12 to 14 feet deep through the tongue of land formed by a sharp bend in Spencer Creek and protecting the face with stone, and constructing a barrier bank across Spencer Creek north of new entrance, the total expenditure being £14,953 9s. 4d.

It is not proposed, however, by Mr. Darley to carry out the whole of this work at the present time; he thinks that in addition to the work already done a further extension, estimated at £93,000, will suffice for some time to come, making the total expenditure about £108,000.

The amounts voted for the works were as follows:—

1896 Loan	£15,000
1897 Loan	10,000
Total.....	£25,000

On the 9th December, the House, on the motion of Mr. Secretary Young, passed the following resolution:—"That it be referred to the Parliamentary Standing Committee on Public Works, to consider and report on the expediency of constructing Harbour Works at Macleay River."

2. Your statement is virtually an engineering statement? Yes.

3. Have you any statement showing the commercial basis upon which this rests—a statement showing the products of the district and the advantages of a good entrance? No; that will be obtainable in the usual way through Captain Jackson.

4. Are the breaks-away, to which you have referred, continually happening? Yes; they are liable to occur at any time.

5. In your statement you say—

Increased scour on the new bar due to tidal flow and flood discharge in consequence of the decrease in length of river channel.

What length is it from Grassy Creek to the mouth of the Clybuca Creek? I think it is about 8 miles.

6. What is the approximate width of the river? Subject to correction, I should say from 1,000 to 1,500 feet.

7. A scour depends upon two things—upon the fall and the amount of water which passes through any entrance? It depends on the grade and the width of the entrance.

8–9. The first thing that strikes one in regard to this matter is that you lose the great scouring power between Grassy Head and the mouth of Clybuca Creek—a distance of 8 miles by a width of 1,000 feet. Will you explain how you are going to have the entrance, as proposed, near to Spencer Creek, and still utilise that which will fill the space from Grassy Creek to Clybuca Creek? In one instance the distance is 8 miles, and in the other only 1½ mile. Therefore, there must be a greater rush of water through the short channel than through the long one.

10. By shortening the distance of the channel you secure a heavier scour? Yes.

11. If an entrance is preserved at North Head, as shown upon the map, it will admit a body of water which will fill up to tide water the whole of the present bed of the river, extending down Fisherman's Island and Shark Island up to Clybuca Creek; but if the entrance is made where it is at present proposed to make it, since a great body of water will be brought out at Spencer Creek, it will cease to run round North Head, and the absence of the current in the main river will cause that to fill up, and it will become a beach; then the amount of scour will be less than it would be if the entrance were at the head? No; the scour will be greater as already stated; the volume of water may be somewhat less.

12. *Mr. Black.*] How far does the scouring influence of the tide which comes in at North Head extend at the channel? The tide goes 34 miles up.

13. *Mr. Lee.*] When the flood-waters reach the southern point of Shark Island will not they divide—a portion going down Spencer Creek and a portion down the main stream? Yes; but in time the effect of making the entrance will be to silt up the old channel.

14. There are considerable floods at times in that district? Yes.

15. Will there be sufficient get-away? I think so.

16. Will there not be less get-away for flood-water under the scheme? No; the channel will be the same width.

17. But the northern arm of Spencer Creek will be shut up? Yes.

18. Is it proposed to take the spit in the main channel right out? Yes.

19. *Mr. Wright.*] Is the northern breakwater designed to stop the sand from drifting in? Partly for that, partly for protection, and partly to secure the scour.

20. I suppose the breakwaters will not be very massive? No. Very large stone will not be required. There is, however, any quantity of stone to be had.

THURSDAY,

THURSDAY, 10 FEBRUARY, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
 The Hon. JAMES HOSKINS.
 The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. WILLIAM JOSEPH TRICKETT.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 JOHN LIONEL FEGAN, Esq.
 THOMAS HENRY HASSALL, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.
 FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and examined:—

21. *Chairman.*] Have you any statement to make? No; I handed in a statement to Mr. Hickson.
22. Then his statement is virtually yours? Yes.
23. Has the proposal before the Committee your approval? Yes.
24. Will you briefly explain the reasons why you believe it is a wise thing to make the entrance to the Macleay River 4 or 5 miles further down the coast than the present entrance? After the 1893 floods the river broke out in two places south of the entrance. Mr. Hickson was at that time Engineer-in-Chief for Public Works, and he brought a recommendation before the Minister to block up one of the entrances from what is known as the Old Spencer Creek, so as to get all the water through the one entrance. It was formerly divided between it and another entrance a little further north. He blocked up that, and then recommended a cutting to be made through the main land to straighten the channel out of the new cut at Spencer Creek. The subject was referred by the Minister to a Board consisting of Mr. Hickson, Mr. Deane, and myself. We went into the matter, and strongly recommended that the recommendation should be adopted, that is the fixing of the new entrance in its present position.
25. You believe an entrance can be more cheaply fixed as you proposed at Spencer Creek than the present entrance? Than the old north entrance.
26. Is there any other reason why you think it wise to alter the present position? I believe the channel will be more easily kept clear during floods. The old channel has never benefited much by floods. It has become spread too wide, and the floods have never improved it. A fresh passage out through the new entrance gets a shorter route to the sea, and a more effective scour than by the old entrance.
27. If you had training-banks from Shark Island to the old entrance you would have a channel? Not so good, because you would have the gradient spread over 8 miles instead of 2. We get the gradient in a distance of 2 miles, and it would be spread over 8 miles in going by the old entrance.
28. Is not the gradient usually speaking the rise and fall of the tide? Floods tend rather to fill up than to deepen. We were always dredging the old channel, and every fresh which came filled it up again.
29. What is the ordinary head on which you are depending for the scour? Just the tidal action.
30. That is $4\frac{1}{2}$ feet? A rise of $3\frac{1}{2}$ to $4\frac{1}{2}$ feet.
31. That is your power at any time except fresh? Yes.
32. Was there any other reason which caused you to believe it to be wise to move the entrance? The chief reason is economy, and bringing it to a more sheltered position.
33. Then the third reason is that the position you propose is more sheltered than the north head? There will always be difficulty in keeping a good entrance at the old place when you have a south sand spit.
34. At the south head you are under the shelter of Lagger's Point;—there is more satisfactory shelter there than at the old entrance? Yes.
35. Is there any other point which caused you to think it wise to choose a new site? No; except the great point of economy.
36. Viewed as an engineering work, is there any reason against selecting your present site? No; I see no objection against it at all. With the new entrance improved as proposed we will have a freer ingress and egress to the tide than the old entrance affords, with its sandflats and tortuous entrance. At present there is a very small tidal range at Shark Island. It is very much restricted, but through the new entrance I look for increased tidal range.
37. Do you think the lower reaches of the Macleay will not fill up beyond low-tide mark? I think not.
38. How long will it take to complete the work? About five years.
39. What is the total amount you propose to expend at first? £95,000.
40. Do you make any endeavour to bring the entrance down so that it will have the benefit of the South-West Rocks point? It will be brought down as far as it is safe to bring it down. You get a rock bottom if you come much further south. We have had borings taken over part of the area, and we get rock near the site of the quarry.
41. It would be advantageous to bring the entrance as far south as you can in order to get protection from Lagger's Point? Yes.
42. You contend you have brought it as far south as you can because you would not otherwise have the depth of water over the rock? That is so.
43. You have not shown on the map the proposal to bring the Clybucca Creek water down to the end of the proposed entrance? No; I left that an open question to come in hereafter.
44. Will you explain what the lesser works to be carried out are? There is the construction of a training-wall alongside the north side of the channel. There is the commencement of the training-wall on the south side of the channel. There is the dredging through a tongue of the main-land and the making of a channel 300 feet wide.
45. What do you propose to do to make up the proposed total of £108,000? Commencing at the point of Shark Island in the main river the training-wall will be made to the end of the work already constructed. That will cost £17,700. On the other side there will be a continuation of the wall now constructed and other work which will cost £38,200. That with the cost of supervision makes a total expenditure on the north side of £59,000. On the south side there will be an expenditure of £36,000 making £95,000 in all.
46. Where are you going to get your material for the work? We have two quarries opened at Rudder's Hill.

C. W. Darley.

10 Feb., 1898.

C. W. Darley. Hill. One quarry is turning out stone suitable for the inside training-wall—hard basaltic rock, very much broken up. The second quarry, a little further to the east, affords larger blocks of basalt for the break-water. The two are close together, and one is suitable for the inside work and the other for the outside work. We have already got the tramway and locomotive at work bringing stone from the quarry to the wharf at the end where the wall on the south side has been completed. It is then carried by punts to the wall on the north side.

10 Feb., 1898.

47. Do you say you have not yet finally approved of the scheme by which the Clybucca Creek water will be conducted straight to the new entrance? Yes, but that is a matter of no urgency.

48. *Mr. Humphery.*] Is it at all necessary? I do not think it is necessary at this juncture. If we think it will improve the work afterwards we might cut a channel across.

49. Have you seen Sir John Coode's reference to it in his report? Yes.

50. What do you say in reply to that? My reply is that it will be time enough to investigate the matter if we find we are losing any useful scour water. It will be a simple matter to make a cut across to make a discharge opposite the entrance of the new channel.

51. In your opinion the loss of the Clybucca Creek water is not material. If it proves to be material you will deal with it? That is so. Sir John Coode speaks of the flood-waters which escape into it now and come down the river. We shall get a large percentage of that still, for the land between the Clybucca Creek and the river is low, and it spills over the bank. The fact that the flood-waters themselves came down and burst through at the new entrance indicates that that is the outlet for floods.

52. *Mr. Wright.*] Have you got Sir John Coode's report? Yes.

53. Sir John Coode says:—

Entrance No. 2 would also provide for the discharge of the whole of the flood-waters of the district; but in consequence of the northerly drift of the sand, there is an element of uncertainty associated with this design, from which No. 1 is free, as regards the lengths of the sea moles, which would be eventually required for the maintenance of the requisite depth, having regard to the accumulations which would inevitably occur to the southward of the South Mole. Moreover, the diversion of a river of this magnitude, from its existing course into a new channel such as that leading to No. 2 entrance, would be a work attended with much difficulty. Again, the extent and cost of the works required, including the formation of the new channel from the moles to the point where it would join the river to the westward of Shark Island, would be fully equal to that of project No. 1.

You simply approve of a channel which is cut through by the river? The river cut itself through.

54. *Mr. Humphery.*] It happened to work itself through just at Sir John Coode's No. 3 Scheme? Yes.

55. *Mr. Wright.*] Sir John Coode also says:—

Each of the projects 3 and 4 contemplates the formation of an entrance near the South-west Rocks. Either of these positions would be partially sheltered by Lagger's Point, but each is associated with the grave defect of not providing for the discharge of the whole of the drainage from the district, inasmuch as the considerable volume of water now passing through Clybucca Creek, including also that which flows into the latter from the Macleay during floods, as described by Captain Howard, could not, unless at very great cost, be diverted through the new fairway. Further, bearing in mind the excavation and dredging of the new channel, it is not improbable that the cost of either of these undertakings would be fully as great as that of No. 1.

Sir John Coode attaches considerable importance to the question whether the new channel will convey the whole of the water through it? My answer is that the water coming down the Clybucca is so insignificant, except in flood times, that it is not worth consideration. It is a mere gutter or drain. There is nothing in it except at flood times. At a very small cost the whole of it could be diverted into the new cutting.

56. Considering that the whole of the southern portion is amply protected by Smoky Cape and Lagger's Point is there any necessity for a double breakwater? The southern breakwater is most important, but it is not in the estimate and we do not propose to go on with it at present. We only go as far as the training walls to intercept the sand moving on the beach.

57. There is a northerly set around the beach? There is not much northerly set there. Sometimes the set is southerly, and sometimes northerly.

58. According to Captain Howard's report the set seems to be northerly all round the bight? It is northerly with certain winds only.

59. What strikes me as a non-professional man is that the whole of the southern portion is amply protected by Smoky Cape and Lagger's Point? We only propose to carry the breakwater out to the end of the dotted line, and it is not likely to be required beyond that.

60. What is the sounding in the bay? 32 feet.

61. Is the bay deep all across there? Yes, there are 43 feet further out.

62. By your proposed scheme you will bring the silt and other stuff from the river to that place;—is there any likelihood of it silting up at the mouth of your breakwater? I do not think so.

63. Does the existing breakwater at Trial Bay afford you any idea as to the set of the current;—is there any accumulation of sand about there? No; within the last three years at one time the bay shoaled, and again it scoured out again. I think it is due to the action of the sea more than to anything else.

64. Sir John Coode uses these words:—

During freshes, discoloured water can be seen to trend round to the northward, well outside the bar; it has also been observed that wreckage from Trial Bay, or South-west Rocks, is deposited on the beach close to the North Head, or on the sands northward thereof. These circumstances point to the existence of a northerly eddy, shoreward of the constant south-going current which sets along the coast outside the capes.

? It is generally a south-east gale which sets it.

65. *Chairman.*] I suppose you know that the Department is building two ports within a few miles of each other—one being Trial Bay and the other the entrance in question? Trial Bay is only a harbour of refuge.

66. Are the works at Trial Bay a success? It is not yet far enough extended to be of any practical benefit.

67. Is there any urgent need for a port of refuge at Trial Bay? There is not the same urgent need now that there was when the work was started, because we have not so many small sailing ships on the coast.

68. *Mr. Lee.*] Which part of the work do you propose to carry out first? The north and south walls simultaneously.

69. What will be the effect on navigation during the construction of the work? It will improve every day.

70. What is the depth of sand there? I cannot say the final depth. We know that there are at least 30 feet of sand below low water there.

71. Is there a sandy bottom about Shark Island? Yes.

72. How far will the breakwater extend beyond the present high-water mark? The section going out C. W. Darley will not extend more than about 300 feet beyond high-water mark.
73. What depth of water will that be in? At present there are only 6 or 8 feet, but when the channel is scoured out it will be deeper. 10 Feb., 1898.
74. What will be the general depth of the channel right through when the opening is completed? There will be no difficulty in maintaining a 14-ft. channel at low water.
75. And that, I presume, will be sufficient for all purposes of the produce which can come from the river? Yes.
76. Will that entrance present any difficulties to sailing vessels? Of course it is too small for sailing vessels unless there is a very fair wind.
77. A steamer could come in during any wind? Yes.
78. There is a certain amount of trade done by the coasting craft;—would they have to use a tug to get in and out? In most cases.
79. But in the case of the Clarence River they get in and out without a tug? As a rule they take a tug. There are very few sailing vessels using the river, but those which do generally wait for a tug.
80. You are clearly of opinion that it affords no danger to an ordinary steamer? None; a steamer could come in at any time.
81. Does that remark apply to a steamer leaving? Yes. Of course, during a heavy gale or sea running they would not go out; but under ordinary circumstances they should be able to navigate it safely at any time.
82. I suppose that the conditions may exist under which a steamer cannot enter? There is no port on the coast which steamers like to take with a heavy gale of wind right on.
83. Would it be as safe as the port of Newcastle? Quite.
84. And quite as easy of approach? Yes; for vessels of proper size.
85. Do coasting vessels at present lie off the bar in bad weather, or do they go into Trial Bay? In bad weather they generally lie in Trial Bay.
86. Is Trial Bay conveniently situated for them? Yes.
87. *Chairman.*] How far is the entrance of the Macleay from Trial Bay? Barely 6 miles.
88. *Mr. Wright.*] Sir John Coode is most emphatic in dealing with the North Head. In one part of his report he says:—

Moreover, as before stated, experience has shown that when the entrance fairway has hitherto been in about the position of No. 1, the depth over the bar has been greater for a longer period than at any other site. Again, the North Head, or thereabouts, having regard to the northerly drift of the sand, would appear to be a specially advantageous position for the entrance to the Macleay, because sand passing the entrance would readily travel unimpeded to the northward, along the length of coast embayed between the North Head and Scott's Head.

? I do not think there is any evidence of any extensive northern drift of sand. Sir John Coode, of course, bases his report on that of Captain Howard. Captain Howard made a report which was sent to Sir John Coode, and subsequently to that I got Captain Howard to stream the currents in the bay, and the conclusion he came to was that there was no settled current. I think Captain Howard drew his conclusions from finding some drift weed, but there is no settled current running up the north coast.

89. You have satisfied yourself on that point? Quite.
90. *Mr. Humphery.*] I believe you have carried out extensive works for the improvement of the Clarence River? Yes.
91. What has been the effect of those works so far as they have been completed? The work recommended by Sir John Coode and passed by this Committee was the construction of the south training-wall, which has been completed. There are now 54 feet of water in the channel at one point. There are 24 or 25 feet of water all the way along.
92. What was the depth formerly? Where there are 54 feet of water now there were trees growing on one occasion. That great depth is due to special circumstances. The river comes across into Iluka bay, and is abruptly taken round, and the water shooting out to the other side causes this depth.
93. Have you 25 feet of water now inside the Clarence Heads? Yes.
94. What have you at the Heads? The bar now is about 17 or 18 feet.
95. What was it before these works were carried out? It used to vary—there were 12 feet of water at times.
96. Then there has been an improvement at the bar to the extent of 5 feet? Quite.
97. That is without carrying out the breakwaters shown on the plan as originally placed before the Committee? Yes.
98. Do you think, with the improvement which has already taken place, it will be necessary at any time to carry out the breakwaters which have been suggested? I do not think so.
99. Do you think it is necessary that the reef there should be removed? I do not. There is sufficient room for steamers to navigate between the—reef and the training-wall.
100. The effect of the works carried out inside the bar of the Clarence River having been so satisfactory, are you of opinion that if similar works are carried out at the Macleay the breakwaters there will also be unnecessary? The circumstances are somewhat different. I think the full length of the breakwater will be unnecessary, and I do not therefore put it before the Committee.
101. Then do you think the proposed expenditure will complete the whole of the works necessary in order to give a depth of 13 or 14 feet at low water in Spencer Creek? About.
102. Therefore we may look upon the amount proposed as covering all necessary expenditure in connection with the improvement of the Macleay River? Yes.
103. *Chairman.*] Do you know what Trial Bay has cost? I have not the cost with me. I may mention that prison labour is costly work—more costly than free labour.
104. Has there been a survey of a tramway from Trial Bay to the Macleay? I believe so.
105. *Mr. Hoskins.*] If a wharf were constructed abutting on the breakwater at Trial Bay, could vessels load and unload there, even supposing the weather were rather rough? We are constructing a wharf there, and in ordinary weather small vessels can use it.
106. What is the distance from Gladstone on the Macleay to the breakwater at Trial Bay? From Gladstone by river to Robertson's Wharf and then across by land to Trial Bay the distance is about 21 miles.

FRIDAY, 11 FEBRUARY, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

Alexander Brown Portus, Superintending Engineer of Dredges, Harbours and Rivers Branch, Department of Public Works, sworn, and examined:—

A. B. Portus. 107. *Mr. Hoskins.*] Have you, within the last year or two, been to the Macleay and inspected the entrance now used and the disused entrance? I have not been there since January, 1896. I have nothing to do with the new entrance works. The District Engineer under Mr. Darley is in charge.

11 Feb., 1898.

108. Do you keep on dredging there? Yes; a dredge has been constantly stationed at the Macleay since November, 1871. After the great flood of 1893 we had two dredges there—a large sand-pump and a ladder dredge. Two dredges are working there now.

109. Where are those dredges employed? From the old entrance up to the town of Kempsey in the past. Now from the new entrance upwards.

110. Have they been employed at the proposed new entrance? Yes, for about three years.

111. What depth of water is there at the new entrance? It varies from month to month. The "Burrawong" draws, laden, about 8 feet, and there are about 8 feet available with good tides.

112. Could not a reliable depth of water be obtained at the North Head? No, because the channel immediately inside the bar is very tortuous. There are rocks there, and it is difficult to get through.

113. Which entrance is now used by steamers regularly trading to the Macleay? The new entrance. About three-fourths of the trips are through there.

114. Do you think the proposed new entrance will be more reliable and give a greater depth of water than the old entrance? Yes; because it will be possible when we get our new bar sand-pump out from England to improve the bar there always. In such a sheltered position the sand-pump will work advantageously. It can be turned round inside and come out again more readily at that entrance than at the old entrance.

115. Do you anticipate that when the works at the new entrance are finished you will have to keep on dredging permanently? No; it may be necessary for a dredge to go there occasionally.

116. Is not the trade on the Macleay River small? No; there is a considerable trade there.

117. Do you think, if the improvements suggested are carried out, the entrance will be suitable for a long time to come, if the vessels are of sufficient carrying capacity? In my opinion the improvement will effect that object.

118. Have you been to Trial Bay? Yes; I was there two years ago.

119. Is there ample depth of water there at all times? Yes, out in the Bay.

120. Has it ever occurred to you that as Trial Bay is only $4\frac{1}{2}$ miles from the Macleay River, it might be cheaper to make a permanent wharf for the loading and unloading of steamers there, and a tramway across the flat country to the Macleay River, rather than spend a large amount of money on the entrance to the river itself? I have thought the matter over, and judging from the experience of steam navigation companies elsewhere, I think that when steamers can proceed up a river, the settlers are better served than by the produce being put on a railway and then transhipped to a vessel. The experience of the Hunter River shows that.

121. If such tramway were constructed, would not very much larger vessels be used at Trial Bay;—could they not work more profitably than smaller vessels and at lower rates? It would not pay steamers like those which run between Sydney and Brisbane to call there and load. Steamers such as the "Burrawong" might engage in the trade.

122. You were speaking of vessels suitable for the navigation of the Macleay River;—if there were a tramway from the Macleay to Trial Bay, and large vessels came to Trial Bay, do you not think that freights would be no higher, and would not there be a guarantee that, in times of heavy storm and flood in the river, the navigation would not be interrupted? I do not think so. I think the double handling of the stuff would be a great difficulty.

123. Even though there may be a risk of the vessels being stuck up on account of storms and floods? I think that will be very much minimised when the new entrance is completed.

124. Do you not think that there would be less delay consequent upon floods or storms at the entrance of the river if you had a tramway from Trial Bay, and vessels could load and unload there at all times? It might certainly be more reliable from that point of view. But do you purpose shutting up the river altogether. If you withdraw the dredge from there the old condition of things of thirty years ago will be restored, and the river will block up again. When you speak of the construction of a tramway from Trial Bay to Kempsey, you must bear in mind that the Government will be subjected, in years to come, to opposition from vessels plying on the river, and the question is whether the tramway will pay.

125. *Mr. Lee.*] Supposing it were practicable to carry on the shipping from Trial Bay, and to convey the goods by tram to a point on the Macleay River, and all work was suspended on that portion of the river between Shark Island and North Head, would not that portion in a short time become quite unfit for navigation? That would depend upon floods. It would, no doubt, be restored to its natural condition in a few years, if it were not dredged. The dredge came to the Macleay River in 1871, and between 1871 and 1876 it was mostly occupied in dredging from Shark Island to Grassy Head, and afterwards to Kempsey.

126. What was the condition of the entrance in 1871? With the exception of a steamer called the "New Moon," drawing 4 feet of water, steamers at that time had not gone beyond the anchorage inside the entrance. Light-draught vessels, however, have been going up there for fifty years.

127. Have you been dredging there continuously since 1871? Yes.

128. Has that had the effect of keeping open the entrance permanently? I do not think the bar has been very much better since we started. It has been better, but not to a great extent.

129.

129. Then, really, you have only been dredging to make the water navigable within the bar, towards Shark A. B. Portus. Island? Yes; and right up the river—at Long Reach and other places.
130. What is the state of the North Head bar generally;—can it be crossed in ordinary weather by the ordinary coasting steamers? I saw the dredge-master the other day about the relative number of times the steamers crossed the old and the new bars, and he said that in nineteen cases out of twenty they used the new entrance instead of the old one. 11 Feb., 1898.
131. Why would they use the old bar the twentieth time? The difficulty of the old bar is that although it may be deep enough, immediately inside the channel it is so tortuous that it is difficult to navigate.
132. Independent of the bar at North Head, there are serious obstructions inside? Yes; rocks as well as sand.
133. Would it cost a large sum to remove that? I do not think it would require a very large amount.
134. Knowing the two localities so well, are you of opinion that the present proposal would give a more reliable entrance to the Macleay than the old one? Yes, I think so.
135. And cheaper? Yes, because you save about 12 miles in distance going to and from Sydney.
136. I believe there is a great amount of sand in some places inside the new entrance? Yes.
137. What will be the condition of things with flood-water running one way and a heavy southerly gale blowing in? The gales and floods generally come together, and, generally speaking, after a great flood the bars are better.
138. You remember what has happened at Newcastle many times after a heavy flood in the Hunter, and the great deposit of silt that has taken place;—do you think that it will be possible for that to happen here? That condition of things obtained at Newcastle before the breakwater was constructed. In this instance, the breakwater ought to have the effect of ensuring a very fair entrance after flood. We have had no shallow bar at Newcastle after flood since the northern and southern breakwaters were run out.
139. You have an entrance 700 feet wide;—what will be the length from the breakwater to the corner of Shark Island? About $1\frac{1}{2}$ mile from beach to island.
140. Under a repetition of conditions which have prevailed, do you not think that there is a danger of a heavy deposit of silt taking place in the channel? I do not think so. The flood-current should sweep it out between the walls.
141. You think that if the current is diverted direct into the channel it will be sufficient to keep it clear? I think that the fact of floods having broken out at that point indicates what the conditions will be. We generally have deep bar water after floods.
142. Has any flood which has caused the entrance to be cut through left any serious deposit of silt? What came about after the great flood of 1893 was this: all the channels right up the river were shoaled up. There was a great deposit of shingle, but it was no worse at the Heads than up the river.
143. I should imagine a large quantity of debris and heavy timber will come down the river in flood-time? I understand that it is so.
144. Supposing the whole of the water, and the debris and timber were diverted into the channel, would it not be a serious menace to the stone-work which it is proposed to put in? Hitherto, floods have not, I think, disturbed the breakwaters on the northern rivers.
145. In view of what has happened at Newcastle and other northern ports, do you think it likely that if the breakwater were extended as far as is indicated on the plan, under the conditions of a south or south-east gale, shifting sand will be likely to block up the entrance? I do not think it will. The entrance would be protected by the breakwater somewhat.
146. In view of what has happened at other ports in the north, do you think that if this work is constructed there will be any likelihood of the drift-sand piling up under a heavy gale? I do not think so. It might, to some extent; but even if it did, we shall have the appliances for very speedily removing it.
147. *Mr. Clarke.*] Is it intended to close the old entrance, or to leave it open? I presume it will be kept open until the new entrance is thoroughly completed.
148. *Mr. Wright.*] Do you think, if a railway were made from Trial Bay to Kempsey, and the proposed harbour works were abandoned, there would be much competition among the shippers for the river trade? I think there would.
149. Have you considered the fact that it would be cheaper to bring stuff from Trial Bay by that route than by the river? I do not think it would, because the material would be twice handled. Goods twice handled cannot be compared with goods put on board a steamer and taken direct to their destination.
150. Then, if a railway were constructed, there would have to be droghers in the river to collect the stuff for the railway? Yes; it would be put on the railway, and there would be a double handling at Trial Bay. In the other case the drogher would put it on the steamer, and it would go away direct.
151. It means additional handling? Yes. Even when the entrance is bad, the droghers sometimes go outside and put the stuff on the steamers under the protection of the Trial Bay breakwater.
152. What will be the effect on the navigation of the river if all the works are abandoned? The old condition of things of thirty years ago will obtain. The river will gradually fill up.
153. Therefore there would not be much competition by steamers with the railway? Probably all the channels would shoal up. Vessels drawing 5 or 6 feet might then get up to Kempsey.
154. Do you think under any circumstances there will be competition on the river? Yes; do what you will with tramways.
155. Therefore you see no benefit likely to arise to the district by the construction of the railway and the abandonment of the harbour works? I do not, from a paying point of view.
156. Have you any idea as to the feeling of the people of the district on the subject? I think opinion is pretty much divided about it.
157. *Mr. Roberts.*] When you visited the Macleay two years ago, which was the entrance in use by the river steamers? The old entrance chiefly, I think.
158. Was the old entrance given up on account of the shallowness of the water on the bar? Not so much on that account as on account of the tortuous channel inside. Occasionally it was due to the shallowness of the bar.
159. How much water was there? About 7 feet at high water, and sometimes more.
160. The difficulty was when you got over the bar? Yes, inside.
161. Since then the new entrance has been continually used? Yes, generally.

- A. B. Portus, 11 Feb., 1898. 162. What water is there at the bar now? It varies. The "Burrawong" was detained last week coming out for a day or two. It had shoaled up.
163. What do the trading steamers draw? The lowest draught is about 7 feet 6 inches.
164. Is it not a fact that on the rivers on the north coast steamers are frequently detained as long as six weeks trying to get out? I do not know of any case of that kind of late years.
165. What is the longest time a steamer has been detained at the Macleay Heads endeavouring to get out? Not more than three or four days.
166. Is the entrance to the Macleay more difficult than the entrance to the Manning? The Manning is, I fancy, the worse of the two. The shallower draught vessels go to the Manning. For instance, the "Burrawong" does not go to the Manning.
167. What is the longest time you have known a steamer to be detained at the Manning with produce on board? About a week.
168. I suppose an easterly gale would make it more difficult to get out of the Macleay? Yes.
169. With a south-easterly gale I suppose Trial Bay will afford ample shelter? It would with a southerly gale give considerable shelter.
170. Then if a gale has any easterly bearing in it, Trial Bay is hardly safe at the present time? That is so, but it will be safer as the breakwater is extended.
171. I suppose that with an easterly gale it would be almost impossible at present to get out of the Macleay? It would not be desirable to try it.
172. Will the proposed improvements render navigation more easily in easterly weather? That and the breakwater extension together.

Francis Clarke, Esq., M.P., sworn, and examined:—

- F. Clarke, Esq., M.P., 11 Feb., 1898. 173. *Chairman.*] I believe the works in question are not in the electorate you represent, but the benefit of them will be felt there? Yes. The boundary of my electorate strikes the Macleay River about 2 miles above Smithtown. It follows the Macleay River past Smithtown to opposite the mouth of Kinchela Creek. It follows Kinchela Creek upwards to the parish boundary between Aracoon and Kinchela; and thence along the parish boundary to the sea. Going back to the point above Smithtown, the boundary bears in a westerly direction to the mouth of Trial Bay Creek; thence by Trial Bay Creek upwards to where the road from Green Hills to Taylor's Arm crosses; thence it follows that road up to the Main Dividing Range between the Macleay and the Nambucca waters.
174. *Mr. Trickett.*] Your electorate is known as The Hastings and Manning? Yes.
175. What is the present mode of getting produce to market? By the Macleay River, and then by means of steamer to Sydney.
176. Do you understand the various schemes before the Committee? Yes.
177. Which of the two entrances do you think is the most advantageous? I would not like to express an opinion.
178. I do not mean as affecting the rights of particular settlers;—but are you prepared to say, from a practical point of view, which you think the better? Owing to the Spencer Creek entrance having the shelter of Trial Bay breakwater, I should be inclined to favour that scheme. It is a shorter channel, too.
179. I suppose you have been a frequent visitor to the Macleay by steamer? I have practically lived on the Macleay for thirty years.
180. Is the communication with the Macleay better by way of Spencer Creek, as now used, than it was by the entrance at North Head? I would not like to say that it is, because the works at Spencer Creek are not sufficiently far advanced to make a permanent improvement there as yet. There are times when the old entrance is used particularly after floods, or perhaps slight freshes, occur in the river, which help to clear the bar; but whenever dry weather sets in we are generally troubled with a bad bar.
181. That is at North Head? Yes.
182. Is the Spencer Creek entrance used now altogether? To the best of my knowledge it is.
183. How long has that been the case? It seems to have been used for the last two or three years alternately, sometimes the steamers going in the new entrance and out of the old one. Latterly, I think, the new entrance has been more favoured than the old one.
184. By reason I suppose of its being more reliable? I suppose so. The effect of the work going on there has improved it.
185. We are told that the commencement of the Spencer Creek channel occurred in a very simple manner by a man having made a slight cutting for his boats there;—are you aware of that? No; I do not think that is the case. I think the idea of adopting this as an entrance was brought about by the fact of the flood of 1893 breaking a channel through there.
186. That entrance has continued to improve since it has been a channel? Without the cuttings and the breakwater which have been put there I do not think it would ever have been an entrance.
187. Have not the training-banks which have been already constructed very much improved the navigation of the river? Yes.
188. Are dredges at work there now? Yes, I understand the sand-pump dredge "Doris" is there.
189. Do you think that, when the sand is well dredged out of there, the scour from the Macleay River will be sufficient to keep it open as a permanent channel? Yes.
190. I believe the steamers which trade there have a shallow draught? I believe the "Burrawong" requires 8 feet or 8 feet 6 inches.
191. How far up the river do the steamers go? The "Burrawong" sometimes goes as far as Kempsey, about 26 miles from the new entrance.
192. What is the average depth up the river? When the river is in good order about 10 feet. Of course it has to be dredged to maintain that depth.
193. So that a channel down Spencer Creek with an average depth of 10 feet would be sufficient for all purposes for the vessels which usually navigate the Macleay River? Yes.
194. About what tonnage are they? I believe the "Burrawong" is about 350 tons, and it is the largest.
195. Do you think it is a river where steamers of a larger tonnage are likely to navigate as time goes on? I think so, if the water is sufficient, because the present shallow-draught steamers are not constructed to

F. Clarke,
Esq., M.P.

11 Feb., 1898.

be fast sea-boats. The district in that respect suffers through the boats not being able to maintain a high rate of speed when they get out to sea.

196. But the work of dredging a great length of river to a depth which would enable large-sized ocean-going steamers to go up would be very expensive? I admit that. That might be overcome. If the ocean boats only entered the heads, the rest of the work could be done by boats of a shallower draught. That has been done to a large extent during the last three or four years.

197. Would a boat drawing 12 feet be able to navigate the Macleay as far as Kempsey? I think so, with dredging.

198. If the channel from Spencer Creek to the breakwater is 14 feet at low water, do you think that will be sufficient for all purposes? I think so as far as one can foresee.

199. It has been stated that on the 16th October, 1895, you saw the Minister and stated that if the entrance was changed as suggested, from North Head to Spencer Creek, a number of settlers would claim compensation? I think that statement was made by me on account of the settlers themselves having written to me on the subject. I put their views before the Department. That was before any money had been expended on the new entrance. I might point out that, if the formation of the new entrance has the effect of shallowing up the old channel, the settlers on the Allomera and the Unkya, and also the people living round Yarrapinni and the saw-mill proprietors at Stewart's Point, will be seriously handicapped in getting their produce to market.

200. That is if the river silted up to such an extent that they could not punt their goods to the steamers? Yes.

201. But it has been stated that the silting up of the Long Reach in question will be very slight indeed, and that if a waterway is kept open these people can easily punt their goods to the ocean steamers? That I could not say. At present they draw their goods to Stewart's Point near the old entrance.

201½. It is also stated that they have another road to the main river which would lead them in the direction of the new entrance? That is so. They would be able to reach the river higher up in any case, but it would make further haulage for them.

202. How much further? About 4 miles each way. They could either ship at Clybucca Creek or go on a little further and ship on the main river at what they call Summer Island Wharf. I think Summer Island would be the better. If they went to Clybucca they would have to contend with the navigation of Clybucca Creek, and it is only navigable at high tide.

203. Is it a good road? A very good road. It is really the main north coast road.

204. What stuff do they supply to the steamers? The Unkya and Allomera people are mostly maize-growers. The timber people would, I think, be most seriously handicapped, on account of having to haul their timber. There are two mills—one at Stewart's Point, right on the banks of the river, and another one a couple of miles out on what is known as the road to the "Traveller's Rest Hotel."

205. What class of timber is it? Hardwood.

206. Is there a large trade in it? I do not think the orders are very extensive as far as the Sydney market is concerned. It is more a local trade in connection with the main river.

207. Is there a large quantity of that timber? The country surrounding Yarrapinni and around the Allomera and Unkya Creeks, up to Clybucca Creek is really more of a timber country than a grazing country.

208. Then the timber industry might grow into a big thing? Yes; I look upon the timber as the most valuable product in that part of the district.

209. Therefore, by diverting this river so much to the south, it might affect that industry in the future, if Sydney is to be the market for it? Yes. Of course it could be overcome, as stated, but it would certainly handicap the industry to some extent.

210. Can you tell us what the extra 4 miles haulage of timber would mean to the timber-cutter? It would mean two-thirds of a day extra to a teamster—worth at least 10s.

211. If the entrance were at the Heads, he would have to carry his timber a good distance? Yes; in any case he would have to go a good distance further for his timber, and as years go on he will have to go further back.

212. And the further back he goes the less will the place of shipment affect him? Yes; very probably.

213. Therefore it is not a very serious matter as regards the timber industry? No; I do not think for a moment that it is a difficulty which should stand in the way of making the new entrance.

214. Is it a serious matter for the maize crop? No; the maize crops of the Allomera and the Unkya, comparatively speaking, are not very large.

215. Taking the main use of the river into consideration, those people who are nearer the North Head are in the minority. If it will suit the other people to have the other channel, those people are not so numerous that they could prevent the entrance being at the Southern Head? No; they are the smallest in number, and they have the least products to send away.

216. Seeing that this work, if carried out in its entirety, is to cost a considerable sum of money, can you tell us what quantity of produce is likely to feed the steamers which trade up the river? I can only be guided, and that to a small extent, by the exports to the Macleay during 1897:—

The following are the principal items of produce exported from the Macleay by steamer for the year ending December 31, 1897:—Butter, 3,021 boxes, 138 kegs; bones, 397 bags; calves, 132; cedar, 10 logs 3 pieces; cream, 4,040 cans; eggs, 2,697 cases; fish, 70 cases; fruit, 33 cases; hides, 3,483; honey, 171 packages; horns, 10; maize, 152,530 bags; onions, 222 bags; pigs, 7,855; poultry, 946 coops; potatoes, 5,877 bags; pumpkins, 284 bags; spokes, 2,400; tallow, 64 casks; turnips, 400 bags. Butter since January 1 is being shipped at the rate of from 6 to 8 tons per week, and the milk supply to the factories is rapidly increasing.

Most of the hardwood timber trade is done by sailing vessels, and of that we have no record.

217. Where did you get your figures from? They first appeared in the local newspapers, and were obtained from the local agent of the North Coast Steam Navigation Company.

218. How often do the steamers trade? The "Burrawong" in the busy seasons trades twice a week; but even at that she was not able at last season to keep up with the cargo. That, to a great extent, was owing to the difficulties encountered at the entrance. The droghers from the river had to come out over the bar and tranship cargo on board the "Burrawong" under the shelter of Trial Bay. That was a great disadvantage and also caused a great delay.

219. Is the passenger trade large? It is a steady one, and a fairly large one both to and from the Macleay.

F. Clarke,
Esq., M.P.
11 Feb., 1898.

220. Do the droghers call from point to point and collect goods? Yes; they call from point to point and collect the cargo as a rule, and in the busy seasons they convey it to the wharf where the "Burrawong" generally lies in the lower reaches of the river. Then, whilst the passenger steamer is taking the passengers from Burrawong up to Kempsey, the loading goes on from the cargo steamer to the "Burrawong," so that by the time the passengers return again from Kempsey, the loading is pretty well complete.
221. How far do the droghers go up the river? As far as Sydenham's Wharf; about 40 miles altogether.
222. I suppose the influence of the tide is not felt very much up the river? I should say the rise and fall is about 3 feet at Kempsey.
223. Is all the land along the banks of the river alienated? Yes; it is held in small farms. Most of the farmers are the owners of the land.
224. Is the district progressive? Yes, it is a very progressive and rich district.
225. Is there much grazing carried on? Yes, a good deal both on the Upper and Lower Macleay.
226. Is there a tendency for the grazing country to be put under agriculture? No; the grazing country, generally speaking, is not suitable for agricultural purposes. The forest land is not good enough for agriculture on the Upper Macleay, and on the Lower Macleay where the swamps exist it would require draining before it would be fit for cultivation, and even then it is questionable whether it would not be too risky to attempt agriculture on low-lying country. There is no doubt there is a great future before the district in regard to the dairying industry.
227. What scope is there for progress in agriculture and dairying? The outlook for the dairying will mostly depend on the drainage of the swamp country lying at the back of the farms on the river frontage. We have an area there of about 80,000 acres of swamp land all selected, and they are making strong efforts now in the direction of having this country drained. In fact, draining has gone on in the past on a very small scale by individual swamp-holders themselves. The intention now is to take advantage of the Water Rights Act and go in for draining on an extensive and comprehensive basis. When that is accomplished the river should not only be very productive in dairy products, but it should be able to send off a very large number of fat stock to market. At present they have to drive their fat stock overland to Maitland a distance of over 200 miles. Attempts to ship stock to Sydney by the class of steamers going there have not been satisfactory or successful.
228. Where this draining of land has gone on and it has been used for grazing purposes, has it been a success? A very great success indeed.
229. To what extent has it added to the carrying power of the land? The place has been practically converted from a swamp or marshy bog to the extent of being able to carry during good seasons of the year—from September or October up to the end of March—something like three beasts to the acre. The natural grasses seem to be very good and seem to grow most luxuriantly immediately the land is drained.
230. I notice that the export of pigs is very large;—are they fed on the swamp? No, mostly on the farms. They are mostly corn-fed porkers.
231. What are they fed on generally? Generally on what they can pick up—pumpkin, and finished off on corn.
232. Is corn grown to any great extent about the river? Corn is the principal product. The average crop there, according to statistics, is about 40 bushels to the acre. In the year I have quoted there were 152,000 bags exported, which would mean 600,000 bushels from the river alone.
233. On what character of land is that grown? On the rich alluvial lands of the river banks.
234. Above water and flood level? No. All the land on which the maize is grown is subject to floods. It is grown on the banks of the rivers, and in some cases the branches—that is, the creeks feeding the rivers.
235. Is that likely to be a continuous industry? To some extent I think it will give way to the dairying industry, but not altogether. I think farmers are likely to continue growing maize. They will combine the two together—maize-growing and dairying.
236. Has dairying been found to be more profitable than growing corn? Of late it has, owing to the low price of maize and the great losses suffered through floods. A flood means that all the crop is lost in the case of maize, but in the other case the industry is only suspended for a few months. There is also the advantage of a regular stream of money coming in. Farmers get their returns every month from the dairying industry, whereas from the maize crop they have to wait for twelve months, with a risk of losing all.
237. Are there co-operative creameries in the district, or do the producers each keep their own milk? There are no co-operative creameries. They are under the control of companies, with one exception. The Smithtown factory is a locally owned one. Some of the others are privately owned. That is to say, they have been erected by individual farmers, and some of the recent ones have been erected by Sydney companies.
238. What does the small farmer do with his milk? He sells it as a rule to one of the creameries.
239. About what sized holding would be sufficient for a family to make a living out of, if it has been drained for dairying purposes? 40 acres.
240. Would that be by mixed farming? Yes, by a little corn-growing, pigs, poultry, and dairying.
241. Is the draining of the land which you speak of done by private holders? Yes; they have formed what is called a drainage union, under the Drainage Promotion Act, but that has not been a success, on account of the large amount of capital required to put in an extensive system of drainage; but under the Water Rights Act they will not have to find such a large capital. The Government will carry out the work provided the landholders undertake to find the interest and part of the sinking fund to pay off the first cost.
242. Are they treating this 80,000-acre block in that way? No; but that is their intention.
243. Is that held by private owners? Some of it is Crown lands through selections reverting to the Crown, but most of it is held by those who first took it up.
244. Are there many selections in the district which have been forfeited? I do not think there are many, considering the hard times they have gone through, but still there are some, particularly in the swampy country where they have not been getting any return from the land on account of its swampy nature.
245. Do you think the district is likely to become such a thickly populated one as to justify the Government in going to such an expense as this scheme involves? It becomes a question at once as to whether the people can ever improve themselves if the navigation of the river is not improved.

246. Can you tell us what population now uses the river as a means of transit? I can only tell approximately, because I find that the statistics are compiled on a county basis, and that does not fairly represent the population which would make use of the river as an outlet. I find that the population of the county of Dudley was estimated at the census of 1891 at 5,795. Part of the county of Macquarie extending from Kempsey down the river to the Heads naturally goes to the Macleay River. It is thickly settled, and forms some of the richest and most productive lands of the Macleay River. Of that we have no record on account of the system of keeping the statistics on a county basis.
247. It has been suggested that as the Government are making a breakwater at Trial Bay it might be practicable to have a railway somewhere at the head of Spencer Creek to a port in Trial Bay, and thus do away with the entrance? Such a scheme has been suggested.
248. What are your views of it? It depends to a great extent on whether the new entrance can be made a success or not. If it can be made negotiable with a reasonable expenditure, I think that the water carriage would be cheaper than the railway carriage.
249. You would also avoid the two handlings? Yes; and there is no doubt that the water carriage would compete to some extent with the railway.

F. Clarke,
Esq., M.P.
11 Feb., 1898.

WEDNESDAY, 16 FEBRUARY, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at the Macleay River.

John McLaughlin, Esq., M.P., sworn, and examined:—

250. *Chairman.*] I believe you represent the electorate of Raleigh? Yes.
251. The county of Dudley and a portion of the Macquarie form portion of your electorate? Yes.
252. Does the entrance to the Macleay and Trial Bay come within your electorate? Yes.
253. *Mr. Clarke.*] Do you wish to make any statement? Yes. At first, when these works were commenced, a number of people at Stewart's Point, Warrahapinni, Unkya, and Allgomerá objected to the proposed work because they thought it would cut them off from the service they previously had, and would compel them to travel 8 miles further with their produce. They also contended at the time that the work would not be a success. Personally, I could not give an opinion against that of the engineers on the subject, but last September I went up there specially to look at the work. Mr. Houston took me over the work at present in course of construction, and also to the old entrance. I came to the conclusion that the work was likely to prove very beneficial to the district. The scour which was apparent satisfied me that every yard of the work which was put in would continue to improve it. At that time the steamer was not going in regularly, but Mr. Houston told me that the "Burrawong" would be able to enter at all times, within another month. I find she has been running there regularly since November. Of course there will be hardships, so far as the people who have property at Stewart's Point are concerned, such as Captain Jamieson, for instance. His property necessarily will be deteriorated through being so far from the means of communication.
254. Is he the pilot? Yes; I believe he has a very strong objection to the new entrance, but I believe the loss the property-owners will sustain will not be equal to the benefit the rest of the district will gain by the completion of the work.
255. Then you entirely approve of the proposed improvements of the river? Yes; I may say it will also be an inconvenience to some people on the Nambucca River who now come to Stewart's Point, but I think a good entrance which can be relied upon at all times will nearly compensate for their loss.
256. Where are the North Coast Company's wharves? At Stewart's Point.
257. In the event of the new entrance being opened, will they remove their wharves? Yes; they will go down to Jerseyville, where there are two wharves.
258. What distance do steamers go up the Macleay River at present? Only a few months ago the "Burrawong" stopped at Stewart's Point.
259. Do the Sydney steamers at present go to Kempsey? No, they go now to Jerseyville, which is 5 miles up from Trial Bay, or 10 miles up from the old entrance.
260. If the new entrance is opened satisfactorily, will the steamers from Sydney go direct to Kempsey? There is nothing to prevent their doing so, if two or three spots are dredged. They used to go there some time ago, and they could go there now if one or two shallows were removed. If a dredge went to work there for a few days they could do it. The traffic beyond Kempsey is worked by droghers.
261. Have you taken into consideration the question of the construction of a railway from Trial Bay alongside the Macleay to Kempsey? I think a tramway might be constructed with advantage to Jerseyville, but I do not think you will ever have a railway to Kempsey, because the land is very flat and liable to be flooded. It would also cost a lot of money to make a permanent safe railway. There is no high land after leaving Jerseyville. Both sides of the river are liable to be flooded.
262. Are there settlers on both sides? Yes, and there is rich land on both sides. If the wharf at Trial Bay is completed, I believe a great number of ocean steamers will call there and pick up goods which may be brought by a tramway from Jerseyville. Pending the completion of the new entrance, the goods might be drawn to Trial Bay.
263. Will that necessitate droghers for the upper portion of the river? It will necessitate droving or drawing by teams. Frequently there is a large quantity of maize which one steamer is not able to take away. It is kept back for a month at a time even when the market is pretty high.

J.
McLaughlin,
Esq., M.P.
16 Feb., 1898.

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Esq., M.P.
16 Feb., 1898.
264. Would it be possible for drovers at Trial Bay to bring the produce of the river down? It would be brought down. A number of vessels could load there and take it away.
265. The droghers would have the advantage of calling at both sides of the river? Yes; and they would leave the stuff on the wharf at Trial Bay.
266. If the improvement at the mouth of the river is carried out, and is a success, do you think there will be any necessity for so many droghers to be employed, or that the vessels will go right up to Kempsey? The vessels will go right up to Kempsey, and farmers can see the stuff put on.
267. What is the principal product of the district? Maize hitherto. Now they are going in for dairying as well.
268. But the carriage of butter and cheese would not be so profitable to the steamers as the carriage of maize? They could grow hay too if sure of getting it to market. The farmers find it necessary to go in for something in addition to maize, because if their crops are carried away by floods the whole of their year's work is lost.
269. *Mr. Hassall.*] Where is Jerseyville? About 5 miles from Arakoon. It is also known as Pelican Island.
270. *Mr. Clarke.*] Is there a large quantity of vacant land about and near the Macleay which has not been alienated? Yes, in Allgomeria and Unkya. All the flats have been alienated.
271. Is there any room for a large population independent of what is there now? A number of people have land which they would subdivide and alienate themselves.
272. I believe that the high land away back from the flats is not fitted for the cultivation of maize? No, but it is fitted for grazing.
273. Do you think there will be a large increase of population? I am sure of it. The drawback is the uncertainty of getting to Sydney. I myself was there on one occasion for a week before I was able to get away. Eventually I had to drive to Hexham.
274. You are aware that large quantities of maize accumulate at the various stores on the Macleay River, and owing to the bad state of the bar it is impossible to get it to Sydney? Absolutely impossible.
275. And it is liable to deteriorate in consequence? It is.
276. And the producers cannot get the advantage of the prices ruling? The market is frequently down before they can get their stuff here.
277. *Mr. Lee.*] Do you wish us to understand that you would advocate a tramway in preference to a port? No, in addition.
278. Are you of opinion that the best way of maintaining the traffic on the river is by a port? Yes.
279. Is there any difference of opinion amongst the residents as to where the port should be? I do not think so, except in the case of the people I have mentioned. Of course they will be prejudiced, and something ought to be done for them. I think they will be entitled to compensation if the natural channel is interfered with.
280. But how would compensation arise, having in view the fact that nature has already made an entrance from the river to the sea in another direction? Nature has not made this new entrance. It first disclosed it; but it is now being made artificially. It would never be an entrance unless the training-walls were put there. It is now navigable; but it has been artificially made.
281. Has it been in use sufficiently long to enable the people at Stewart's Point to raise any reasonable complaint? They are sent away from the ordinary navigable stream, a distance of about 11 miles. Whether they will have to suffer for the benefit of the rest is a matter which Parliament will have to consider hereafter.
282. Was Stewart's Point a shipping place for the settlers lying at the back of it? Yes; a number of people came there from the Nambucca.
283. It has been pointed out that in the event of the new entrance being improved, people who now use Stewart's Point could use that entrance by getting to the Macleay River *via* Clybucca Creek? That is so, unless the creek shoals up; but it cannot pay a drogher to go up there.
284. But as a matter of fact the bulk of the produce and the bulk of the people are up Spencer's Creek? Yes.
285. And inasmuch as it is only possible to make one good entrance to the river, it must be made to the best convenience of all? I think so.
286. I suppose you would be perfectly prepared to accept it on that ground? I would.
287. *Mr. Roberts.*] You are aware that there is a proposal before the Committee for the construction of a railway from Maitland to Taree? Yes.
288. What is the feeling of the people with regard to that railway;—do they expect that if it goes to Taree it will eventually go on to Kempsey? Yes.
289. Would they prefer the improved entrance or the railway? They expect both; they expect a railway for passenger traffic—nine out of every ten would sooner travel by railway than by sea: the produce-boats are not good sea-going vessels. The "Burrawong" is the best, with 7 or 8 feet draught; but with such a gale as that which prevailed on Sunday last she would not be safe. Maize, cattle, hay, and so on, will always be sent by water.
290. What is the population of Kempsey? The district contains about 6,000 inhabitants.
291. How far is it from Kempsey to Port Macquarie? About 35 miles.
292. When the bar is shallow, I suppose the passengers are more likely to get out at Port Macquarie than at the Macleay? Yes; but they are often blocked at Port Macquarie.
293. Is it not a fact that it was owing to the large expenditure of money necessary to make all the northern coast rivers good harbours that the idea of constructing the North Coast Railway from Maitland, say to Grafton, first presented itself? No; they seemed to think it ought to go right through to Brisbane. I may say that fruit, poultry, and perishable goods would come down by train in ten times the quantity, if the producers were sure as to when it would arrive at its destination.
294. I suppose the present difficulty is, that they do not know when the produce will arrive at its destination? That is so.
295. Do you regard the proposed expenditure as justifiable on account of the improvements it will effect in the district? I do. Every £1,000 which is spent there makes a marked improvement, and I myself do not think the work will cost as much as has been estimated.
296. *Mr. Hoskins.*] Have you been into the district from the Heads? Yes, right through to Armidale, and from there north.

297. Have you ever seen the district when the Macleay has been in flood? Yes.
298. Have you been up the new entrance? Yes.
299. Did it ever occur to you, seeing that the river must carry a great deal of silt with it, that there would likely to be a collection of silt at the proposed bend in the channel? No, it has been pointed out to me that that will create a greater scour.
300. *Mr. Humphery.*] You say you think a railway will be desirable in addition to the permanent opening of the Spencer's Creek channel;—what prospect would there be of that railway paying working expenses, and interest on the cost of construction? Of course, it would not cost more than £5,000 or £6,000 altogether. I would not advocate a railway but a tramway. Steamers, which would not go to Kempsey, might call at Trial Bay and pick up produce there.
301. Would it not entail an additional handling of goods? Of course, if a steamer went up the river, all the goods would come by it. But it might only go on once a week. The passengers would travel by the tramway to Trial Bay, and the steamers would pick them up.
302. Assuming that Spencer Creek channel could be kept permanently open to a depth of 13 or 14 feet, is it probable that a railway from Jerseyville to Trial Bay would be used to any great extent? Not to any great extent, except for the convenience of the prison authorities, and the people about Arakoon.
303. Are you prepared to say that the district will not be sufficiently served by the maintenance of a deep-water channel in Spencer Creek? If that is a success the people will not complain.
304. Although you have remarked that a railway from Jerseyville to Trial Bay should be additional to the opening of the channel, you lay no stress upon it, and are quite prepared to waive any claim in that direction? That is so.
305. Are you satisfied, from your knowledge of the commerce and the produce of the district, that the opening of the channel will be ample for many years to come? I have no doubt of it.
306. *Chairman.*] Are the Allomera and Warrahapinni people about 8 miles from Stewart's Point? Yes,
307. Therefore, they are about 18 miles from Nambucca? Yes.
308. Do some of the Nambucca people come to Stewart's Point? Yes.
309. If the proposal before the Committee with regard to the Nambucca is successful, will not the people there use that river? Yes.
310. That will reduce a portion of the grievance of Stewart's Point? Yes; that should reduce a good deal of their grievance.
311. It will also reduce some of the inconvenience of the Yarrahapinni and Allomera people? No doubt.

J.
McLaughlin,
Esq., M.P.
16 Feb., 1898.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and examined:—

312. *Mr. Lee.*] Have you any statement to make? I produce a map of the county of Dudley, showing the country on the north side of the Macleay River. Pretty well the whole of the country from the Macleay River to the coast at the entrance to North Head—to the parish of Warne.
313. Roughly speaking, how far would that be, taking the course of the river? About 60 miles.
314. Does that boundary extend to or beyond Kempsey? Well beyond Kempsey.
315. What distance? About 40 miles beyond.
316. Does your map show the land which has been alienated between the North Head and the boundary you have indicated? Yes; the red tint shows conditional purchase land, the purple tint shows freehold land, and the white tint shows the Crown land.
317. How has the settlement taken place;—is it along the river? Yes, mostly along the river. The map of the county of Macquarie, which I produce, shows the country for a short distance from the mouth to Kempsey on the south side of the river. The red tint represents conditional purchase land, the purple tint freehold land, and the white tint the vacant Crown land.
318. What is the area which has been alienated? The whole of the country in the county of Dudley shown in white, north of the river, including the large green patches which are reserved, is about 260,000 acres.
319. Would that include the old grants as well as conditional purchases? No; I am speaking of the vacant land now.
320. Nearly the whole of that land lies back from the river? Yes.
321. What is the area of alienated land? I have not taken it out. On the south side of the river, within the county of Dudley and the adjoining county of Macquarie to a range south of Kempsey, there are about 280,000 acres of Crown land. That includes the piece of land lying between Trial Bay and Koragoora Point.
322. The alienations in the county of Dudley appear to have been confined to the water frontage? Yes, largely.
323. Take the area of Crown lands on the south side of the river—you notice the margin there of the alienated lands? Yes.
324. Alienation appears to have stopped there almost entirely? Yes.
325. Is there any reason for that? Probably it is because the country is inferior, perhaps inaccessible.
326. Is that Crown land under consideration for disposal? Not so far as we know in the head office at present.
327. Then there is not likely, as far as you know, to be any increase in settlement there, except in the ordinary way, under conditional purchase? That is so.
328. Do you know whether there is any demand for land? I could not say.
329. What is the nature of the large reserve? It is a forest reserve; it is known as the Styx Forest Reserve.
330. Are there any reserves in the neighbourhood of Spencer Creek? There is a narrow reserve along the coast from Grassy Head right up to Spencer Creek.
331. What has it been reserved for? For harbour improvements. That goes up to Spencer Creek and about a mile beyond it.
332. Is Shark Island a reserve? Yes; all islands are reserves by general notice.

C. E. Rennie.
16 Feb., 1898.

Henry

Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department, sworn, and examined:—

H. Spondly. 333. *Chairman.*] I believe you have some figures to lay before us with regard to population? Yes; I was asked to furnish information with regard to population on either side of the Macleay River, from the mouth of the river to its sources, taking for the purpose an area north of the river, as far as midway between the Macleay and Nambucca, and south as far as midway between the Macleay and the Hastings. The estimate of the department is that in 1897 there was a population in the district mentioned of 7,550.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and examined:—

H. R. Carleton. 334. *Chairman.*] Is the same stone found at the entrance resumed for a quarry as is to be found at Rudder's Hill? No; it is of a different nature.

335. Is there any chance of a channel between the quarry and Rudder's Hill? Not the slightest.

336. Therefore you are forced, at least as far north as the brown line indicated on the plan? Yes, further. Captain Howard's survey shows rock at 13 feet in South West Creek.

337. You have a depth of 30 feet at Spencer Creek, and 30 feet at South West Creek;—have you any knowledge as to the character of the ground between the two places? It is soft, sandy and swampy.

338. *Mr. Lee.*] What is the worst wind you have on this part of the coast? An easterly gale.

339. In that event the new entrance will be largely protected? It will; it is largely protected as it is. In bad weather vessels prefer to lie in the vicinity of the South West Rocks to coming close in to Trial Bay.

340. Why is that? Because the sea commences to roll near the beach.

341. What would be the effect of an easterly gale on the extreme end of your breakwater? I think it would stand it very well.

342. You are aware that at the present time the public mind is largely exercised as to the wisdom of tipping stones into the sea, particularly on sandy bottoms, for the purpose of making coastal breakwaters? Yes; but if they saw the result of our work on some of our rivers, they might alter their views. Take the improvements at the Clarence, for instance.

343. In this instance you will have a deep sandy bed to tip your stone upon, which is a very insecure foundation, even in still water;—what with the current in and out, and the action of the strong gales upon it, will there not be extreme danger of it's commencing to crumble at the outer end, and gradually disappearing? I think not.

344. Do you know instances in which works of this character have been carried out? It is not, perhaps, so far advanced as you mention; but we have a similar work on the Richmond. We are pushing out our northern and southern breakwaters there.

345. Have they been a success? Very much so.

346. Have you had occasion to deviate from the original design? No; there has been an addition, but no deviation.

347. Have the original plans been adhered to? We cannot depart from anything which the Public Works Committee and Parliament agree to.

348. Is the Department satisfied with the result of their work? Yes, very much so, so far as it has gone.

349. You have had still further experience on the Clarence River? Yes; that is in an advanced state. It has improved in places from 2 feet to 30 and 40 feet.

350. It will be satisfactory to know whether the work that has been carried out at the Clarence River, as designed by your Department, has had the expected result of maintaining a sufficient depth of water at all times? I do not think there will ever again be a lack of depth on the Clarence.

351. Has the water once obtained by means of this work been steadily adhered to? Yes, it has maintained itself.

352. Was that one of the works which was recommended by this Committee? Yes.

353. Can you tell us whether the anticipations of the Department and the recommendations of the Committee have been fairly met by that work? They have been eminently satisfactory.

354. So much so that you have been encouraged to proceed with similar works in the other entrances? Yes.

355. I suppose you look upon that as a kind of object lesson? Yes.

356. And there could not be any entrance on the northern coast more severe than the Clarence River entrance? There could be no worse.

357. I believe there were between 17 and 18 feet of shifting sand on the Clarence? There was any depth of it. It has scoured out in one place to 53 feet, and it used to be nearly dry there before we commenced our work.

358. With regard to the southern training wall at the Clarence, one of the points of contention raised at that time both by engineers of the Department and by many local residents of the Clarence was, that at that point where there is a division of water between the water which comes down the Clarence and the Yamba—that at that point, with such an enormous depth of shifting sand, it would be impossible to obtain a foundation for the stone which was tipped in; have you found a foundation? Yes.

359. Has the training-wall subsided from time to time? Yes. From time to time it has gone in; but we have made it up. It has scoured out on the channel side, and then the stone has fallen down and coated it on the face and that has prevented further scour.

360. Since the completion of those works, have you had a large flood in the Clarence or a heavy easterly or south-easterly gale to test them? We have had plenty of heavy gales. I do not know of heavy floods, but there have been freshes.

361. Have the gales had any effect? Nothing to speak of. You must understand that there is always a certain amount of maintenance on these works. You cannot leave them alone altogether.

362. I presume you have not carried out the breakwaters yet? No; they were not passed by the Committee.

363. So far as those training walls have improved the entrance to the Clarence, do you think there is any necessity for the construction of those breakwaters? I doubt if there will be much necessity for them for some time to come. The Public Works Committee agreed to the removal of the rocks there, but we cannot do that until a breakwater is constructed.

364. You refer to the Black Boy Rock? Yes.

365. Do you not think that the points of those training walls are as much exposed to the influence of gales as the entrance to the work on the Macleay River? The end of the wall on the Clarence would be tested quite as severely, if not more, than the breakwaters at the proposed new entrance at the Macleay. The end I refer to has gone through quite as severe tests as the proposed breakwater will ever be called upon to meet.

H. R. Carleton.
16 Feb., 1898.

366. It would appear from the natural configuration of the coast that the proposed entrance to the Macleay is rather better sheltered than the entrance to the Clarence? Yes; that is one of the reasons we have been able to keep our estimate down.

367. Therefore if your works have answered their purpose, and stood the test of the weather at the Clarence, it is reasonable to suppose that they will do so at the Macleay? Yes.

368. *Mr. Humphery.*] Do you agree with the opinion expressed by Mr. Darley, that the construction of the breakwaters shown by the dotted lines will be wholly unnecessary? I think it will be many years before they are required.

369. Are you prepared to go beyond that? One never knows what the Macleay will develop into.

370. With regard to the rock referred to by Mr. Lee as being in the Clarence River, is its removal at all necessary? I think not.

371. Therefore, that work, although included in the recommendations of the Public Works Committee, may be regarded as likely to be unnecessary? It is not likely to be required.

372. The navigation at present is sufficient for all purposes? Yes. With regard to the Spencer Creek channel, I may state that the construction of the wall has caused it to scour out to a depth of 24 feet. There is abundance of water above the cut in the Spencer Creek channel for all purposes.

373. *Chairman.*] What depth is there off the bar? Between the ends of the proposed breakwaters there are 16 feet at low-water. There are 52 feet 100 feet further on.

374. Do you think the scour will hold up to remove that 16 feet? I think so. If you take into consideration the magnitude of the Macleay flood, I think you will agree that it will shift it right out. We have had a report from the district engineer recently, in which he mentions an abnormal tide which occurred on the 24th January last. The tide on that occasion rose near the point of Shark Island 6 feet 9 inches. That was an unheard-of thing before we increased the water-way. In Captain Howard's time the range considerably higher up was 2 feet 6 inches. We sent the "Jupiter" up to dredge inwards some time ago, and she must have had her pipe 18 or 20 feet down. That shows that the borings are practically continuous over the whole scheme.

THURSDAY, 17 FEBRUARY, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

John See, Esq., M.P., sworn, and examined:—

375. *Chairman.*] Are you a director of the North Coast Steam Navigation Company? Yes.

376. *Mr. Wright.*] Are you familiar with the district of the Macleay River? Yes; I have been there several times. I am not personally familiar with the bar—in fact, I have never seen it; but I know a good deal about it. The directors have a report laid before them every week, or as often as a steamer comes in, so that we are conversant with the nature of the bar.

J. See, Esq.,
M.P.
17 Feb., 1898.

377. Have you heard anything lately as to the new entrance? I know there is a great diversity of opinion amongst practical men and experts as to the merits of the two schemes; but as far as the captains of the North Coast are concerned the preponderance of opinion is in favour of the old entrance as against the new. It is 6 miles along the coast from Grassy Head, and I think 8 miles along the river. If the new entrance were adopted and the old one were discarded there would still be a certain amount of work to be done below the new entrance.

378. Would it not seem to be more suitable to have an entrance at Spencer Creek, immediately under the protection of Trial Bay, than at Grassy Head? I thoroughly believe some considerable improvement ought to be effected at the entrance to the Macleay, but whether the new or the old entrance is the better I am not in a position to say from personal knowledge. The information I have received, however, points to the fact that the old entrance is the preferable, because you have one side of it already made. Until the flood of 1893, the old entrance was the only entrance; but in addition to the old entrance, and the one now proposed, there are two other outlets. In order to have a good entrance I think there should only be one. It will become a question for the Government to consider whether, if they adopt the new entrance, they will not close up the old one. Then the important question comes in as to whether the new entrance will be available at all times if the old one is closed. As far as I can ascertain it is nearly all sand. The question arises whether, after making the new entrance, another flood may not seriously affect it, because it is all shifting sand. There is simply an ocean of sand from Trial Bay right down to Grassy Head. I have been told by some of the captains in the employ of the company that as they extend the breakwater at Trial Bay so the sand inside banks up and follows it.

379. So that in process of time Trial Bay will, to a large extent, be silted up? To some extent, because this sand is always shifting. One night may alter the whole formation of one of these channels. Whether that will or will not be the case with the new channel I do not know. Unless you have a solid bottom to place your ballast upon there will always be a danger of the new channel breaking up.

380. The present scheme has suggested itself to the department from the fact of the river breaking through. The engineering staff say they can maintain a deeper channel there than at Grassy Head? Of course the channel

- J. See, Esq.,
M.P.
17 Feb., 1898.
- channel is not a good one at the present time. Last year was one of the worst in the experience of captains going to the rivers.
381. The new channel is what they use now? Sometimes one and sometimes the other. As long as two or three channels are open you will not have a good one at any place.
382. Do you say that whenever the captains can use Grassy Head channel they do so? Yes; they simply take the one which is the most suitable for the time being.
383. Are your captains unanimously of opinion that the Grassy Head channel should be preserved as the entrance? Captain Taplin, who has charge of the "Burrawong," is of opinion that the old entrance is the better one. He is a man of large experience in navigation. On the other hand there are experienced men who think that the new channel will be the better one.
384. Amongst the ship captains? No; amongst those who are resident on the river. Captain Taplin is the only captain I have had any conversation with in reference to the proposed work, and his unqualified opinion is that the old entrance is the safest and the best. Captain Taplin is afraid that there may be a strong possibility of the new works being affected by a flood. An enormous outrush of water alongside of sand might possibly destroy the new entrance.
385. Have you sufficient knowledge of the Macleay, or other rivers of a similar character, to enable you to form an opinion as to the debris which comes down in heavy flood? Not only does debris come down, but quantities of earth from the banks. The flood of 1893 filled up a great many of the shallow parts of the river. Prior to that time the "Burrawong" and other steamers went to Kempsey. It is only very lately that they have been able to continue to do so.
386. What do you think of an alternative scheme of turning Trial Bay into a port, and making a railway or tramway from there to Kempsey? That would not serve the people on the river, because the produce is chiefly shipped on the river banks. If you had to convey your stuff from the river bank to the railway, it would be more inconvenient and costly to the farmers generally than under the present system.
387. I understand that all that work is now done by the droghers, who bring the goods to Stewart's Point? Yes.
388. Would there be any possibility of their doing that work, and bringing that produce to steamers at Trial Bay? I think the water carriage is much cheaper. The question to be decided is, of course, which is the best scheme to adopt.
389. If a railway is constructed from Trial Bay to some point on the river, the ocean traffic will, to some extent, be reduced? That means that you would have to bring the stuff over the bar in droghers. That had to be done last year. The North Coast Company have four droghers, and last year they took, roughly speaking, 50,000 bags of maize over the bar. The bar was so bad that an ocean boat could not get over.
390. The construction of a railway from Trial Bay to Jerseyville would obviate the necessity of droghers coming outside at all? But the more you handle stuff the more costly it is.
391. Do you think it would add so much to the expense as to render it, if constructed, open to competition by steamers? I do.
392. Can you give any opinion as to the Macleay country? I should think the Macleay is equal to any other river on the coast, so far as its area is concerned. There is a population of 7,000 or 8,000 people, and it is an enormous producing district.
393. What effect would the construction of the new channel have on the people living north and west of Stewart's Point? They would still have to droghe the maize. Whatever produce is grown above the new channel will have to be taken up to it.
394. I understand your contention is that if the new entrance is made and the old entrance is left open, the volume of water at both entrances will be reduced, and the navigation thus rendered more imperfect? Yes; you must get the scour. If the works which are put in at the new entrance will be of a permanent and substantial character, probably that will be the best entrance; but as it is all shifting sand—it is hard to say how deep—to my mind it is a serious question whether the floods or the action of the water may not interfere with it. I understand that one of principal recommendations of the new entrance is that Trial Bay protects it to a large extent from the influence of the ocean. As against that you have Grassy Head on the north.
395. That offers no protection from a southerly wind? I know it does not, and this would not offer very much protection, I suppose, from a southerly wind.
396. But in a southerly wind the new entrance will be much more easily approached than the old one? To a large extent Trial Bay protects even the old entrance from a southerly wind.
397. *Mr. Hassall.*] In the event of any harbour works being carried out to make an entrance at North Head, would it not be necessary to close up the other channel, in order to keep a sufficient scour in the north channel, so that it may always be available for ships going in and out? I think so. If you adopt the old entrance you will have to close up the new one, and if you adopt the new entrance you will have to close up the old one.
398. The whole of the shore between Trial Bay and Grassy Head is practically shifting sand? Yes; I may say that the training wall on the Clarence keeps the sand always on the move, and they have a channel inside the bar in some places 20 feet deep. As they concentrate the scour on the bar, no doubt the action of the water in and out will clear it to a large extent.
399. Do you not think that it would follow that, by having a more direct channel from the main body of the river into the ocean, it would stand a better chance of being properly scoured out? Speaking as a layman, I should certainly go for the Grassy Head channel. There is nature's headland on the one side, and to some extent a rocky formation on the other.
400. You have a shifting sand on the other? Yes; but you can get rid of that by a scour.
401. Then, even after you have expended your money there, another flood similar to that of 1893, even if you closed up the channel nearer to Trial Bay, might cut a fresh channel? But I do not think that would be permanent. It would only be temporary.
402. Will the work at Spencer Creek have the effect of reducing the depth of the old channel? That is the natural inference to draw. The principal question is as to whether the new entrance can be made permanent. If you can be sure that that can be done I have no doubt there is a great deal to recommend it.
403. *Mr. Fegan.*] And you do not think it can be made permanent? I have strong doubts about it.

404. *Mr. O'Connor.*] Which do you think would be the best entrance—the old or the proposed entrance? I should certainly go for the old one. It means the expenditure of a large amount of money in either case. In view of the risk there is with the new channel I should prefer to spend the money on the old one. J. Sec, Esq.,
M.P.
17 Feb., 1898.
405. *Mr. Roberts.*] Will you explain any difference in character of the entrance to the Clarence River and the entrance to the Macleay;—have the same difficulties to be grappled with at each place? No; the Clarence was always a better entrance than the Macleay. It is a south headland, and on all rivers that have a south main headland the navigation is better and the bars are more easily negotiated than where they have a north headland and a sandy beach on the south. The Clarence River differs from the Macleay in that respect. It is a wider river too. They had great difficulties to contend with there before undertaking these works; but still it was not as bad. The Richmond also has a north headland, and so have the Tweed and the Manning.
406. Have the works which have lately been carried out on the Clarence proved satisfactory and effectual? In every respect.
407. What is the difference in the water on the bar now compared with the time to which you have referred? A wonderful difference. The bar is not so much improved as what they call the crossing. There is no crossing on the Clarence now, and there used to be 8 or 9 feet sometimes.
408. What have you now? Some 20 feet. They put a training-wall from Iluka to Freeman Island. Now they are making a training-wall on the north side, and the scour will force the sand almost to bed-rock.
409. Even at low water the bar, I suppose, is navigable? Yes; of course the river in parts is shallow, but the bar itself and the entrance have, I think, realised the fullest expectations of the promoters of the work.
410. Were those works carried out by the Department? Yes, under Sir John Coode's plan.
411. *Mr. Hoskins.*] I understand you to say that as Trial Bay is being extended a bank of sand is shelving up against it? No; there is a bay inside at the back of the breakwater, and I am told that as the breakwater is extended the sand shoals up in the bay. In other words, there is less bay now than there was when they began the breakwater.
412. Will that interfere with the usefulness of Trial Bay as a harbour of refuge? Undoubtedly.
413. The works, then, are a disadvantage? I do not think they are much good. They are not often used.
414. Do you think the serpentine course of the proposed new channel will cause it to choke up when silt comes down? Yes.
415. As the channel is a comparatively narrow one, and there is a bend in it, is not silt liable to collect? I should think so. I think there is a very serious danger.
416. Have you had any experience of an entrance to a large river being made so narrow and circuitous as this? No. Of course, the greatest security this scheme has, so far as the outer works are concerned, is the protection afforded through the proximity to Trial Bay. If they were exposed to the ordinary bed of the ocean they would disappear, perhaps, in a night.
417. If the work at Trial Bay causes sand to silt up will it not cause the flow of water at the entrance of the new channel to diminish? Undoubtedly. The deeper and the wider the channel you have, within reason, the greater the scour you will get. If you can get a channel 12 feet deep and 200 feet wide it is better than a channel 6 feet deep and 400 feet wide.
418. If the effect of extending the Trial Bay breakwater is to cause a collection of sand against it will not floods and the erection of training-walls, which must extend into the water for some distance, also cause the sand to accumulate? Undoubtedly. If much sand comes out of the new channel it will help to fill up the bay. Of course I do not give my evidence as an expert.
419. *Mr. Humphery.*] What length of breakwater has been constructed at Trial Bay? Some hundreds of feet.
420. Do you think sufficient breakwater has been constructed to seriously affect the depth of the water? I can only repeat what I have been told by captains, that, as the breakwater has extended, the water has shallowed in the bay.
421. I want your opinion? I think it is possible.
422. Have you seen the soundings before the breakwater was commenced? No.
423. Therefore, although you have been told the bar has been seriously affected, personally you have no knowledge on the subject? No.
424. We have been told by Mr. Carleton and Mr. Darley that the new channel will give a depth at the bar of 14 feet, without the necessity of constructing the breakwaters at all; and that, in their opinion, their construction would be quite unnecessary;—would 14 feet of water on the bar be ample for the work of the Macleay River? It would meet all the requirements of the Macleay at the present; but I suppose the Macleay will develop. There is an enormous area of country at the back of it, which at present is untouched.
425. What is the present depth of water? A vessel drawing 8 feet has difficulty in getting over.
426. Have you any doubt that 14 feet on the bar will be ample for the service of your company, at any rate? Fourteen feet on the bar would be ample for the present requirements of the Macleay.
427. Are you likely to send to the Macleay vessels of greater draught than vessels of 12 or 14 feet? No.
428. Are your vessels, at present, capable of moving all the produce of the district? Yes.
429. Have they done it in the past? Yes.
430. Have you any doubt of their ability to do it in the future? No. Of course the difficulty we have had on the Macleay has been the shallow bar and the shoaling of the river. They could not let even the "Burrawong" inside. Therefore she took a comparatively small portion of her cargo on board, and the balance was brought over in shallow droghers.
431. And that is an inconvenient and unsatisfactory way of dealing with the produce of the district? It is.
432. If you can get your steamers inside the bar the work of the river can be better done by droghers than if the ocean-boats go up as far as Kempsey? No. There is an enormous quantity of produce grown above Kempsey, and if you droghe the whole cargo to the heads, it means a great deal of work being done.
433. You prefer the ocean steamers to go to Kempsey? Unquestionably.
434. They have done so in the past? Yes, up to 1893.
435. And then the conditions of the river so changed that they could not go beyond Stewart's Point? They used to go just inside the heads.

- J. See, Esq.,
M.P.
17 Feb., 1898.
436. We have been told that £70,000 will be saved by constructing the proposed channel, instead of carrying out the scheme at North Head;—do you think, in view of that fact, and of the assertion of the officers of the Department that there will be no difficulty in keeping the channel open, that it would be wise to incur the expenditure which you think would be necessary at the North Head? No; if you can get as good a result by spending £70,000 less it will be foolish to incur the larger expenditure.
437. Did you take that into consideration when you expressed your opinion? Yes; I repeat that I do not think it is possible to estimate the permanency of the new work as compared with the old. To my mind there would be no risk in the old work.
438. What occasions your doubt with regard to Spencer Creek? Because it is sand.
439. We are told by Sir John Coode, that, if the necessity arises, we can connect Clybucca Creek with Spencer's Creek by a cutting just across the upstream end of Shark Island. Assuming that that became necessary, and it were carried out, do you think the objection which has occurred to you would continue? No; if the works can be made permanent. If I could be quite sure that no floods, or the action of the ocean would affect the training walls I would be satisfied that the new entrance, given the depth of water, would be the better one.
440. Would there not be an equal uncertainty with regard to the North Head entrance? You would be surprised, after completing the new works, if a flood forced its way down the river, and made an entrance at the No. 2 Scheme as shown on the map.
441. Would that prejudicially affect the proposed channel? Yes; the more entrances you have the less depth of water you have.
442. If the waters are confined within the training banks how can a fresh opening prejudicially affect the channel? Some considerable portion of the water which would go through the one channel would go through the second channel, and thereby diminish the scour.
443. But as the second channel is below the proposed channel the water will have to find its way out somehow? Then you have the ocean with its tide which will find its way in wherever there is a depth of water. If you had ten entrances at the Macleay, the tide would find its way in and out; but if you concentrate the tidal waters in the river, you will naturally establish a bigger scour and maintain a depth of water to a greater extent than you would do if you had two or three entrances.
444. Your opinion being that it would be better to carry out the North Head scheme of Sir John Coode, are you of opinion that it would be better to close the new channel? I should say "Yes", if the North Head scheme were carried out. You will not get the same depth of water at the old entrance if you keep open the new one, as you would if you closed it. The difficulty we have had during the last few years has been due to there having been two entrances, and neither bars have been good. As there used to be a considerable amount of water on the old bar, the inference is that the opening of the new one has seriously affected it.
445. You know what has been done up to the present time in connection with the proposed channel, and that a temporary barrier has been placed across so as to throw more water into the channel recently opened? I know every effort has been made to make the new channel a success.
446. Has it been a success? No.
447. In what respect is it a failure? There is not sufficient depth of water there at the present time.
448. Has the bar been improved? It is not so much the bar as the channel itself.
449. You contend that since the Government expended money upon Spencer Creek there has been no improvement? I firmly believe that if the same amount of money had been spent on the old channel, and no attention had been paid to the new one, you would have had a better result.
450. Your contention is that if the expenditure up to the present time has failed to improve the new channel, it would be better not to continue the expenditure, but to proceed with the original scheme at North Head? I favour that.
451. Owing to failures in the past, you are doubtful as to the success of any efforts towards making a permanent channel at Spencer Creek? The fear I have is that there is an enormous risk in making the new channel.
452. Are you familiar with the commerce of the Macleay district? Yes.
453. Can you give any information with regard to the tonnage and value of the produce carried by your company's boats? I have not the particulars with me. I can tell you the rates the company charge. We bring a bag of maize down, including the droghage, from any part of the river to Sydney, and putting it on a free wharf, for 10½d a bag. That is considerably under 10s. a ton. All other freights are in proportion.
454. Would it be possible for a railway to compete against that? No. I should think there are 600,000 bushels of maize grown in the district every year.
455. How many times a week do your company's boats go to the Macleay? We have one regular boat which could make two trips a week when the bar is good. We reckon to give a weekly service.
456. Do sailing vessels go there in any number? No.
457. Do you practically carry the whole of the produce of the district? Yes.
458. Do you carry many passengers? A fair number.
459. What are the passenger rates? £1 10s. single and £2 5s. return in the saloon, and 15s. single in the second cabin.
460. What is the rate for cattle? About 15s. a head. Pigs vary from 1s. to 3s., according to size. We get 1s. 6d. a box for butter. Timber is carried very cheaply. We do not carry much of it. I may state that the butter industry promises to increase considerably. They have all the advantages of abundance of grass and water in the district. The people are turning their attention to the industry, and are establishing factories. On most of our steamers we have cool chambers. To sum up, I should think the Macleay is one of the richest districts of the Colony. It is of the same richness as the Manning, the Hunter, the Clarence, or the Richmond. Of course it is smaller than the Clarence, but is larger than the Manning. It is one of the most fertile districts I have seen anywhere. There is splendid alluvial land there. There are large flats subject to floods, and they suffer a good deal from floods.
461. Are you of opinion that it is quite justifiable to incur an expenditure of nearly £200,000 in opening up a new channel, or in making the North Head channel permanent? Yes; any expenditure would be reasonable on a river like the Macleay.
462. *Mr. Trickett.*] It has been suggested that, owing to the difficulties of the channel scheme—whether at North Head or at Spencer Creek—a railway should be constructed from the junction of Spencer Creek

Creek and the Macleay to a point at Trial Bay? It would increase the expense of handling the stuff considerably. For instance, if you had 100,000 sacks, or 10,000 tons of maize, and you had to handle it two or three extra times, you could not do it under at least 6d. per ton. If we have 2,000 bags of maize on a ship the chances are that we have fifty different lots or more. Each lot must be kept separate. They have different brands, and have to be sold for the different farmers separately. You would have the same sort of thing in connection with a railway.

J. See, Esq.,
M.P.
17 Feb., 1898.

463. Therefore you think it would be far better to try and improve the channel? There is no doubt about it.

464. *Mr. Clarke.*] It has been stated that the new channel was opened by the 1893 flood—has it kept fairly open since? It has been of an intermittent character. Sometimes the companies steamers have used it and sometimes they have not.

465. Do you think that if another large flood came, the new channel would close up and some other be opened? That is very likely.

466. You contend that, under all the circumstances, it would be better not to proceed further with the new channel, but to work at the North Head channel? That is my feeling.

467. If the new entrance were opened, would not the high land about Trial Bay be a certain shelter to it? It would be for the outside work.

468. But you think the scour coming from that channel would shoal the water at Trial Bay? Yes. They have something like this in Gippsland. They have piles there which form each side of the channel. The modern idea of working these rivers is to concentrate the scour by making training walls.

Magnus Thompson, J.P., sworn, and examined:—

469. *Mr. Hassall.*] You are acquainted with the Macleay River? Yes, I have been acquainted with it since 1858.

M. Thompson,
J.P.
17 Feb., 1898.

470. Have you had charge of boats taking away produce? Yes.

471. What is your opinion of the proposed scheme? In 1864 I was trading to the Macleay. I brought my vessel to anchor on one occasion inside a fine high sand-bank, when down came a flood with easterly gale, and next morning I found myself lying inside of a channel leading straight out to sea. The fresh had swept the sand-bank out. That was a mile from Grassy Head, and it was the only opening from there to the South West Rocks. That same flood cut a channel out by South West Rocks where there were 12 or 14 feet of water. That is about three-quarters of a mile from the present new entrance. That channel remained open for a considerable time, but not for navigation.

472. How long after that channel was cut in 1864, was it before it silted up or became insufficient to take in the navigation of the river? The channel remained good for several years, but the old Grassy Head channel got closed completely, and a sand-bank formed across it, reaching nearly to the top of the inside part of Grassy Head. Now all the sand blocking Grassy Head channel is cleared out, and the present channel close to rock, as it was in 1858.

473. In your opinion it would be the better channel of the two to try to make permanent? I should certainly connect Rudder's Hill, where they are taking the stone from now, with South West Rocks, thus making South West Rocks a breakwater on the southern side of the channel. I have never known a sand-bank to be outside South West Rocks. I have always known 4 or 5 fathoms of water to be there. Where you are making the channel now, there is a scoop of sand outside for a distance of a mile. On account of the shifting nature of the sand, I have a poor opinion of Grassy Head entrance; but there would be great improvement to this place if the sunken rock off an inner head, named Razor Back, were removed, or connected with Razor Back.

474. Then you would bring the channel in a line from Rudder's Hill to South West Rocks, keeping as close to the rocky formation as possible? Yes; I think you could easily clear a channel along there without any great expense.

475. Having once got the channel clear, do you think the scour of the Macleay would keep it clear? Yes. When I was down there I made it my business to see which way the flood-water came in. The flood-water which came in at the new channel went to meet the old channel. More water came in at the new channel than at Grassy Head.

476. Does your experience bear me out in this conclusion: That the more direct the channel from the ocean into the river the more easily will it be kept open? I should think so.

477. Would it be a shorter route to Kempsey? Yes, about 12 miles.

478. Is the work which has been commenced having a beneficial effect on the channel? It has not done any harm; but I do not think it will do any good.

479. What is the river like as far as Kempsey? When I was trading we could beat a vessel up and down, except at one particular flat, drawing 7 feet of water. There has been a dredge working there for thirty years, and she has not made much improvement. When Captain Rorison had charge of the dredge there I asked him why he was cutting the river 10 or 12 feet deep, when there were only 8 feet on the bar, and his answer was that he received instructions from headquarters.

480. Is there plenty of stone at Rudder's Hill? I think so. With reference to the Trial Bay breakwater, I may mention that a wharf was built by the Government inside the bay some years ago. When I was there three years ago I could drive outside that wharf. Last August, when I was there, the sand had scooped away, and the piles were in water. They ought never to bring the breakwater into 12 or 14 fathoms of water. I think they are carrying it too far out. I am of opinion that it would have been better if it were run out for South West Rocks in 6 to 7 fathoms, and the force of the easterly sea would slide along it.

481. Is there a good deal of traffic at the Macleay? Yes.

482. How many boats a week? One boat regularly every five days; and during seven to eight months many of the N.C. Co.'s steamers call. Last year, the ocean steamers nearly all loaded in Trial Bay, the maize and other produce being brought out by the new entrance.

483. Do you think the Government are justified in spending a considerable amount of money in making a permanent entrance to the river? Yes.

484. *Mr. Lee.*] You propose that the channel should be somewhere at the intersection of Shark Island and the river, then trending down until it comes to the South West Creek above the quarry, and follow that creek down to the South West Rocks entrance? Yes.

485.

- M. Thompson, 485. The formation of the channel then would be almost a complete S? Yes. But had South West Creek been cut in a line from river to quarry, thence to South West Rocks, it would be a fairly straight run. 486. *Chairman.*] Is it much smoother at South West Rocks than at the proposed entrance? Yes. 487. Is there deeper water right into the beach there? Yes; I never knew it to be shallow or a sandbank to form outside South West Rocks.*

FRIDAY, 18 FEBRUARY, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

James Bolton, sworn, and examined:—

- J. Bolton. 488. *Chairman.*] What are you? I am a shipwright. 489. Where do you reside? In Sydney at the present time. 18 Feb., 1898. 490. *Mr. Fegan.*] Have you had any experience of the Macleay River;—have you ever lived there? I went to the Macleay River in the month of February, 1850, and I have lived there on and off ever since. 491. So that you have a fair knowledge of what is necessary to make the Macleay Harbour or breakwater of service to the navigation or shipping there? I have an opinion about it. 492. Have you seen the plan before the Committee at present? No; but I know the place perfectly well. 493. Would you kindly make a statement as to what you think would be the best method of affording the people of the Macleay facilities for navigation? The works under construction at present in my opinion will never stand, for the simple reason that I have seen the floods boiling out there 4 or 5 feet high, though somewhat closer to the South West Rocks than where it is broken out now; but some months afterwards I have seen it blocked up again. 494. How long since did you see it like that? Perhaps, twenty years ago. 495. But I think it was in 1893 that the flood swept that clear again? Yes, in 1893 or 1894. I was on the beach at the time, and I saw the water running out, but closer to the South West Rocks than where the little creek is. It has now broken through at the South West Creek, but formerly it used to break out closer to the rocks, and there is always a little draining of water close to the South West Rocks and across the beach. As regards the work that is now going on, I think that a big flood would undermine the soft sand and flatten the whole lot—sweep it right away. 496. But will it not be a better inlet than the old place? No, I do not think so, where it is. If it were alongside the South West Rocks I think it would have been a better place, but it is nearly a mile from the South West Rocks. 497. And you think that, being so far, it is left to a great extent unprotected there? I do not think it ever could be protected there. 498. You think that in the first serious storm that came, the retaining wall would give way? Yes; I have not the slightest doubt about that; it must give way. 499. Would you give us an idea of what you think would benefit the river more than the proposed works? If it were possible to change the position of the works, and to place them alongside the South West Rocks, I would not be against that, but otherwise I would advocate doing something at the old place on the south spit at the Grassy or North Head. I think it would be a great deal less expensive to do something at the old bar than at the new one. 500. Your chief work is the making and repairing of vessels? Yes. 501. You would not for a moment pit your opinion against that of a man who, as an engineer, thoroughly understands the work? I would not like to condemn anybody's opinion. I am simply advancing my own opinion. 502. Do you think that the engineer who proposes this scheme is not conversant with the floods that so often occur at that place, or he would not propose the present works? I do not think he would at the present place. I do not say that he would not advocate carrying them out at the South West Rocks. 503. Were you here yesterday? Yes. 504.

* NOTE (on revision):—It is nearly 6 miles from Grassy Head to the new entrance. The tongue of sand from South West Rocks, separating the sea from the river, has been gradually washing away on the sea side; and, since Sir John Coode visited the place, the proposed new entrance washed out with the flood of 1893 in one night. I went out a few days after, in the "Belmore" steamer (Captain Ferguson). There were 7 feet of water straight out, and smooth with a flat sandbank for a considerable distance outside the entrance. On this occasion, the "Belmore" crossed in by Grassy Head channel, and there was much more sea there. There is another gap in the tongue of sand, washed out just opposite Mangrove Point, with an open entrance to the sea of $\frac{1}{2}$ mile. This is near Sir John Coode's No. 2 Plan of the channel, but neither this nor the proposed channel was open when Sir John Coode visited the Macleay. Now, as regards the South West Rocks channel, every river on the coast of New South Wales, north of Sydney, that has a southern head to its entrance has its best entrance at that side; and my idea is that South West Rocks would make a splendid south side; and by having it connected with Rudder's you would have a good southern side, not exposed to the sea or likely to be washed away. Of course, the work that has been done in the new entrance would interfere with this plan, as the creek is blocked up with stone. The stone they were getting out was a quantity of rotten shale; and, should there come a big flood, I am very much afraid it might level the whole of the works down at the new entrance. The floods on the Macleay indulge in some queer freaks. I have seen the river running nearly full down to the old entrance. At this time there was no water in Clybucca Creek, and the water from the river ran up the creek and partly filled the Seven Oaks Swamp. To do this it had to run up nearly 20 miles. I should leave all the openings on the beach for the escape of flood-waters, for the floods here are of considerable magnitude—reaching nearly from Yarrahapinni to Port Macquarie—some 30 odd miles, by about an average 10 miles from the sea-coast inland—and the average depth of water for this distance over the sand would exceed 5 feet.

J. Bolton.

18 Feb., 1898

504. You heard Captain Thompson give his evidence? I did.
505. Do you agree with his evidence? Yes.
506. Have you anything to add to it? Nothing, unless you went down to the old place, to Double Corner—that is what I would rather advocate—at the North or Grassy Head.
507. If these proposed works are carried out, will they interfere in any way with the trade of the people at Stewart's Point? Yes.
508. In what way? In a measure it cuts them off.
509. They are cut off by tides now, are they not? Since they have been working the new channel they have been cut off; that is, the traffic has not been so good.
510. Previously to 1893 were they not cut off from time to time? They always worked the old channel in those years.
511. Is it not a fact that vessels could not get up there at one time? Yes, vessels could not get up the river for many years. There is a crossing inside now at the old bar; that is the only stoppage. It is not the old bar that stops them. There is as much water on the old bar as on the new, perhaps more.
512. What depth? Eight feet 6 inches or 9 feet. The crossing inside does not carry more than 7 feet or 8 feet 6 inches, at most. There is a bank—a clean sand-bank—about 2 chains long, which they term the crossing.
513. But the trade of Stewart's Point and that part of the district is not considerable? No; but the Nambucca people are beginning to trade there now, and therefore some trade will come from the Nambucca.
514. So that with what you have added you entirely agree with Captain Thompson's evidence? Yes.
515. You think that the evidence he gave us was in every sense from a practical point of view, and after many years' experience, from his observation of the various floods that have taken place there? Yes; quite correct.
516. And your evidence is similar? His views are exactly similar to my own.
517. If you can explain to the Committee any other scheme that would serve the people better than that proposed you can do so? Supposing that they were to construct a railway line on each side of the river, and do away with all the dredges and wharves, and let the vessels take their chance, the same as in former years. In former years I have been up and down the river dozens of times with vessels, and we had to get up and down as best we could, and we always managed to do it, at any rate at spring-tides.
518. Have you any idea how far a railway would have to be constructed if your proposal were carried out? From the Double Corner to Kempsey, which is about 30 miles.
519. And you would want a line on each side of the river? Yes.
520. That would be 60 miles of railway? Yes.
521. That would cost an enormous sum? That is a question I cannot answer.
522. The cheapest at the present time is £2,000 or £2,500 a mile? Yes; but that is all for new material. Why do not the Government use some of the old material, such as rails, instead of letting it lie about rotting. Then the railway would not cost half the amount of money it otherwise would. Furthermore, a railway would be reproductive, whereas the river droghing brings in nothing to the Government.
523. You say that instead of widening the North Head or the old opening, or going on with the new works, in your opinion, the Government ought to construct a railway on each side of the river—from Kempsey to where? To Trial Bay.
524. What is the distance? 30 miles.
525. *Mr. Roberts.*] Has it struck you that the frequent handling of the produce to get it on to the railway would in a marked degree increase the cost to the farmer of getting his produce to market? No.
526. Do you think that if a railway were constructed there the steamers and droghers would cease to ply to and on the Macleay River? Yes.
527. Do you not think they would be able to successfully compete with a railway down to Trial Bay? If a railway were constructed, the farmers could take their produce to the jetty, and then all their trouble would be over.
528. Is the navigation of the river impeded very frequently? Generally after every flood.
529. How often would that be? As a rule we get a flood every year. Sometimes we go two or even three years without having a bad flood, but I think that, as a rule, we can reckon on having a flood every year—two or three in a year sometimes.
530. Are the ocean steamers unable to get out of the river then? Yes.
531. What is the longest period you have known a steamer to be detained inside the bar? About a week.
532. How often would that occur? Once in twelve months, or in, perhaps, two or three years, just according to the floods.
533. Do you regard that as sufficient to warrant an increase in the cost of getting the produce to market by rail;—it must surely be more expensive than the carriage is now? I do not think so.
534. Do you know what it costs now;—have you given any consideration to the question? Yes; it costs 9d., 10d., and, when the price is up, it costs 1s. a bag; it varies according to the market. With a good price for maize they charge more, and, if the price goes down, they charge less. I have never known it under 9d., and 1s. is the general run.
535. Do not the droghers go to the different farms and collect the produce? Yes; up the creeks only, and take it to the steamboat.
536. Without extra charge? For every bag taken by the droghers 3d. more is charged; but when the produce is picked up by the steamer in the river no such charge is made.
537. Do you think that they will be able to cart it from the farms, and put it on the railway, and take it off at Trial Bay, and then take it by steamer to Sydney, and still be able to put it on the market at as low a rate as at present? Yes; there will be no more handling than at present. They carry it from the farms to the wharf, and then to the droghers, and then to the steamers, and then from the steamers on to the wharf at Sydney. If taken by rail to Trial Bay there will be only two handlings.
538. There will be the railway carriage to pay? Yes; but the Government would reap the benefit of that.
539. You think it would not be any more expensive than the present system? I do not think it would be. There would not only be the produce going down, but all the merchandise and passenger traffic coming back.
540. *Mr. Hoskins.*] I think you said that you had lived in the Macleay District for some years? Yes.

- J. Bolton. 541. Therefore, I suppose, you have been in the district when the river has been in flood? Yes.
- 18 Feb., 1898. 542. I suppose that a large body of water flows out of the Macleay and discharges into the ocean during flood? Yes, an immense quantity.
543. Which do you think would be the most easy of access during a flood in the Macleay River for vessels which seek to go up the Macleay River, the old entrance at the north rocks or the new cutting? There would be no difference.
544. Which would be the safest and easiest to enter? I think the Grassy Head one.
545. Will you tell me why you think so? Because it is mostly a deeper channel, and it is generally open to the sea, and there is no breakage of water except at the corner, whereas around the breakwater you get into the broken water of Trial Bay, and that continues right round the beach, and so, entering the new channel, you have to go through this broken water.
546. Would not that cause great difficulties, and probably danger, in vessels attempting to enter that channel when there was a heavy rush of water from the river? They could not possibly go in with any flood rushing out. They could not at either place.
547. Neither at the old entrance, nor at the proposed new entrance? No, they could not if there was any flood coming out.
548. How long, generally, have vessels to lie outside when there is a flood, and the water is much discoloured, before they can make an entrance to get up the Macleay River? About a week. It is about that time before the water clears sufficiently for them to see where the channel is.
549. In which channel would the water become clearer the sooner, and therefore the channel more accessible after flood, at the old entrance or this new one? One would be clear as soon as the other.
550. With the average swell that there is in the Pacific Ocean, do you think that the new entrance would be more safe and easy of access at all times except during floods? Not more so than the other.
551. Do you think it would be as easy of access? Just about the same as the other. It would depend on which way the wind was blowing. They could come into either of them with the same breeze, or with the same rough sea, or calm water as the case might be.
552. Have you ever taken up or brought down the Macleay River any vessels yourself? Yes, very often.
553. Do you really think that that long, comparatively speaking narrow channel—circuitous channel—would be as likely to be as open for navigation, as a rule,—that the silt and sand there affords less material to be silted up than does the channel at the old place? I should rather think that the new one would be silted up first.
554. Why? Because it is all soft mullock and black sand, and low country.
555. Do you think that the bend in the new channel would not very likely silt up very frequently in consequence of the silt and the sand that is carried down by the stream? The bend in the channel would have nothing to do with it. Water will run round bends, if they are not too sharp, as well as through a channel.
556. Would it not be likely to leave a deposit of silt and sand on the inner side? No, I think it would wash more away in the bights and leave it on the points.
557. Do you think that if access to the Macleay River were by means of that channel, a great deal of the land about there would be flooded during a flood? All of it would be flooded. The water would rise over all that low country there. It does do it.
558. Is it occupied by farms? Only on the banks of the creeks further up—not where the new channel is.
559. As an old resident, you have a preference for the old entrance rather than the new one? Yes.
560. Do you happen to know what is the general opinion of the residents of the Macleay, or of persons who are in the habit of taking vessels into the Macleay River, and bringing them out again, as to the merits of the two entrances? I have spoken to several captains of vessels, and they advocate the old channel.
561. On what ground? Because it is a better and deeper place than the new. The bar is too long at the new channel. When they think they are over the bar, it continues 8 feet, or 8 feet 6 inches, for $\frac{1}{2}$ mile.
562. At the proposed new entrance, will there be a great length of bar for vessels to go over on entering the river? Yes; that is why I am against the bar. It would silt up in a day, and keep the entrance so shallow.
563. What length would they have to go over? The last time I came out, Ferguson, the captain of the droghers, said there was $\frac{1}{2}$ mile of bar.
564. Is it a sandy bottom? Yes, all the way.
565. When the Macleay River is in flood, or when the ocean steamers cannot enter, and when the water subsides a little, droghers bring the loading out, and get alongside the ocean steamer and unload into her? Yes; at all other times as well as flood times. It is very seldom that a steamer goes up the river, and picks up her own cargo; it is generally droghered down to her.
566. It is a fact, then, that steamers now trading from the Macleay do not take their cargoes in the river if it is not favourable, but outside in the bay? Not in the bay; they tranship in the river.
567. In the river, before they cross the bar? Yes. At neap tides there is only 8 feet 6 inches on the bar. Of course, there is more water at spring tides.
568. *Mr. Clarke.*] You seem to approve of the old entrance at the South of Grassy Head? Yes.
569. You have said that you think it is best for the general interests of the people of the district? Yes; and also for the Government, as regards expenditure.
570. You have also stated that you think that the South West Rocks would be the best place? As the works are started there, I would not be against them being there, but I would not advocate it.
571. Is the water near the South West Rocks generally deep? It was always deep just outside the break, but as you went up into the bay it got shallower, more particularly after you passed the South West Rocks where it is shoaling up fast.
572. In the event of your proposal being carried out, can you indicate on the map where you would join the river from the South West Rocks? You would join the river at the same place—at Rudder's Hill, or somewhere in the vicinity. But instead of going where the South West Creek is, you would keep nearer to the South West Rocks themselves.
573. You favour the position shown as No. 4 on the map? Yes.
574. Are you aware whether it is practicable to get there without cutting through some rocks? Yes, I think so. You have only to follow round the edge of the ridge.
575. Is it all sand? No, there is a ridge that runs along from Rudder's Hill.
- 576.

576. Are you aware whether there are any rocks in the way that would necessitate extensive cutting? I do not think there are any rocks in the way. You will not encounter any rocks until you get to the South West rocks. J. Bolton.
18 Feb., 1898.
577. Is there any more shelter at Trial Bay than there is at the old Grassy Head or north entrance? Yes, certainly. There is a great deal more shelter at Trial Bay than at Grassy Head.
578. In that case would it not be more practicable to have the present plan carried out in consequence of there being more shelter there? Yes, provided that the bay did not shoal up and block the bar, and keep it shallow.
579. But does not the high land at Trial Bay make it better for vessels entering there, and going into this proposed entrance, than would be the case at North Head? I do not think so. There is no high land. Smoky Cape lies farther south clear. You have still the open ocean there, supposing you were running across to Double Corner, or turning the point of the bay to run to the new channel.
580. You think there is as much shelter then at the north entrance as at the proposed entrance? No, there is more shelter at Trial Bay. But the bay is shoaling up.
581. Can you say any reason why it is shoaling up? Because of the sand travelling all along the beach from the north, from the headlands all along.
582. I think I understood you to say that droghers generally bring down cargo both to the old channel and to the new? Yes.
583. To which place is it more convenient for the droghers to bring the produce? The new channel, because they do not have to go nearly so far down the river—by some 7 or 8 miles, I suppose.
584. Would that be some consideration for using the new channel in preference to the old? Certainly it would; but at the same time it cuts off the people at Stewart's Point.
585. You mean a good many people at North Head and from the neighbourhood of Nambucca and that direction? Yes.
586. Would those people be put to much inconvenience? Yes. The droghers would either have to continue running, to carry their produce, or they would have to have a fresh road to Shark Island near Jerseyville, where the steamer always lies.
587. On the whole, taking everything into consideration, do you approve of the old entrance in preference to the new proposal? Yes, I do.

Richard Taplin, master of the steamer "Burrawong," sworn, and examined:—

588. *Chairman.*] You are captain of the "Burrawong"? Yes. R. Taplin.
18 Feb., 1898.
589. And in the employ of the North Coast Company? Yes.
590. Do you know the old entrance and the present one? Yes.
591. Will you tell the Committee your opinion in regard to the two schemes? I am in favour of the old entrance.
592. The entrance as the Macleay originally went to sea? Yes, Grassy Head.
593. Why? Because I consider that that is the natural outlet for the river, and until such time as this break out of storm-water we always had plenty of water there.
594. Is the bad bar you have experienced recently because of the break-out at Spencer Creek? Because of two break-outs. There are three entrances at present.
595. And the water going to the south has caused a bad bar near North Head? Most decidedly.
596. Has the bar been worse since 1893, when the serious break-out occurred, than it was previously? Yes. It seems to take turns about—one will deepen and the other will shoal up.
597. Which entrance does the "Burrawong" use now? The south entrance, where they are putting the new cutting.
598. What is your opinion of that entrance? I think that if they can manage to keep training walls there it will make a very good entrance.
599. How much water is in it now? Four feet at low water.
600. That means 8 ft. 6 in. at high water? It depends on the rise of the tide. With a 4 ft. 6 in. tide yesterday I had 8 ft. 6 in. coming out on the bar at the shallowest place.
601. As you leave the river there is plenty of water? Yes.
602. What does the "Burrawong" draw? With a full load she will draw 8 ft. 10 in. aft and 7 ft. 6 in. forward.
603. Do you know where the walls have been placed on Spencer Creek channel on the northern side? Yes.
604. Is there good water from the river to that point? Yes; there is a little bit of shallow at the top of Shark Island as you enter that channel.
605. But nothing serious? Nothing serious.
606. There is good water right through until you pass the second place where they are putting a training bank? Yes; there is good water right down to the bar.
607. How far is the bar from the beach? About 300 yards—that is, from the end of the training wall.
608. What, in your opinion, is going to be the result on Trial Bay from discharging the Macleay River as proposed by the Department;—would it have a tendency to silt the bay up? I should rather think it would. In fact the bay has been silting up for a good while—ever since they have been taking out the outer breakwater at the gaol.
609. Do you think that has affected it? I think so. It seems to prevent the sand from getting out.
610. Is there any current in Trial Bay? Sometimes.
611. Where does it come from? From the north, and sets round the breakwater.
612. Would there be a set to the south from the new entrance? It generally sets the way the wind is. With a southerly wind it sets to the north, and with a northerly wind it sets to the south.
613. Does the river carry a considerable amount of sand down? In flood-time or at spring tides, the river carries a considerable amount of sand.
614. Have you any definite opinion as to what is becoming of the sand that goes out through the new cutting on the river? I think it must set on to the beach.
615. Would it go to form a bar? Certainly it will. It will form a bar right enough until the current will carry it away again.

- R. Taplin.
18 Feb., 1898.
616. There is no current to depend upon there? - No, there is not. That is one reason for my liking the old bar best, for when you get over that you go into deep water, and there is a strong current which keeps it clear.
617. Is this your view of the case: That if the river is brought out at the old entrance the water will be concentrated far enough to carry whatever stuff is brought down the river into deep water? Yes.
618. If it goes out by the new cutting you are apprehensive that, landing as it will in the calm water of Trial Bay, it will stop there and form a bar—is that your view? I am afraid it will.
619. You think it will be better to discharge into the open sea rather than into the bay, for that reason. Yes.
620. In entering the Macleay River in rough weather, presuming that you have a 700-foot entrance at the North Head and a 700-foot entrance at Spencer Creek, which would you rather take? Spencer Creek.
621. Why? Because, in the first place there are no rocks there to contend with. It would all depend on the water.
622. We give you the same water and the same width? Then I prefer Spencer Creek.
623. Therefore, if it be possible to keep open the entrance at Spencer Creek you think it will be better negotiated in rough weather than North Head? Yes, very much.
624. And therefore if we can keep it open it furnishes a better entrance for trade purposes? Yes, if we can do it.
625. It is just a question of doing it? Yes.
626. You would rather have Sir John Coode's scheme, because you believe it would be permanent? Yes.
627. But if they can make a permanent entrance at Spencer Creek, and if you can be satisfied that it would not shoal up, the entrance being in the quiet water of the bay, you regard that as being a better entrance for commercial purposes, because of the shelter afforded by the bay? Yes, I do.
628. That is, roughly speaking, your view? Yes.
629. What is your opinion of the shelter in Trial Bay? It is a very good shelter for southerly winds, or for south-east winds. As a matter of fact, last Saturday night I was afraid to proceed, because I knew there would be no entrance there with such a gale blowing, and I had to go to Port Stephens. But anything from south-east to south-west there is splendid shelter there.
630. With regard to negotiating the bars in flood-time, will you explain your difficulties? It is most difficult to take a bar at flood, for you generally meet big trees running out. It is in all the thick water, and you cannot see what you are doing, and if you happen to take the ground and make a sheer, you must go back to the surf again.
631. *Mr. Lee.*] If there were a lot of stuff, such as big trees, coming down the river, could you go up the proposed new channel? I would not attempt it.
632. Supposing that when you reached that entrance you found there was a flood, and a heavy gale blowing at the same time, you could neither go through the entrance nor shelter in Trial Bay? I would not attempt to go near Trial Bay. I would keep away to sea if I could.
633. Knowing the difficulties, you would not approach it? I would not approach it.
634. So even if the works were carried out, it would not be a safe entrance under those conditions? No. But if you were there at anchor, and an easterly gale came on, you would have a chance of running in there before the flood came down.
635. If you were sure that that you had water enough there, would you tackle that entrance with a heavy south-easter or easterly tide? There would be no occasion to tackle it with a south-easter.
636. Well, with an easterly one? I would tackle it if I were jammed there and could not get out.
637. Without taking an extreme—that is a heavy gale, and a heavy flood together,—but if you got there in a heavy gale, the question is would you go in; that is, if you were certain that you would have water enough under you? I would have to go; but sometimes it is more prudent to go out to sea for safety to the passengers and property. I would not attempt to go in there if I could get out again. After the gale is over, the general wind is from westward, and it is comparatively smooth there. I have lain there five days quite smooth, but we could not attempt to get over the bar.
638. As a rule, the gale is generally finished when the flood commences to come down? Yes; a flood does not come until after the gale is over. But, as soon as the wind is over, down comes the flood.
639. Do you know the Clarence entrance? Yes.
640. Have you been there since the new works have been carried out? Yes.
641. Have they not had the effect of carrying the sand and debris completely clear of the entrance? Yes; but the Clarence is altogether a different place. Since the new wall has been there, it has thrown the channel just outside the Black Boy, and over to the quarries to the southward. But when I ran there it was deep water east-south-east. There is sufficient current there to carry it off the point.
642. Which does not prevail in the Macleay? Yes. There is not the fiftieth part of the current in the Macleay.
643. There is not a strong current from Trial Bay to the North Head? No; there is not.
644. It is a gentle current, and, consequently, the sand precipitates? Yes; the current is influenced by the wind—a great deal of the strength of the current outside.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

- H. R. Carleton.
18 Feb., 1898.
645. *Chairman.*] Does your Spencer Creek scheme encroach on any private land? There was a slight encroachment, but we have resumed all that land.
646. *Mr. Lee.*] Regarding the alienated land on Shark Island, it will not be interfered with, nor will resumptions be rendered necessary in consequence of the carrying out of this proposal? No; on the southern side of Spencer Creek a portion has been resumed in connection with the harbour works.
647. Will your proposed works interfere with the boundaries of any of the alienated land on that side? No.
648. Is it likely that any claim will be set up by the owners of that property in consequence of your depriving them of a natural water frontage? We do not deprive them of a water frontage.
649. If you erect training walls to the properties, you cut them off from the water? They would come out to that. It is simply just protecting the property, if anything.

650. But you would debar them from using that creek, access to which they have at the present time? I do not think we would. They would have a frontage to it still.

651. Do you propose to resume any portion of land either at that particular spot, or out of it? We have resumed all we consider necessary for the work—that is, a site for the quarry, and a portion of Julius Rudder's 64 acres.

652. Are there any other private interests that would be interfered with in any way by these works? I think not.

653. Are there any rights existing now that the settlers have for getting access either to the ocean, or to Spencer Creek, of which they will be deprived by these works;—is it possible that any claims will be set up hereafter for damages? I think not. That matter has been looked into very fully, and we are unable to see that any claims are likely to arise.

654. You heard the evidence given by Captain Taplin just now? Yes.

655. Do you think that danger is likely to arise outside the proposed works, by the silting up of the bay, as predicted by him? I think not. We know, as a matter of fact, the bay is not silting up. Changes take place in it from time to time. We have had a series of soundings taken over the bay by the resident officer there, and they do not show that the bay is actually silting up at all.

656. I presume not since that channel has been opened? No.

657. That is to say, you have taken your soundings since the channel was opened? No. We have had soundings taken since the serious breaks-out occurred, and there is no evidence of silting. It occurs at times; but with a change of weather it goes away to sea again. There is no permanent siltin, as far as we know, and we take periodic soundings in the bay.

658. Have you tried it after a severe test—a flood in the river? I could not say whether we have actually made the soundings immediately after a flood.

659. It has been indicated that there would be a likelihood of the large trees touching the ground outside the entrance, and therefore piling up silt and other stuff, and interfering with navigation? Any timber that came out of that river in flood-time would be carried away to sea—10 miles out to sea.

660. Would flood-waters give sufficient impetus to carry it out to there? Yes.

661. Supposing the flood-water met the tide, would that not make it stationary for the time being? Yes, while the tide was running. The flood-current is stronger than the tide. The flood would run 8 to 10 miles an hour. The greatest velocity of tide that you would get would not be more than 4 knots.

662. But that flood-water would not extend very far from the mouth of the river? It does. The flood carries its effect a long way out into the sea. When 4 miles out at sea from the Richmond, I myself have put over a pannikin from a boat and obtained and drunk fresh water from the ocean.

663. But it is said that this particular bay differs materially from the Richmond and the Clarence—that there is not the same current here as will be found there, and hence the greater likelihood of its being silted up? I do not know of any difference in the currents.

664. Do you think that the coastal current is as strong there as it is at the Clarence? Yes, I think it is about the same, once you get clear of the headland. There would probably be an eddy from the north.

665. You are relying on the impetus given by the flood-water to drive the timber and other stuff beyond Lager's Point, where it would meet with a current sufficiently strong to carry it away? Yes. It does do so at present. There is no accumulation of flood debris here in the bay to speak of. We have taken soundings over the bay from time to time. Several floods have occurred during that time, and there is no indication of permanent silting in the bay.

666. Have you picked up any old timber deposited there—in your soundings have you come across any old trees that have sunk? Never. I may add to my evidence that the Chairman's argument that we lose scouring power by reducing the tidal compartment would be quite sound if the tidal compartment were small, and was filled up to the level of high water of the ocean during each tide. But the Macleay stands in this position: The tidal compartment even though reduced by the portion between Rudder's Hill and Grassy Head is still far greater than the tide is able to fill through a 700-foot opening, the width designed for the present new entrance. The maximum quantity which could reasonably be expected to pass through the entrance on a spring tide is 700 ft. x 2 ft. 3 in. x 2 ft. 8½ in. per second, x six and a half hours = 100,000,000 cubic feet. The area of the tidal compartment is about 7,600 acres, and of the reduced compartment over 5,000 acres. Its capacity is, therefore, 5,000 acres x 43,560 sup. ft. x 4½ ft. = 980,000,000 cubic feet, or nearly ten times the greatest quantity of water which could flow in on a spring tide.

THURSDAY, 3 MARCH, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

Richard Cooke, Secretary, North Coast Steam Navigation Co. (Limited), sworn, and examined:—

667. *Chairman.*] What is your freight from Sydney to the Macleay? Twelve shillings and sixpence a ton outward, and 10½d. per bag for maize inward, including all drogherage, wharfage, and storage.

668. Can we deduct from the 10½d. per bag 3d. for drogherage? Yes.

669. So that the railway would have to carry a bag of maize to Sydney from the Macleay for 7½d. to equal you? Yes; but I do not think that the railway would either load or discharge it at that rate, and we do both.

670. The freight from the Macleay is less than from the other rivers; that is accounted for, I presume, because there is more trade on the Macleay? That is one of the reasons.

H. R.
Carleton.

18 Feb., 1898.

R. Cooke.

3 Mar., 1898

- R. Cooke. 671. *Mr. Lee.*] But is there not another reason governing the maize trade—as a matter of fact, do not your company afford storage accommodation, and allow the corn sold to be removed from there? Yes; we give free accommodation so long as we are not overcrowded. I have seen maize on our wharf for a month.
- 3 Mar., 1898. 672. It enables them to take advantage of the market? Yes.
673. *Chairman.*] What is the quantity of timber brought from the Macleay? I know nothing about the timber.
674. What is the freight per 100 feet for any timber you may carry? In quoting a rate for timber, we should quote about 3s. a 100 feet.
675. What quantity of goods go outward to the Macleay? I suppose about 50 tons, a weekly trip.
676. Coming down, how much? It is governed by the seasons.
677. Give us two statements—one for a busy season, and the other for a slack season? It is very hard to say. For four months in the year, perhaps, we would have two steamers there, and during the other eight months we, perhaps, could not fill one. We never take much notice of the total quantity. It is the £ s. d. that generally concern me.
678. But it comes to the same thing? Yes. I suppose that since the first of the present year we have not averaged 50 tons a trip coming to Sydney; but from the 1st April, if we do not have any floods, I suppose that we shall get as much as we can safely carry over the bar.
679. What will that be? I suppose that for about four months we may get about 4,000 bags a week, if we can carry it. We have to do a lot of the loading in Trial Bay. We drogher it over the bar.
- 680-1. You are carrying maize at 10½d. a bag, including 3d. for drogherage? Yes. 7½d. a bag would be 6s. 3d. a ton.
682. Is the trade of the Macleay growing? The dairy trade is growing, but that is the only one that is. However, although that represents a lot in money, it represents very little in freight.
683. Supposing that the Macleay, the Nambucca, and the Bellinger be furnished with suitable entrances, are you prepared to state that the freights will be reduced? We may reduce them on the Nambucca and the Bellinger—those two small rivers—but as to the freights from rivers like the Clarence, the Macleay, or the Manning, we consider that we could not possibly carry at a lower rate than now. The volume of trade governs us in a great degree in charging freights.
684. If a suitable entrance be furnished to the Macleay, will you be able to carry more cheaply from the Macleay than you do now? No.
685. You do not think so? No.
686. There is not a sufficient volume of trade to justify it? No. We consider that we are down at bed-rock prices now, because maize is the principal product, and we always take it as low as we possibly can. The lowest rates we have are the Macleay River 10½d., and the Clarence River 11d., and we know that we cannot go lower than that.
687. *Mr. Wright.*] Supposing that you had active competition, do you not think that you would reduce prices? You might reduce prices, but it does not follow that it would pay. I was referring to maize freight just now, and, as I have said, two-thirds of the freight is maize freight.

FRIDAY, 4 MARCH, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
	FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

- H. Deane. 688. *Chairman.*] Can you give us a statement of the cost of a line from Trial Bay to Kempsey in connection with the proposed harbour works at the Macleay? Yes.
- 4 Mar., 1898. 689. What is the estimated cost of a line from Trial Bay to Jerseyville, that being the nearest accessible point on the Macleay? There were two estimates made, for I went into the matter considering two different systems. One is for a tramway on the standard gauge. That would be 4 miles 60 chains in length, with 60-lb. rails. The total estimated cost is £18,350, equal to £3,863 per mile. Then, under instructions, I considered the question of a narrow-gauge tramway on (say) a 2-foot gauge, 5 miles in length, 24-lb. rails, and the total estimated cost is £9,602 15s. 9d.; average cost per mile, £1,920. Supposing it were decided to build one of these tramways, I think that much better worth would be got out of the dearer one than out of the cheap one. I do not think that narrow-gauge lines with light rails are to be recommended.
690. The other gauge line would cost twice as much money as the narrow-gauge line? Yes; apparently it would cost twice as much money.

MONDAY,

MONDAY, 21 MARCH, 1898.

Present:—

CHARLES ALFRED LEE, Esq. (TEMPORARY CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

Frederick William Neitenstein, Comptroller-General of Prisons, Department of Justice, sworn, and examined:—

691. *Mr. Hoskins.*] Are you acquainted with the locality of the Macleay River? I have been to Trial Bay. I have always gone overland from Trial Bay to Kempsey; and I may say that I am simply interested in the prison aspect of the question before you.

692. Do you think from what you have seen that the requirements of the people of the Macleay district would be better met by having a good wharf at Trial Bay, where vessels could load and unload with safety, seeing that the place is intended for a harbour of refuge, and by having the cargoes brought down the river by lighter, than that the new entrance or the old entrance to the river should be utilised? I could only answer that question from my own personal feeling in the matter. I should say decidedly that it would be better to load the ships at Kempsey, and bring the cargoes down to the new entrance, in preference to having a wharf at Trial Bay.

693. Have you been to the new entrance? No.

694. There is a wharf at Trial Bay, is there not? It is only a temporary affair. Very little has been done at Trial Bay. There is no proper landing-place for boats at the bay at the present moment.

695. Do any of the steamers calling at Trial Bay unload at the wharf which you describe as a temporary wharf? No; it is all done out in the open bay. The "Burrawong" often drops anchor in the shelter of the breakwater, and discharges her cargo into lighters—that is, the general cargo for Kempsey.

696. Does the steamer "Burrawong" frequently load her cargo into lighters, in preference to going through the entrance to the river? Yes; because it is often impossible, owing to the state of the entrance, to get over the bar. Vessels of a lighter draught come down the river and take the cargo from the "Burrawong."

697. Have ordinary coasting steamers great difficulty in making a safe entrance to the river through the new entrance? That I am not in a position to say.

698. Were there great difficulties in connection with the old entrance? Yes; it was continually silting up. I do not say so of my own experience, but from what I have been told by captains of various steamboats.

699. The Macleay River district is a fine agricultural district? It is a very fine district indeed.

700. It is well settled upon? Yes. I went overland from Kempsey to Armidale about a fortnight ago, and I was then very much struck with the character of the country. It is splendid agricultural country on the flats.

701. Do you think it would be advantageous to utilise Trial Bay for the loading and unloading of steamers instead of taking them through the proposed entrance to the river? Certainly not. But you must understand that I am giving you my own opinion, as a prison official. In my opinion there is no comparison between the two schemes.

702. Some difference of opinion has been expressed as to the difficulty of entering the river both at the new entrance and at the old? I believe the work at the new entrance to be a successful effort.

703. Have you been through the new entrance? No; I speak only from a general knowledge of the coast-line, and from what I have heard from the captains of various steamboats.

704. *Mr. Clarke.*] Trial Bay is intended for a harbour of refuge? It was intended for a harbour of refuge.

705. Still you say it is of no utility for the loading and unloading of steamers? I did not say it was of no utility. I said that in my opinion the other scheme was preferable.

706. Is there not a great number of prisoners employed at Trial Bay? Yes; there are 125 employed there at the present time.

707. Is the work done more cheaply by prison than by ordinary labour? There is a certain disadvantage about the employment of prison labour there. Directly a prisoner becomes an expert he is due for discharge, and then another prisoner has to be taken in hand and taught. On the other hand, prisoners do not cost as much as free men. The prisoners would not get more than 1s. 6d. a day of eight and a half hours' work.

708. Are they long or short sentenced men? All men serving a sentence of over three years are entitled to go to Trial Bay. They are permitted to go there within a certain period of the expiration of their sentences. Take the case of a man who has twelve years to serve, he would be entitled to go to Trial Bay, subject to good conduct, after he had served six and a half years.

709. It is regarded as a concession for good conduct? Good conduct is the means by which they get down to Trial Bay. We do not send badly-conducted prisoners there.

710. Was it not intended that Trial Bay should be made a harbour of refuge? That was the original intention; but the conditions have since changed. That proposal was made a very long time ago.

711. For what other purposes could Trial Bay be utilised? I think I must refrain from answering that question. I can merely look at the question from the point of view of a prison official.

712. The bay could be utilised either as a harbour of refuge or for the shelter of vessels trading to the Macleay? Yes.

713. *Mr. Trickett.*] Is the breakwater in a satisfactory condition? When it blows very hard from the south-east the breakwater is subjected to a very great trial, and occasionally large pieces of it are washed away. It has not been taken out very far yet.

714. Have you heard whether the effect of building the breakwater has been to shoal the water along the inside of it? I believe that has been one of the effects.

715. Preventing the continuous scour? Quite so. It would naturally tend to have that effect, as it will form a sort of half-circle across the bay.

F. W.
Neitenstein.
21 Mar., 1898.

F. W.
Neitenstein.
21 Mar., 1898.

716. *Mr. Hoskins.*] Would the breakwater interfere with the proposed entrance? If you continued the breakwater and carried it out (say) a mile, it would naturally have an effect upon the entrance of any place so close to it.

717. How far would the entrance be from the breakwater? I cannot tell you; but I know that it is intended to run out the breakwater a mile from the point.

718. *Mr. Trickett.*] Do coasting steamers use the inside of the breakwater at the present time? For the transhipment of cargo from one boat to another, but not as a place of refuge.

719. You have had information from local captains that they have used the breakwater for that purpose? Yes.

720. How do you get from Kempsey to Trial Bay prison? We go overland by road. I think the distance is about 30 miles, but I could not say accurately.

721. How are the prisoners conveyed there? They are conveyed by steamboats from Sydney. The boat comes inside the breakwater, and our whaleboat goes off for the steamers.

722. What would ordinary visitors do? They would get the captain of the steamer to signal to the prison authorities, and they would then send off our boat.

723. Could they always get in? Unless it were blowing hard from the south-east—then it would be almost impossible to get in. All communication between Trial Bay and Kempsey is by land. All the provisions are obtained from Kempsey.

724. Have you heard, on your visits to the Macleay, whether the formation of the breakwater, as far as the point marked red on the plan has had the effect of silting up the river entrance? I have had no conversation with Kempsey residents at all, excepting with one gentleman, who said he thought that it would be a great thing to have the breakwater completed. He thought that it would be a good thing for trade.

725. On the whole, you are more favourably disposed to the completion of the scheme marked No. 3? Yes; but understand I am merely expressing an opinion as a prison official.

726. Is the wharf you have mentioned from the beach or from the rocks? It is the commonest of wharfs, commencing from the beach, and it is not usable under certain conditions. The boats come in under the breakwater, and you have to scramble off on to the rocks as best you can. I was there the other day with the Public Service Board, and there was a great difficulty in landing. There was a heavy sea, and it was hardly safe to tranship to the whaleboat and land on the rocks.

727. But you think it is better to do that than to take the passengers into the Macleay River? They cannot always get there. A vessel may get into Trial Bay and have to wait there some time until there are favourable conditions. I have known the "Burrawong" to be detained there for two or three days. On one occasion she had about 200 pigs kept on board during that period. The live cargo gets knocked about a good deal.

728. As far as your experience goes, you think that the proposed works would be effective? Yes; but I believe in the breakwater, as a prison officer, because it affords much continuous and good work. It is an incentive to prisoners to behave properly. That is the only value I can see in the breakwater.

729. If the construction of the breakwater will have the effect of silting up the river entrance, surely that is a consideration which would receive some weight? I have given you my opinion on the point. I say what I do in regard to the breakwater merely as a prison officer.

730. Is there no other work there upon which prisoners could be employed? No.

731. The soil is not suitable for agriculture? No; it is a rocky peninsula.

732. *Mr. Hoskins.*] Have you heard any of the captains trading to the Macleay state that if the breakwater were extended a considerable distance out, it would have a tendency to shoal up the new cutting into the river? No; I have not heard them say that.

733. *Mr. Wright.*] Have you been to the Macleay more than once? Twice.

734. Have you heard an opinion expressed by any competent persons as to the probable effect of the proposed works? I had some casual conversation with the Engineer-in-Chief with reference to the matter.

735. But have you heard the opinion expressed from any outside source that the new channel will be better than the old entrance? No.

736. What do you think of the proposal to connect Kempsey with Arakoon by railway, making Trial Bay the shipping port, and constructing wharfs there instead of a breakwater? I should say that would be a matter for the Traffic Superintendent. The question is whether it would serve the district and whether it would pay; then, again, how much would it cost to complete the breakwater. Of course, water carriage is always cheapest, and both sides of the river would be served, whereas a railway would serve only one side.

737. On the whole, you think the permanent improvement of the river would be the better plan? Yes.

738. You spoke of the prisoners getting 1s. 6d. per diem—that would be for good-conduct men? No; the rate of pay commences at 6d. a day for the first six months, and it rises by increments of 3d. a week until they get 1s. 6d.

739. The prisoners have a great deal more latitude than they would enjoy within the four walls of a gaol? Yes; there is no comparison between the conditions.

740. And the occupation is a healthy one? Yes; the objection I have to Trial Bay prison as a prison officer is the association between the different classes of prisoners. It is not possible to adopt a classification. We take trouble in some gaols to keep first offenders from others, but towards the end of all their sentences they are all mixed up at Trial Bay. The prisoners there have a large amount of liberty. They have all Saturday afternoon and Sundays and holidays to wander about freely along the coast-line.

741. They are almost like ticket-of-leave men there? Yes; they also get better rations; they do not wear prison clothes, and they are allowed many privileges in the way of books and papers; they also earn a comparatively large sum of money.

742. Upon what authority do you say that the bay is silting up? I only say so from my general observation.

743. The set of the tide away from the coast-line is southward, but there is back wash along the coast-line to the north? I should say that the silting would depend upon the prevailing winds, as well as upon the tides and currents.

744. What is the nature of the water about the wharf;—is it shoaling-up. Yes; but the wharf is a temporary structure. It was put there to land a cargo of timber in the first place, and it has been allowed to remain. It is practically of no use at all at the present moment.

745. The bay is actually silting up? Very much depends upon the set of the sea. A south-easterly gale has a very different effect, for instance, from a north-easterly gale.

746. You say that the water at the wharf is getting shallow? Yes; the bay forms a sort of elbow to retain the sand, and as the breakwater gets out further, the present effect, I should say, would be intensified.

747. You think that if there is a deposit there now caused by the breakwater extended to its present point, it is likely to increase with a further extension? I should think so. Another question is, whether you really require both works. If you carry out one, do you require the other.

748. Is the breakwater extended to any length at the present time? We do not keep particulars of the work done. I do not know whether you are acquainted with a report which was made some years ago by Mr. Moriarty and Mr. Maclean upon the breakwater. You will see from that report that the breakwater was undertaken as forming a harbour of refuge for any vessel which might be caught in a severe storm in that part of the coast, and also as a means of working certain well-conditioned prisoners. It was thought that this work should be established at Trial Bay, because there was a possibility of its extending over a lengthy period, which would justify the cost of the establishment of the prison. The cost of the prison was estimated at £28,000, and it was thought that the harbour works would extend to at least fifteen years.

749. It was supposed that the prisoners would be profitably employed there, and that a work of some importance would, at the same time, be constructed? Yes; I believe the principal object, so far as the prisoners were concerned, was to afford an intermediary period between the closing of the sentence and the giving of absolute freedom. Mr. Maclean, I believe, was struck with the operation of the intermediary system at Lusk, in Ireland, and thought it would be a good thing to establish a similar system in this country. So far as the harbour of refuge is concerned, the conditions of trade at sea have altered very much since then. We do not find many full-rigged ships in distress on this coast.

750. *Temporary Chairman.*] If the breakwater were to be carried out to the length shown on the plan, would it not take a great many years to complete it? Undoubtedly.

751. About how many? I could not say. It would be merely a guess on my part.

752. About what length of breakwater has been made? There have been great difficulties so far. It was started at one point, and after some amount of labour had been performed a heavy sea came and washed the work away. They then had to commence at another part of the point. Even now, occasionally, a heavy sea comes up and washes away 50 or 60 feet. The engineers may say that that strengthens the base of the work; but if you are going to strengthen the work by washaways, you will find it will take a long time to complete the undertaking.

753. What sized stones do you usually use? We use blocks as heavy as 35 tons. It is rough granite. The sea has a resistless force at this point.

754. Is the stone similar to that found at Rudder's Hill? Yes.

755. It wears well enough? Yes; but it is pretty hard to get the best stone out of the quarry. A lot of soft streaks are met with.

756. The idea that Trial Bay could be made a port of shipment, instead of the entrance to the Macleay River, you think is somewhat in advance of its time? I think a long time would elapse before that could be done.

757. A great deal of breakwater would have to be constructed before the bay could be used as a harbour of refuge? I think so.

758. Would there be any objection to the employment of prisoners on public works, such as those proposed at the entrance of the river? A great deal of time would be lost in taking the men to and fro, and they are not skilled men at that sort of work. They are now engaged in rough quarrying. It is simply hard labour. They quarry the stone, put it on the truck, take the truck to the end of the breakwater, and tip the stone over. The scene of their labour is also next door to their residence. If you had to take them about all over the place in boats, you would also have to provide a very good guard to prevent escapes.

759. It would be too far from the prison to admit of the prisoners going to and from the proposed works at the Macleay in one day? They could get to and fro, but a large body of men would have to be taken over and brought back again.

760. I presume that so long as the prison remains at Trial Bay the breakwater will be proceeded with? The prison would be of no use to us all if it were not for the breakwater. The difficulty and expense of getting there are considerable. The place is right away from head-quarters. If it were not for the breakwater I should recommend the closing of the prison.

761. This may happen: The entrance to the Macleay River may be improved, and the breakwater at Trial Bay may be carried out to its extreme length—that would be making practically two harbours within a stone's throw of each other? Yes.

762. And it is possible that either might so alter the current as to destroy the utility of the other? Exactly so.

763. Without committing yourself to an opinion as to the necessities of the Macleay River, do you think there is any possibility of the Trial Bay breakwater being carried out? That I could not say. It is more a matter of policy for the Government.

764. *Mr. Hoskins.*] You have no hesitation in saying, from actual observation, that the effect of south-easterly gales has been to create a good deal of injury to the breakwater? Yes.

765. The south-east gales will continue to have that effect? Naturally, as the breakwater is extended.

766. It has been reported that the breakwater stands well? So much as is built stands well.

767. You were speaking just now of injury to the breakwater when it was first constructed? Yes; not to present injuries.

768. There has been no injury for some time? I do not think any washaways have occurred within the last eighteen months. The effect of the washaways has been to make the base of the breakwater stronger, by distributing the stone.

769. We have been told by an engineering authority that when the seas break against the breakwater the water goes through the stone without doing any injury to the work? I should hardly think that could be the case. The effect has been on half a dozen occasions to wash portions of the breakwater away.

770. *Mr. Wright.*] Would it be possible to employ prison labour at so great a distance from Trial Bay as the entrance to Spencer's Creek? Yes; but there would be a considerable difficulty in getting the prisoners backwards and forwards.

771.

- F. W. Neitenstein.
21 Mar., 1898.
771. Still would not the cost be less than that of ordinary labour? I hardly think so. There are great difficulties surrounding prison labour. There is the difficulty of security; and then, again, on wet days we could not do anything. If a storm came on we could not embark the prisoners.
772. Could you not have a series of huts close to the work? Even then you would require a large body of men to look after the security of the prisoners. I should like to mention that the first license-holders were sent down to Trial Bay on the 4th October, 1888.
773. *Temporary Chairman.*] Would that be the date of the commencement of the breakwater? I hardly think so, because we had to make a road between Arakoon and Trial Bay itself. We did not build the prison. It was built for us.
774. Then the breakwater has been over ten years in course of construction? Yes. Up to the 31st December last we have had 1,012 licensed holders down there. At the present moment there are 125 men there.
775. I suppose that would be the average? I should say that 120 would be the average. Some of the men are first convicted; others are second, third, fourth, and fifth convicted men, and so on.
776. The number must be limited according to the accommodation? Yes.
777. There is no proposal to increase the accommodation? Yes; I have just recommended to the Minister for Justice that he should do away with the associated huts, which are, I think, objectionable, and that another wing should be built to the prison.
778. That would be to accommodate the prisoners you have now—not to increase the number? Just so.
779. As far as you can see, therefore, the work of the breakwater is not likely to proceed more rapidly in the future than it has in the past? No; as we go into deep water the further we shall be from the scene of operations, and the work will necessarily be slower.

FRIDAY, 22 APRIL, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

Austral Rowe, farmer, Macleay River, sworn, and examined:—

- A. Rowe.
22 April, 1898.
780. *Chairman.*] You are a farmer, residing on the Macleay River? Yes.
781. Are you much inconvenienced by the present state of the Macleay bar? Our difficulty is that the river from Stewart's Point up to the new entrance is silting up, and we are afraid that we shall very shortly not be able to have our produce taken away.
782. Your property is below the new entrance? Yes.
783. You believe that if the Government carries out its proposed scheme the river below the new entrance will silt up, and you will not have the water approach to your holding which you now have? Yes.
784. You desire the Committee, in coming to a conclusion in regard to the works now being carried out at the entrance, to take into consideration the fact that there are a number of people lower down the river who may be prejudicially affected by them through the closing up of their waterway? Yes.

WEDNESDAY, 11 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.	HENRY CLARKE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
	FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

- H. R. Carleton.
11 May, 1898.
785. *Vice-Chairman.*] Since you were last examined by the Committee, you have visited the Macleay? Yes.
786. *Mr. Hoskins.*] Has your recent visit confirmed you in the opinion that the new entrance which the Department is making, and which is being used, is better than the old one? It has confirmed me in the opinion that eventually it will be better than the old one.
787. Is the new one generally used now by vessels? It is invariably used now, I believe. I sounded it myself, and got 8 feet at low water.
788. You are aware that there is a difference of opinion amongst seafaring men as to the best entrance? I do not think there is any difference of opinion among seafaring men.
789. They have given conflicting evidence here? Some of the residents of the lower end of the river are opposed to the new scheme.
790. Do you think that a wharf made at Trial Bay, not far from the new entrance to the Macleay, would not provide better accommodation for ocean-going steamers than having to go through the new entrance? I think not. It would mean constructing a railway from the river out to Trial Bay to convey the produce to

H. R.
Carleton.

11 May, 1898.

to the steamer lying at the wharf. That would be too costly; it would mean double handling, and the conveyance by rail; and you would lose the benefit of a natural highway for 40 or 50 miles.

791. If the ocean-going steamers went up to the proposed new wharf at Trial Bay, could not droghers, carrying large cargoes, go through the new entrance and unload into the steamer; would not that save the probable difficulty of navigating the new entrance, or would it be as difficult to navigate an ocean-going vessel up to the proposed wharf at Trial Bay as to go through the new entrance? You will want some entrance to bring the droghers through if they have to go out to the steamer in Trial Bay to load.

792. The commanders of ocean-going vessels feel that they may have some difficulty in going through the entrance, and they think it will be better to take the cargo out in droghers? I do not think it would be as good. We have almost completed a wharf at Trial Bay.

793. The steamers do sometimes leave cargo and passengers at Trial Bay? They leave passengers, but no cargo. They anchor in the bay and a whaleboat takes off the passengers.

794. You have a staff of men and a dredge working on the Macleay? Two dredges at present.

795. Have they made great improvements on the river;—could ocean-going vessels more readily make the new entrance in the recent heavy gales than they could the old entrance? With a southerly gale like the one we had recently they could not enter any port. It is very much better than it was, since we blocked Spencer's Creek channel and made a new cut. The new entrance is decidedly an improvement, but it is not in such a state that a vessel could take it in a gale.

796. After the gale has abated, and there is a heavy sea on, will the new entrance be more easy of access and more safe than the old entrance? Certainly. It is more sheltered as it is in the bay.

797. What work is your staff engaged on now? In constructing the training-walls at the entrance.

798. Have you been up the river? I have been up the river and most of the tributaries.

799. It is a fine district? Yes.

800. It contains a large area of valuable land? Of very fine agricultural and grazing land.

801. It is well settled up the river? Yes.

802. Is it your opinion that the works will be productive of great benefit and improve the entrance to the river and its navigation? It is. There is a marked improvement since we made that new cut, and Spencer's channel has been blocked. All the tidal water runs down the new cut and maintains a depth of over 14 feet in the cut. Another curious thing I noticed was that the new entrance is taking control of the river. The tide, which formerly ran down towards the old entrance at ebb-tide, runs up the river channel and out at the new entrance now.

803. *Mr. Lee.*] Since you commenced these works a considerable time has elapsed? Yes.

804. The extension of these works has been in the direction of the entrance? Yes.

805. Have you seen any necessity to alter the original design? No; there were some slight variations in the position of the walls, but you could hardly call them alterations in the design.

806. Have you seen any reason to cause you to alter your original design? No; I think we have hit on the right width of entrance for it, which is the main thing really.

807. Are you satisfied that these works as they proceed are giving you the depth of water you anticipated? I was very much pleased with what I saw on my recent visit.

808. Has it been equal to your calculations? Quite so up to the present time.

809. You still have a considerable distance to go before you get down to where you pick up the new work? Yes.

810. The work already authorised has to go some distance before it terminates? Yes.

811. Will it interfere with the intention of your design—namely, to direct the water in a certain way and make it do certain things? No.

812. That, I suppose, we can absolutely rely on? I think you may.

813. Do you find, as you proceed into deeper sand, that the work is costing you more per cubic yard? No. If we find that it is scouring out too deep we coat the bottom with stone, and prevent a scour from taking place. We do not let it scour beyond a certain depth. If we find it is scouring too rapidly we put a thin layer of stone on the bottom, and then no further scour takes place. A current which will move sand is not able to move the smaller stone.

814. You put a coping of stone on a surface of sand? We drop the stone on the bottom in advance of the training-wall, and that prevents further erosion there. The bottom will not scour away then.

815. How does it compare in cost, when you get out into deeper water, with what it would cost if you allowed erosion to take place? If we allowed erosion to take place the wall would be so much more costly. On the Manning one of the walls was eroding too rapidly, and we coated the bottom and put a stop to it.

816. Will you be able to adopt the same principle when you get out into deeper water? Exactly the same.

817. As you get out into the stronger and more dangerous water, will you not have to use much larger stones than you are using? Not to prevent the erosion of the bottom. For the construction of the breakwater in the exposed sea we require heavier stone; but we can get stone as large as we like from the quarry.

818. Can you give an instance where you have carried out a work of this kind to completion? Yes; on the Clarence we coated the whole of the bottom. When a little of the wall fell down, we coated the bottom and prevented it from scouring any more. We have 53 feet of water at the side of the wall, and I do not suppose our stonework is 20 feet deep.

819. You have it on a good batter? Yes. We built timber stages and tipped the stuff from the timber. When the scour took place along the stone some of it fell down and coated the side of the bank, and prevented it from eroding any further.

820. That was seven years ago? It has been finished about two or three years.

821. Has it stood well? Excellently.

822. Have you not had to build up the breakwater? We did not put a stone in it last year.

823. So far as you can see it is a piece of work which is standing very well? Yes; no doubt, if we had a very heavy flood, we might have to patch it up in places, but everything requires mending.

824. Has it been there sufficiently long to establish the principle? Yes; we shall never have a bad channel on the Clarence again.

825. Do you think it is a precedent which we might follow in the case of other rivers? I do.

826. Are there any conditions of current, inside or outside, on any of the other rivers which differ from those

- H. R. Carleton.
11 May, 1898.
- on the Clarence? No; they are all the same, except that the Clarence is the largest. The Hastings, as shown on this map here, is a miniature Clarence.
827. On the Clarence the construction of breakwaters and training-walls had been going on for twenty years prior to the visit of Sir John Coode? Yes.
828. The principle he laid down to a very large extent differed from the works which had been carried on? I do not know that there was any definite scheme before that time. In the old days Mr. Moriarty only got small sums from time to time, and he was not able to lay down a big scheme.
829. He was only doing patchwork while the other man was working out according to a design? Yes.
830. In view of the experience you had during the last few years, are you of opinion that if the country takes up the work of improving any port it is desirable that they should have an appropriate design, and should adhere to that design in carrying out the work? I think you should lay down a complete design, and then take up the most important parts of it, and attack them first.
831. Do you approve of small votes per annum being expended in a haphazard way on these rivers? No; I never did.
832. Do they do any good at all? They may give some temporary relief, but that is all. It is very much better to have a complete scheme, even if you have not the money for it, and do the portions which appear to be most urgent so far as your money will go.
833. The Committee wish to know whether your Department lays that down as a cardinal principle in dealing with these works? It does.
834. Cannot we take the Tweed as an example of what adhering to a design means? Yes.
835. Would you have achieved the same good results as you have achieved there if you had altered your design, or carried out the work in patchwork fashion? I think we could not have done better than we have done on the Tweed.
836. Do you think that if the proposed work on the Macleay is carried out it will be a benefit to the district? I do. Those persons I spoke to seemed to be very pleased with the result so far. I noticed that the dairying industry is increasing very much on all the rivers.
837. Had there been a flood of any consequence between your last visit and the preceding one? No, no large floods; but I think there must be a pretty good fresh after the recent storm.
838. It was supposed by one witness some time ago that Spencer's Creek was very likely to burst and cut another channel for itself—that you would not be able to confine it within the proposed training-walls;—did you see any evidence of that during your late visit? It cannot get away from us now; we have it tied down.
839. But suppose you get a big flood? If we had not got that wall across Spencer's Creek it might have got away from us at any time; but it can never move now.
840. But will that wall stand? Certainly.
841. It must bear an enormous weight of water? It will stand there all right—it is quite thick enough. We are strengthening it at the back as it is; but it is sufficiently strong. I have no fear at all as to Spencer's Creek wall.
842. Can the Committee safely dismiss any fear they may have on that point? Certainly. It is only quite recently that we have had it under our control. If a large flood had come before we got that wall across Spencer's Creek, I have no doubt that it might have broken away from us; but it cannot do so now.
843. Is there any possibility of the water under strong pressure from above forcing its way through any portion of the country behind your works; can it force its way from above the southern training-wall down into the South-west Rocks Creek? No; it cannot do any harm out that way.
844. It cannot get round there? Some flood-water might get out there, but it cannot do any harm. The rocks are pretty close to the surface right down through there.
845. You maintain that once you get the works completed you will be able to keep the water within the walls? It cannot move now.
846. As the result of your recent visit, you assure the Committee that your Department sees no reason for departing from the design it prepared, and you think that if that design is carried out the object in view will be achieved? I think so. We shall get a very good entrance there. The scheme has been thoroughly threshed out.
847. You would not alter the design if you had power to do so? No.
848. *Mr. Roberts.*] Did not Sir John Coode favour the improvements being made at the old entrance at Grassy Head? He did. There was no opening at the present entrance at that time. I think another of his reasons for adopting the Grassy Head entrance was that he thought we should lose the assistance of the Clybucca Creek waters; but that difficulty can be got over also.
849. Was Sir John Coode's opinion obtained on the scheme which is before the Committee? He reported on four entrances to the Macleay, which you will see in his report, and which are referred to in the report handed in by Mr. Hickson.
850. I notice from perusing the evidence that the master of the "Burrawang" favours the old entrance? I believe he did. I do not know exactly what ground he gave for it, but I understood him to say that of the two he preferred to take the new entrance in bad weather.
851. Do you anticipate any danger of portion of Trial Bay silting up there and impeding the entrance to the river? I think not. The beach grows at times, and with changes in the weather it goes out again. There is no permanent silting in Trial Bay, as far as we know.
852. Will the stone required for the work be easily procurable? There is excellent stone within less than a mile of the work.
853. As compared with the old entrance, the new entrance will be much nearer to Sydney? Yes. The distance between the two entrances is from 5 to 6 miles, so that it means a saving of about 12 miles on the round trip. In addition to that, you get away from all the unstable and varying portions of the river. We drop into the deep-water portion of the river at once.
854. The new entrance will be well sheltered from southerly weather? It will be far better sheltered in that respect than the old entrance.
855. That is an important feature of the scheme? Yes; the only weather which would be a source of trouble would be easterly weather. I went over the bar the other day, at dead low-water, in a tiny little steamer. I am certain that we could not have gone over the bar at the Grassy Head entrance at the same time in the same boat.

TUESDAY, 17 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

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The Committee further considered the proposed Harbour Works at Macleay River:

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

856. *Mr. Black.*] Have you anything to add to your previous evidence? I think not, except that I have recently visited the river, and am very much pleased with the progress of the works and the result up to date. We are getting on quite as rapidly as I expected with the improvement. There is good deep water down along the northern side of the channel where we blocked Spencer's Creek.

H. R.
Carleton.
17 May, 1898.

857. You still have no fear that the discharge from the new entrance is likely to silt up Trial Bay? No; I do not think there is the slightest probability of that occurring.

858. Do you think that two breakwaters will be found necessary? Not unless you want to get a much larger class of vessels into the Macleay.

859. One would think that with the breakwater in conjunction with the headland at Trial Bay, it would be almost as good as the proposed southern breakwater? It would take one hundred years to complete that breakwater in Trial Bay, at the rate it is going on. It is only out as far as it is marked black on the plan. I do not think you can look upon getting much assistance to the entrance from the breakwater at Trial Bay.

860. You do not expect any effects from that breakwater either for evil or for good? No; it was never intended for more than a harbour of refuge. There is not so much necessity for a harbour of refuge now-a-days. Everything is now done by steam, and that work was begun in the days of sailing vessels.

861. I suppose, in the event of these works being gone on with the river will still be used by droghers, and the vessels will load at Trial Bay as they do now? If this entrance is made navigable then I take it that we shall have to improve one or two of the bad flats in the river. There are only a few bad spots in the river to remove. It would enable any vessel drawing 12 or 14 feet to go up to Kempsey, which is 26 miles from the entrance. Of course, the first object is to get a much larger vessel inside, and then it is not nearly so difficult a matter to cut out the bad portions of the river afterwards, either by dredging or by contracting the channel, and putting in light training-walls.

862. Is there any likelihood of that portion of Spencer's Creek, across which you have built a wall, falling in when you have done the remainder of that retaining-wall there? On the lower side of the wall I think that will silt up. We should probably use that space for depositing dredged material.

863. That would make it very much more secure? It would strengthen the bank across the creek very much, and there would be less likelihood of its being carried away in time of flood. I think it is sufficiently strong to resist any flood that we shall get in the Macleay. It is completed, and it is fairly strong, but we are still going on strengthening it slightly. I think it is able to withstand any flood which may come down at the present moment.

864. Is there any opening at all to the North Head? Yes; it is rather a tortuous channel. It keeps rather close to the headland all the way in. It is not more than 150 feet wide in deep water.

865. We have had evidence from some of the captains that they prefer that entrance to the other? I was only present when Captain Taplin gave evidence, but I understood him to say that if we could make the new entrance he would prefer it, but he was rather doubtful about our being able to do so.

866. I presume it would be always more expensive to keep open and protect the channel at the North Head than the other one? I think so. We have got so much natural protection from Lager's Point at the new entrance, while the old entrance is open right out to a south-easter.

867. Is there not always a danger of that sand terrace being burst into? Yes; one of the great advantages of the new entrance is that we avoid all the unstable portion of the river, a length of 6 miles, which is constantly varying its position and its depth. We drop into deep water almost directly with the new scheme. When we come out at Spencer's Creek into the main river, we drop into the stable portion of the river, and in fairly deep water, in at least 2 fathoms.

868. You have given evidence about getting stone by means of a tramway? Yes; you get very good stone indeed. The quarry is improving too. Site No. 2 on the plan is the quarry we are working at present. I saw blocks of stone there weighing from 60 to 70 tons that we got out of it.

869. Did the recent gales have any effect on the entrance? We have had no report from the local officer to that effect, and as he has reported with regard to some of the others, I take it that the new entrance has not been affected. Some slight damage has been done at the Manning, and also at the Nambucca; but there has been no report as to damage done at the new entrance to the Macleay.

870. Has there been any damage done at the Tweed? There is some slight damage done to the sand terrace, but not to the training-wall.

871. A prior gale cut that away? Yes; there were two slight breaks from the sand terrace in the recent gale, but I do not think they are very serious matters.

872. *Mr. Trickett.*] If you refer to page 26 of the evidence, you will see that Captain Taplin gives his reasons for preferring the old entrance to the new one;—It would appear that he prefers the old entrance because there is a strong current there which would keep the bar scoured; but that he fears that the sand will stop in the bay and form a bar? I understood Captain Taplin to say that if we could provide deep water at the new entrance he would prefer that entrance, but that he had some doubt as to our being able to do so.

873. That is a practical question on which the opinion of a man like Captain Taplin must be regarded with some degree of consideration;—have the Department and yourself considered that position? Yes.

874.

H. R.
Carleton.
17 May, 1898.

874. He says that the strong current at the North Head will naturally scour the sand away, whereas in the bay, where you propose to make your new entrance, there will be no current at all, and the sand may lodge there;—what do you think of that position? If what he says is correct, we would expect to find a deposit of sand at the mouth of the new entrance after a flood breaking out there. There is no indication of that from our soundings. The bay is uniform in depth, and there is no variation or heaping up of the sand at the mouth of the new entrance, showing that any sand which has been washed out there has been carried out probably beyond Lager's Point, and into the ocean current.

875. You think that the force of the river is sufficient, even in that sheltered part of the bay, to carry the sand out so that it will get within the influence of the current and go away? I think so.

876. From looking at the plan, and from reading this evidence, it would appear to be a question worthy of very serious consideration? It has been carefully weighed. We have sounded the bay, and there is no indication of silting up. The sand which was washed out must have been deposited somewhere, but we cannot find it in the bay.

877. Another witness has stated that even that short length of breakwater which had been built by prison labour has had the effect of shallowing that part of Trial Bay;—is that the case? I think not. There are variations in the bay from time to time, but they are not due to the construction of the breakwater. I dare say at the present time it is somewhat deeper in there. The sand accumulates in the bay—from what cause I really cannot say—at some periods of the year, and at others it is cut out again.

878. At the southern end of Shark Island where you are going to bring the bulk of the river water down, I suppose your operations would have to be of a very substantial character? I think the end of that island ought to be well protected. The local officers have had instructions already to put stone on that point as soon as possible, to prevent it from eroding. A good coating of stone will keep it. There is no doubt that it has been washing away.

879. That would seem to be a point which will meet the full force of the river water in flood-time? Exactly, and split the current there. There will be no wave there; it will be smooth water, but it will require to be protected as we have shown there. That point has been eroding very rapidly. I recollect when the depth there was not a third of what is shown on the map now.

880. Do you think the total sum which is put down here will effectually carry out the work? I think we shall be able to do it for that estimate.

881. You think £95,000 will be ample? I think it will. We are getting the advance walls made at about that rate at present.

882. The work you will carry out in these training banks seems to be of a character which will not require much care once they are built? They are very substantial.

883. Nothing like the entrance to the Tweed where the seas may get over it at any time;—these will be river training-walls? Yes; the inner walls do not require much renewal. No doubt, out at sea they get knocked about at times, and require some maintenance, but it is not of a very costly character at any time.

884. With a straight entrance of that character, in an easterly gale, will not the disturbed water run for a considerable way up the river? It would; but we are fairly well protected from an easterly gale there. That entrance is facing north-east. Trial Bay is a very deceptive place.

885. I suppose all that lower part of the river which has been used till recently will gradually silt up? It might up to low water, but not above that. There will still be a sort of tidal compartment; it will still take the same amount of tidal water in.

886. You said the Trial Bay breakwater will take a great many years to build;—I suppose works of this kind will go on much more rapidly than that? Yes; prison-labour stone is the most costly on the coast. It costs more per ton for the stone deposited in that breakwater than it does for the stone in any other breakwater on the coast.

887. How long would it take to carry out this modified scheme? Six or seven years.

888. Do you think you will carry it on by day labour as you did at the Tweed? I think so; as you watch the progress of harbour works you may find it necessary to slightly vary the position of a wall, or its height, and the contractor immediately steps in and wants an increased price per ton for raising or lowering the wall, whereas it adds nothing to the cost of the work, if we are carrying it out by day labour. If you can specify exactly what you want, and hold to it, it is very much better to let a work by contract. But where you have to watch the progress of the work, and vary it accordingly, I think it is better to carry it out by day labour. There is not a doubt that in the case of works we are carrying out on the coast, we have invariably done the work more cheaply than we could have done by contract.

889. I suppose you enter into contracts for the quarrying of material? That includes the quarrying, the conveying and the depositing of the stone. Our rate per ton on the Tweed where all the work has been done by day labour was considerably less than our rate per ton on any of these works which are being carried out by contract. So also is the rate per ton at the Macleay new entrance, although we are saddled there with the cost of plant and other matters, and we are hardly in full swing yet. The curious point of it all is that in the case of the Trial Bay breakwater which is being carried out by day labour the rate per ton is higher even than contract rate.

890. I suppose in all these rivers where improvements of this kind are going on we may always look forward to having to maintain a dredge service? I think there will always be a certain amount of dredging. The river deposit accumulates in places which you would never contemplate. I look upon the dredging of the river in the same light as the maintaining of an ordinary road in the country. Just as you must put metal on a road from time to time, so you must attend to a waterway.

891. It is a varying channel according to the weather? Yes.

892. I suppose if these entrances were carried out according to the plan, the same staff would be required at the Heads to attend to the lighthouse, the tug, the pilot service, and so on? The pilot establishment will probably require to be moved up. The lighthouse is on rather a high headland—Smoky Point. It is one of the principal lights on the coast.

893. The tug service will have to be kept up I suppose? There is no subsidised tug for the Macleay. Curiously enough they seem to get in and out there without the tug. I fancy that the subsidised tug-boat on the Nambucca includes in the charter attendance at the Macleay if necessary; but there is very little demand for a tug at the Macleay.

894. Do you adopt the same system there as you did at the Tweed, as regards filling-in behind the training-walls

H. R.
Carleton.
17 May, 1898.

training-walls with the stuff dredged out of the river? Yes, we are doing that. The cutting which you see on the plan has been made in that way with one of the sand-pumps working there. That is increasing in depth daily now. We only dredged to 14 feet, and there are nearly 18 feet of water there now.

895. Experience has shown that dredging in front of a training-wall, and filling-in behind the wall, does not have a tendency to let the wall drop into the river? I think it does to some slight extent. Some of the stone falls down into the channel and coats the side of the bank, and that prevents any further erosion.

896. It gives you a good base? Yes.

897. *Mr. Wright.*] I think you said that so far as your experience goes there is no silting in Trial Bay? No permanent silting.

898. If evidence has been given that as the breakwater extends, the bay in the immediate vicinity gradually shoals,—you maintain that that is not correct? I do.

899. I find that in their evidence both Captain Neitenstein, and also Mr. See, make that statement, and Mr. See bases his evidence on statements which have been made to him by the captains of steamers? He may be alluding to the immediate vicinity of the breakwater where the material itself has been washed down into the bay.

900. Will you listen to this evidence by Mr. See:—

Mr. Hoskins.] I understand you to say that as Trial Bay is being extended a bank of sand is shelving up against it? No; there is a bay inside at the back of the breakwater, and I am told that as the breakwater is extended the sand shoals up in the bay. In other words, there is less bay now than there was when they began the breakwater.

? He simply says that he is told that.

901. You say that that is not correct? I do say that there is no permanent silting in the bay.

902. By the extension of that breakwater creating as it will a cul-de-sac, is there not a danger of the silt discharged from the mouth of the new opening gradually silting up the entrance to the river or a portion of Trial Bay? I think not.

903. What tidal action will you have to sweep it away? The length of the breakwater at Trial Bay is so slight that I hardly think the effect can be noticed in any way. It is represented by that portion on the plan coloured black. It is so slight that I hardly see how it is possible to have any effect in the way of intercepting sand.

904. Is there any coastal current there to sweep away the debris which comes down the river? I am inclined to think that there is an eddy. The current would shoot from North Head to Lagger's Point in a direct line; but there would be a slight eddy in the bay, going round again and touching the southerly current.

905. You do not know that for certain? Yes; the current tests which were made by Captain Howard or Mr. Keele seem to indicate that.

906. As an engineer you think that there will be sufficient action in the ocean current to remove any accumulation of sand at the mouth of the new entrance? I do. The flood did break through at what we call the Macleay new entrance. It cut a channel there; we did not make it. We therefore ought to find a deposit of sand at the entrance if what you say is correct. The recent soundings did not show any indication of an accumulation there.

907. Your recent soundings are the same as those you made before this new opening took place? Practically.

908. Whatever was swept out through that entrance has been carried out into the ocean current? Yes.

909. You think that any future silt which comes out through that entrance will be dispersed by the action of the ocean current? It ought to be. The current through the new entrance will be improved by the construction of the walls.

910. One or two witnesses have expressed very grave doubts about the efficacy of the new entrance. They think that big floods will break away and will continue to go down the old channel to Grassy Head? That might have been the case before we blocked Spencer's Creek, but fortunately we were able to get a wall constructed across the creek before any big flood came down, and we are now in a position to stand an attack of flood of any magnitude we know of.

911. On the western side of Shark Island, in the event of an unprecedented flood coming down—a flood much larger than your channel would carry—would not that tend to sweep out that channel, and destroy your new entrance? There is no doubt that it would act as a relief valve in case of flood. A large portion of the flood waters will go down that old channel.

912. May it not act to such an extent as to make a much better channel on the western side of Shark Island, and pass by your proposed new channel, or silt up Trial Bay? The scour made the new channel in the first instance unassisted.

913. In the event of an unusual flood you propose to let the flood-waters escape by a comparatively narrow channel, but if you leave a wider and better channel open for its escape;—what is going to happen then? We look upon the old channel as a relief valve. We do not propose to draw the whole of the flood-waters through our new entrance.

914. You think that that relief valve will not eventually destroy your new channel? I think not. They will each take their share of the flood-waters as they have done hitherto.

915. Your contention is that even if a big flood should deepen the old channel and the old entrance, it will not sensibly affect your proposed new entrance? I think not. I think we will get sufficient flood-waters through the new entrance to improve that entrance.

916. Under any circumstances? Yes.

917. Is there any proposal to protect the narrow bank facing the ocean? No.

918. Is there any danger of the bank breaking away there? It does not matter whether it comes in over the whole of it. Three or four entrances have been formed by the action of the flood-waters at different times. I do not see any necessity for its protection at the present time, but if such a thing should arise there would be no difficulty in blocking the river, and turning the whole of the flood-waters through the new entrance.

919. Would not that interfere with the rights of people down below in the old channel? I think that most of that land is Government reserves. I do not know that there are any water frontages down there, except the saw-mill at Stewart's Point.

920. In their evidence, both Mr. See and Captain Taplin preferred the retention of the existing channel at

H. R.
Carleton.
17 May, 1898.

at Grassy Head on the ground that it is a certainty; that under any circumstances there is always water there, but that there is an element of risk about the new entrance? I listened very attentively to what Mr. See and Captain Taplin said. All I gathered from Captain Taplin's evidence was that he preferred the new entrance if we could give him sufficient water for his boat there, but he was doubtful whether it was possible to do so. At the present moment there is more water there than there is at the old entrance.

921. Mr. See said in his evidence:—

I firmly believe that if the same amount of money had been spent on the old channel, and no attention had been paid to the new one, you would have had a better result.

? Admitting that the same amount of money was spent at the entrance, there would still be some 6 miles of a very unstable portion of the river to improve, which expense we are saving. I mean the distance between the new entrance and the old entrance.

922. That you look upon as a very great commercial advantage? Certainly; every ton of stone used in the work is hauled 1 mile instead of 6 or 7 miles.

923. You have recently visited the work, and you are satisfied with the work which has been done and its future prospects? I am.

924. As an engineer, can you assure the Committee that it will be a success? My firm conviction is that it will be a success.

925. You saw nothing during your recent visit, and you know nothing in connection with the river to cause you to have any doubt on that subject? I was very much pleased with the result of the project so far. It is quite up to what I expected from the work we have done and the time we have been at it.

926. From your knowledge of this river, you think the new entrance is better for all commercial purposes than the old one at Grassy Head? Decidedly.

927. *Mr. Roberts.*] I wish to ascertain what depth of water there is at Kempsey at the present time;—I notice that in his report of December, 1890, Sir John Coode says that the river in its present state, and under the most favourable conditions, cannot be considered as navigable by craft drawing over 9 feet; in fact vessels of 8 feet draught have to wait for high water to get up to Kempsey, about 32 miles from the entrance;—does that state of things still exist, or has the river improved? It is not because of the depth of water at Kempsey; there is quite enough water when you get there. At that time there were several shallow spots on the river. One of the most serious of them was at the back of the western side of Shark Island, where a considerable sum of money had been spent in dredging to keep the river open. That was a serious block to navigation always; but that is evaded by coming in through the new entrance. Fisherman's Bend is another place in the river where the vessels had to wait to get high water to cross.

928. Do you get better water from the new entrance right up the river? Yes. There are one or two places up the river which are rather shallow, and which will require to be improved; but at Kempsey there is quite sufficient water for any ordinary vessel to lie in. Generally speaking there is quite enough water in the river; but there are two bad places in the river still which will require to be dredged.

929. They can easily be dealt with by constant dredging? I do not know that it would be advisable to keep constantly dredging. These shallow flats occur at very wide parts of the river, and it would be much better to put in a light training-wall, or two if necessary, and concentrate the river current between the walls, and scour it out; it would remain permanently deep then. It could be assisted, of course, in the first instance by dredging.

WEDNESDAY, 15 JUNE, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and further examined:—

C. W. Darley. 930. *Mr. Lee.*] Do you happen to know the trend of the bar coming out of the Macleay to-day? No, not to-day.

15 June, 1898. 931. You are now widening what is called the new cut at a point about midway down the training-wall; the proposed width, I see, is about 600 feet, but you intend to dredge only 300 feet? The first two cuttings made 200 feet. We are now making a cutting which will give another 100 feet, and it is very likely that we shall afterwards come back and make another cutting.

932. I suppose the tidal influence is assisting you at the present time? Yes.

933. Take first of all the trend of the river in time of flood, I suppose the new cut is where the bulk of the flood-waters would be drawn? Yes.

934. Taking a sectional area calculated at 300 feet wide in your new cutting, do you think that will be wide enough to admit of the proper rapid passage of flood-waters? Not at present.

935. Would it not be wise to complete your dredging to the full width of 600 feet? We propose to go on until we get the 600 feet. Part of the scheme is the construction of the southern training-wall, and we cannot make that until we get the dredging done. We must first of all dredge up to it.

936. I suppose 300 feet would be more than enough for any navigable purposes in still water, where you are beyond the influence of the sea. But what I want to impress upon you is this, that inasmuch as that will be the chief outlet for the flood waters of the Macleay, there must be a channel of proportionate volume? Yes; but I would point out that 300 feet there would be more effective than 600 feet in the other channel. The gradient is five times as great in the new cut as in the old channel, therefore it will carry proportionately more water.

937. The water would have 6 miles further to travel along the old channel, and the channel is also shallow? Yes. In the new cut the water will reach the sea-level in one-fifth of the distance. You would find 300 feet there more effective than 600 feet in the channel of the main river.

938.

C. W. Darley.
15 June, 1898.

938. The existence of flood-water is a great consideration? Yes.
939. So far as area is concerned there will be a greater area for the passage of flood-water through that cut than in the river itself? Yes.
940. Is it your intention to do anything towards blocking up the entrance to Clybucca Creek? Not at present.
941. Nor is it intended to block up the old entrance to Grassy Head? No.
942. Therefore, the saw-mills at Stewart's Point could take advantage of the new entrance, or use the Grassy Head entrance? Yes.
943. Will any of your works interfere with the vested interests at Stewart's Point from the standpoint of navigation? Not in the slightest degree.
944. As to the suggested inundation of farms, is it not a fact that for the past twenty years the river has been in the habit of breaking through the sandbank at various places? Yes.
945. And I suppose that, while the openings remain, there would be a considerable influx of tidal waters? Yes.
946. The inference, therefore, is that the lands which it is to-day suggested will be flooded have been always more or less subject to tidal inundations? Yes, it must be so.
947. Do you think that the fact of the proposed new entrance, admitting the tide sooner than it would be admitted at Grassy Head, would make any appreciable difference to residents on the river bank? No doubt, in the portion of the river opposite the new cut, there will be more tidal range than there has been, but that is not by reason of anything the Government proposes doing. The tide will inevitably have a bigger range in the river than it had before the river broke out in two places.
948. If the objections of the residents at Grassy Head were considered now, would it not mean the absolute closing of the new cut at great expense, and also considerable expenditure at Grassy Head? It would mean this, that if the work already done had to be undone, you would leave the river as it has been, because there is nothing to warrant the expenditure which would be involved in opening the river at the old Grassy Head entrance. The estimate for that entrance was a very costly one indeed.
949. Supposing things were as they originally were at the new cut, and that you took up Sir John Coode's idea of the opening at Grassy Head, do you think that you would ever keep the flood-waters from breaking over the sand spit, unless you took a training-wall almost to the extreme end of the spit? No doubt it would be necessary to carry out more works in protecting the banks in that way than Sir John Coode calculated.
950. If a witness states that all that it would be necessary to do would be to carry out a slight breakwater from the North Head, as shown on the plan, and not to have any southern breakwater or training-wall, do you think he is putting forward a suggestion which is tenable? No; I think the river would break out again.
951. Does not the value of any scheme for Grassy Head depend more upon a southern breakwater than upon the northern one? Yes; it depends more upon the southern works generally.
952. If ever that entrance is to be made effective, there must be works on the southern side? Yes; and they would require to be extended well up the river.
953. Supposing you adhered to the northern breakwater only, it would not have the effect desired—that is to say, flood-waters would break out in the future as they have done in the past? Yes.
954. *Mr. Roberts.*] Would the diversion of the flood-waters of Clybucca Creek be a very expensive work? I have not prepared an estimate; but I do not think it would be a very expensive work. I do not see any object in carrying out that work at the present time. I have not, therefore, taken up the investigation.
955. If the work were found desirable afterwards it would not be found a very expensive one? No.
956. *Vice-Chairman.*] One of the witnesses expressed a doubt as to the permanence of the proposed work; have you yourself the slightest doubt as to its value and permanence? I am quite satisfied that when the work is finished it will be found to be a good, substantial, permanent work. Perhaps those who express the opinion you indicate may not know what it is proposed to do.
957. *Mr. See* expressed the opinion that if a flood forced its way down the river, and made an opening at No. 2 scheme, it would affect the value of the works now proposed;—what is your opinion on that point? I do not think the river is likely to open at No. 2, when it can get free egress through the new channel.
958. Assuming the possibility of such an opening, would the value of the proposed work be in any way affected by it? There is an opening there at present, but it is closing up from day to day, and no doubt it will eventually close up altogether. No doubt it lets out some of the water which would otherwise be passing through the new channel.
959. Then there is some force in the objection that if No. 2 opening is rendered permanent by flood-waters the value of the proposed works would be lessened? It would not matter much in a flood, because the new channel would carry the major portion of the flood-waters. If the place remained open afterwards, and if there were tidal action through it, it might injure the new channel to some extent.
960. Would it lessen the depth on the bar? No.
961. Would it leave the river navigable for all vessels passing over the bar? Yes.
962. Then in what way would the proposed works be prejudicially affected? They would not be very seriously affected. Of course, in a big flood a portion of the waters would escape through the new channel, and a portion through the old channel, but the new channel would not be permanently affected.
963. You are not apprehensive of any difficulty arising to the navigation of the Spencer's Creek channel from any possible opening which might be made in time of flood? I do not anticipate any serious damage at all.
964. Let me refer you to the evidence of Captain Taplin in reply to Questions 618 and 619:—
618. If it goes out by the new cutting you are apprehensive that, landing as it will in the calm water of Trial Bay, it will stop there and form a bar—is that your view? I am afraid it will.
619. You think it will be better to discharge into the open sea rather than into the bay, for that reason? Yes.
- What is your opinion upon that point? In the first place, the water does not really discharge into the bay proper. It discharges into the open sea. I do not think that there is anything in that objection. No doubt the sand will move out further; but there will be always a channel over the bar. There will be always a bar there, but there will be a channel through it.
965. You do not think the sand will be deposited in the bay in the way suggested by that evidence? No.
966. In other words, you do not think any difficulty will arise from the causes suggested by Captain Taplin? No; I do not think there would be any risk of serious inconvenience from that point of view.
967. *Mr. Lee.*] Your experience since you started the southern breakwater has been that the sand has followed you out behind it—that is, on the southern side of it? Yes.
- 968.

- C. W. Darley. 968. If that breakwater be carried out to the proposed terminal point, and if the sand follow you out to that point, and if any silting is to take place immediately outside that, there will be no more danger of such a thing occurring than there is at the present time, because the line of sea beach would be in a line with the low water at Trial Bay at this moment? Yes.
- 15 June, 1898.
969. If you extend the breakwater out a considerable distance, is not the lower portion of Trial Bay likely to be the place where the silting would take place—either there or in the reach on the northern side of the present breakwater? Yes.
970. You will bring the work out sufficiently far to ensure a distribution of the sand? Yes, the beach will grow behind the work. We know that from experience.

MONDAY, 27 JUNE, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Macleay River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

H. R.
Carleton.
27 June, 1898.

971. *Chairman.*] It has come to the knowledge of the Committee that the Maria River, a tributary of the Hastings, extends some 30 miles in the direction of the Macleay; the Belmore River is a deep channel, and extends to within a reasonable distance of the deep water of the Maria River; therefore, it appeared that, whilst making good the entrance to the Hastings, and dealing with the Bellinger and Maria Rivers, and cutting a canal through the low-lying intervening country, it might be possible to dispense with the entrance to the Macleay; with that end in view, we should like to hear one or two things from you;—do you know the waterway of the Maria River? I have been at the head of it.
972. The Committee were informed that a tug drawing 8 feet of water could go 30 miles up the river;—do you know whether or not that is a fact? No; I doubt it.
973. You do not know the Maria River well enough to express an opinion with regard to it? No.
974. With regard to the Belmore River, can you give us any idea as to it? You could not take one of the Macleay boats up to the Loftus Bridge on the Belmore. I have been aground with one of our tugs, drawing 6 feet 6 inches, in the Belmore River going up to the Loftus Bridge. It is a very tortuous stream.
975. Are you prepared to say whether the cost would be prohibitive to make it navigable for such a boat as the "Macleay"? Not for such a boat as the "Macleay."
976. Take the "Tomki"? Nor for the "Tomki." She draws 8 or 9 feet of water. If you make a canal only for a vessel like that, you cannot increase the size of your vessels afterwards. But at the entrance we hope to get vessels in drawing 14 or 15 feet. A canal of 14 or 15 feet between the Hastings and the Macleay would cost far more than both the entrances put together.
977. Can you inform the Committee whether the cost of making the Belmore River up to the Loftus Bridge suitable for such a boat as the "Tomki" would be prohibitive? No, not to get as far as the Loftus Bridge; but it would have to go very slowly. The wash from steamers, if they go at any pace, would soon break the bank in. You would have a great deal of trouble in keeping it up.
978. Will you express any opinion with regard to the Maria River? No; I do not know it sufficiently well.
979. The Maria is a good river for a considerable distance? I have here a table of distances that might be of some use. From the proposed new entrance to the Macleay River to the junction of the Belmore River is $15\frac{1}{2}$ miles. That, of course, is all good water, or can be made good water. From the junction of the Belmore River to Loftus Bridge is 9 miles. It is rather a tortuous channel, some portions of it fairly deep, but not a channel that could be made available for vessels drawing 14 or 15 feet, except at a very great cost. The cutting from Loftus Bridge to the head of Connection Creek is 7 miles; from the head of Connection Creek to the junction of Wilson River is 12 miles. The whole of that would, I believe, require a great deal of dredging, and, possibly, rock may be found that will have to be removed in places.
980. But you do not know? I do not know, except that I have travelled through the country at the back, and I know that it is broken. From the junction with the Wilson River to the junction with the Hastings River is $11\frac{1}{2}$ miles. The Wilson River is fairly good. There is good water at Telegraph Point. From the junction of the Wilson River to the proposed new entrance to the Hastings, is $6\frac{1}{4}$ miles, giving a total length from the entrance of the Macleay River to the Hastings River of $61\frac{1}{4}$ miles. At the ordinary towing rate in such a canal as that, namely 3 or 4 miles an hour, the journey would take nearly as long as the traffic to Sydney.
981. Sixty-one miles of canals? Yes; 7 miles would be actual cutting.
982. What is the cost of the Macleay entrance? £100,000.
983. And that does not at all deal with the keeping open of the upper reaches of the river? Mr. Harrison estimated that to cut, certainly a very small canal, 15 feet at the bottom, at 3d. a ton, would cost between £15,000 and £16,000.
984. How deep? Seven feet. I think it is an underestimate. It might be pumped out at 3d. a ton. I do not think that a canal carrying what we shall have on the Macleay, could be constructed between the Hastings and the Macleay for the cost of either entrance?
985. You think that the cheaper way to give access to the Macleay district will be to carry out the work suggested to the Committee? I think so.

986.

H. R.
Carleton.
27 June, 1898.

986. Did the Department ever make surveys, or consider whether it is possible to save one of those entrances? We looked at it in a general way, and we saw that it would cost too much. Mr. Darley never even recommended that the survey should be made, because he could see from the plans alone that it would cost too much. Then it is only a makeshift.

987. Your evidence is this; you believe that a cursory investigation of the scheme of connecting the Macleay and the Hastings, and making one port do for both districts, was sufficient to justify the engineering department in regarding it as a scheme that would give an inferior outlet to the one proposed by the department? Yes, that is so.

988. *Mr. Lee.*] In connection with your Macleay scheme, is it not the fact that it will offer a much quicker outlet for flood waters—a very important factor? Yes, it is important in more than one way. We shall get rid of the flood waters sooner, and get more scouring power for deepening the entrance.

989. The Macleay River is subject to very severe floods? Yes.

990. And the erosion of the banks is very serious? Yes; that is the case with all the rivers.

991. That alluvial matter must be deposited somewhere? Yes.

992. Unless you can keep up a good scour, there is a danger of its settling at the back of the entrance? In big floods, as a rule, the greater portion is carried right out to sea and dispersed.

993. Suppose this canal were made, would it divert the flood waters? It would not be of any value as a flood carrier at all. It would be a mistake as far as floods are concerned, because I think that in dealing with the floods of these two rivers you should separate them altogether by a bank; otherwise, when you have a flood in the Hastings it would back up Connection Creek, and come into the Macleay water-shed. The same occurs on the Macleay. It backs up the Belmore River, and runs out on the Hastings water-shed. It ought to be dealt with by a bank running across to Crescent Head, letting each keep its own flood water. That could not be done if the two were connected by a canal.

994. As regards the flood water of the Macleay, that new entrance gives a much speedier exit than the old entrance at Grassy Head? Yes.

995. The upper entrance to your new channel is almost in a direct line with the main volume of water which passes down the Macleay River? Yes. We shall have the old entrance still as a relief valve.

996. But the body of water will pass through the new cut? Yes.

997. *Mr. Trickett.*] The gentleman who proposed this scheme suggested that the cost would be about £15,000;—what do you say? Probably he got that from Mr. Houison's report on the matter.

998. Was that for a 50-foot channel? Yes. He says he estimates that to cut a channel 50 feet wide and 12 feet deep, giving 7 feet at low water, would necessitate the removal of 800,000 yards, equal to 1,230,000 tons, and would cost at least £15,500 at 3d. per ton. It would be at least that.

999. That is the bare removal of the stuff? Yes.

1000. I suppose the bank would have to be protected? Yes.

1001. There would have to be fascine banks or timber or stone work to keep it up? Yes; it would require the expenditure of more money.

1002. I think you said that to make a canal that would work in with the other navigable parts of the river, would cost as much as either of the entrances? I think it would cost more than either of the entrances.

1003. Then, in a question of that kind, would not the fact have to be considered of its cutting open either river as regards its output of water? I do not think it would have much effect on it in one way or another. There is a small example of the same kind of thing on the Richmond River. We made a canal there, but the current is very slight.

1004. Of course you have not studied the case very carefully? No; we could not do it without a survey.

1005. Looking at it without a survey, you do not favour it? No.

1006. *Mr. Roberts.*] How far would Kempsey be from the Hastings entrance if the canal scheme were carried out? It would be a little under 60 miles.

1007. And the distance from the Kempsey to the new entrance of the Macleay is about 30 miles, is it not? Less than that.

1008. Does not the Burrawong at present, drawing 8 or 9 feet of water, go all the way to Kempsey when she once gets through the bar? Yes.

1009. *Chairman.*] You are prepared to make this statement with regard to the Macleay, that even if the Macleay River, spilling as it does into what is stated to the Committee to be still-water, if it does form a bar, the modern appliances for dredging which will presently be at the disposal of the Department, can cut a channel through the bar at any time? Yes; I make that statement.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

HARBOUR WORKS AT MACLEAY RIVER.

REPORT.

THE Sectional Committee, consisting of Messrs. C. A. Lee (Chairman), Henry Clarke, Frank Farnell, the Hon. C. J. Roberts, and the Hon. W. J. Trickett, appointed to "inspect, take evidence, and report with reference to the proposed Harbour Works at Macleay River," commenced their inquiry into this subject at Kempsey on Saturday, 4th June, 1895. The Sectional Committee on that day carefully inspected the localities at the entrance to the river where it is proposed the works recommended for the improvement of the river entrance shall be constructed, and the old entrance at Grassy Head. At the termination of this inspection they returned to Kempsey and commenced the examination of witnesses there on Monday, 6th June, completing their inquiry on the following day.

Before taking evidence the Committee, accompanied by the District Engineer, Mr. David Houison, made a thorough inspection of the river and the chief centres of population from Kempsey downwards, viewing the works already carried out and the locality of those to be effected, the stone quarries, the new entrance, and the bar. They then proceeded along Fisherman's Bend to the old entrance at Grassy Head, which they thoroughly examined with the assistance of the local pilot. The difficulties, tortuous course, narrow channel, and shallow portions inside the bar entrance there were pointed out, and the inconvenience of traversing this extra length of river below the new entrance was apparent.

Evidence was sought on all phases of the inquiry—the new entrance, the old entrance, the suggested railway from Jerseyville to Trial Bay, and the question of vested interests, all receiving attention. In addition, information was obtained both of a general and of a special character as to the present and future resources of the district.

The following witnesses were examined:—David Houison, District Engineer; Samuel Sheppard, farmer, Rainbow Reach; Frederick William Cox, farmer, Rainbow Reach; Timothy Rafferty, farmer, Central Kempsey; William Thomas Ryan Sinclair, river pilot, Kempsey; John Anderson Jamieson, pilot, Macleay Heads; Alexander Ferguson, agent, North Coast Steam Navigation Company, Kempsey; Brabazon Newcome Casement, medical practitioner, Kempsey; James Arthur Winney, journalist, Kempsey; Austral Rowe, farmer, Yarrahappini; Thomas Patrick John Taylor, storekeeper, Kempsey; Austral Verge, grazier and land-owner, Macleay River; Enoch Rudder, farmer and grazier, Kempsey; Herbert Phillips, Crown Lands Agent and Clerk of Petty Sessions, Kempsey; Otho Orde Dangar, auctioneer, Kempsey; Otto Albert Herborne, licensed surveyor, Macleay and Port Macquarie Districts; John Hibbard, storekeeper, Dalcoongli and Gladstone; William Thomas Dangar, saddler, Kempsey; Alfred James Trees, farmer, West Kempsey; Phillip Calfe Hill; Thomas Hennessy, sawmill proprietor, West Kempsey; and Henry Edmund Palmer, Inspector of Stock, Kempsey.

It will be noticed in the evidence that some witnesses from the Lower Macleay assert that since the new entrance has been opened and the present works effected, their lands have been occasionally partly submerged by the influx of tidal waters; but whether this is directly owing to the new entrance, to exceptionally high tides, or to gradual erosion of the banks, cannot be said to be a settled question. It may be pointed out that if the trouble is due to an enlarged entrance, it would have presented itself no matter where the improved entrance was constructed.

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The Committee, in regard to the Macleay River (and the same remark will apply to the other rivers visited), were much impressed with the importance of this grand waterway; and its magnitude and navigable extent, they feel sure, are not fully realised by those who have not had the advantage of a personal inspection. The impression is at once forced upon one that the extensive and fertile districts fringing, or within reach of, this river are seriously handicapped by reason of its defective and dangerous entrance to the sea. With a "good bar" all goes well; but, as is often the case, when the negotiation of the bar by even the shallow-draught steamers and sailing vessels that run there is difficult or impracticable, trade suffers, goods deteriorate in value, the market is often lost, and a general disturbance of trade and domestic arrangements ensues. The Committee had, therefore, to consider: Is the present state of affairs to continue, or, is it not advisable to carry on a work which, according to the expert evidence, promises to make the entrance to the river navigable in almost any weather.

The question then resolves itself into a determination as to the best mode of improving the means of communication, and a justification or otherwise for the expenditure of a large sum of money upon the work. The Committee fully considered the question of a possible connection with Trial Bay by railway, and the various suggestions for improving the approach to the Macleay, and they came to the conclusion that the improvement of the river entrance is the mode of relief which upon all grounds commends itself to favourable consideration. With regard to the Departmental scheme, it seems to be preferable to the proposal to improve the Grassy Head entrance, for the seven reasons advanced in the Report of the Engineer-in-Chief for Public Works, and for reasons of economy. Although the work cannot be looked upon as directly reproductive, it is amply proved that the Macleay River district is one of the most favoured for agricultural purposes in the Colony. With better means of communication, it and its resources would become better known, and as a consequence there would be a large influx of population. The evidence as to the capabilities of the district is most encouraging, and although at infrequent intervals floods have caused temporary loss, the seasons generally are reliable, the rainfall copious, and the soil most fertile, the maize crop averaging from 50 to 60 bushels to the acre, and in some places yielding phenomenal returns. The dairying industry is rapidly increasing, cattle breeding is largely carried on, and the people as a whole are reputed to be in a prosperous condition. The one thing required to advance the interests of those already in the district and to attract many others is a more reliable means of communication.

The Committee have had, as in other cases, the opportunity of seeing the effect of works already in progress; and although for some reasons, perhaps, it might have been better had their investigation taken place before the project was commenced, on the other hand the works so far carried out have proved an object lesson of great value as to the effect of construction of training walls. So far, the scour thereby created has done good work, and although at the time of the Committee's visit the entrance to the river was more circuitous than prior to the recent "Maitland" gale, the evidence shows that since the opening of the entrance and its subsequent improvement it has been used almost exclusively by the vessels trading to the Macleay, and delays have not been frequent or prolonged.

A perusal of the evidence will show that there are varying opinions as to the power of the scour to entirely dispose of the sand at the end of the proposed training walls. Some witnesses urge that the sand will not get away, while the Departmental evidence is to the effect that the proposed scheme has been thoroughly thrashed out, that the sand will be distributed, and that a very good entrance will be obtained.

Having regard to the fact that the conditions are quite changed since Sir John Coode reported on the Macleay River entrance at Grassy Head, that the works so far carried out at the new entrance appear to have been beneficial, and that the general feeling of the residents of the district is in favour of the present proposal, and that the responsible Governmental officials are strongly of opinion that the scheme will be a success, your Committee are of opinion that the works already commenced should be completed at the further estimated cost of £93,000.

Kempsey, 7th June, 1898.

CHARLES A. LEE,
Chairman.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT MACLEAY RIVER.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

MONDAY, 6 JUNE, 1898.

[The Sectional Committee met at the Court-house, Kempsey, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

FRANK FARNELL, Esq.

The Sectional Committee proceeded to consider the proposed Harbour Works at Macleay River.

David Houison, District Engineer in Charge Macleay, Camden Haven, and Hastings districts, sworn, and examined:—

1. *Chairman.*] Your head-quarters are at Trial Bay? Yes.
2. Are you acquainted with the recommendations for the improvement of the Macleay made by Sir John Coode? I have seen the plans.
3. His report contained four proposals? Yes.
4. He favoured the Grassy Head proposal, known as the No. 1 scheme? Yes.
5. To that there was an alternative scheme? Yes.
6. If that scheme had been carried out where would the entrance have been? Between 3 and 4 miles south of Grassy Head, and slightly north of the present entrance.
7. His first scheme would have cost £382,192? Yes.
8. The cost of schemes 2, 3, and 4 was not worked out? No.
9. Would the No. 3 scheme have given an entrance about the position of the present entrance? No; we are less than $\frac{1}{2}$ a mile further north.
10. Why did Sir John Coode select that site for an entrance;—was there any creek or other opening there at the time? No.
11. Then what led him to make the suggestion? I think that he made that suggestion because, if carried out, it would have given the river a straight run from Rainbow Reach.
12. There was no indentation in the beach there? Not that I know of.
13. The No. 4 scheme would have given an entrance still further south of the present entrance? Yes; close to the south-west rocks.
14. How far is the present entrance from the old entrance at Grassy Head? About 6 miles.
15. How far is it from the top of Shark Island, where the diversion of the river commences, to the old entrance? About 7 miles.
16. And to the new entrance? About $1\frac{1}{2}$ miles to the ocean.
17. When did you begin the work of making the new entrance? I finished the survey in November, 1895, and I was about four months making it. I made a complete survey of the whole of the new entrance.
18. Sir John Coode's report was made in January, 1891? Yes.
19. Prior to your survey had any of the departmental officers been sent up to report on this scheme? Yes; Mr. Carleton had been up here.
20. Did not Mr. Price also come here? Yes; he was here during the big floods.
21. Did not they together inquire into the agitation going on for the improvement of the Grassy Head entrance? Yes.
22. Was it not after hearing the representations made by the residents, and the consideration of these proposals, that he reported in favour of the new entrance? I do not think the new entrance was reported upon until Mr. Carleton came up here, just before I made my survey. They at one time intended to close the entrance to Spencer's Creek. My survey was subsequent to Mr. Price's visit. Mr. Price had nothing to do with the recommendation of the new entrance.
23. Who recommended it? Mr. Carleton.
24. He was there twice? Yes.
25. Twice in one year? No; I do not think so. I only came here in May, 1895.
26. Mr. Carleton reported in December, 1892? Yes, and again in 1895. The river was then under different conditions from its present condition.
27. It was in consequence of the report made by Mr. Carleton that the Department decided to try if the new entrance could be made use of? Yes.
28. You thereupon made a survey? Yes.
29. In what year did you commence actual work? In April, 1896.

*22 (a)—A

D. Houison.
6 June, 1898.

- D. Houston.
6 June, 1898.
30. What was the state of the river then? The lower bar was very bad at that time, and there was only 3 ft. 9 in. at the new entrance. Steamers had been in there before, but it was not until we commenced work that they came in frequently. The "Burrawong" came in frequently while we were working there, before anything had been done outside at all. She used to go round the back of Spencer's Creek, and follow up the edge of Shark Island. She came through the channel we have now closed.
31. To get out at the new entrance? Yes.
32. Have Mr. Hickson and Mr. Darley seen this place? Yes.
33. Did Mr. Hickson see it before the decision of the Board of Reference was come to? I think not.
34. The river cut this opening of its own accord? Yes.
35. What was the amount of the first vote for improving the new entrance? £15,000.
36. What was the first work you commenced? Getting the stone across on to the neck of land that we have cut off. Of course, the first money was spent in making a tramway, to get as much stone as we could on to the other side before we cut through. At the same time the bank of sand blocking Spencer's Creek was being formed.
37. What was the cause of your anxiety to close that creek? To throw more water through the entrance. As the dredge made a cutting we followed up with stone.
38. And eventually you got the stone right across Spencer's Creek? Yes.
39. What was the immediate result of that work? A considerable improvement of the bar. There was a very heavy spit in the middle of the channel, and it was almost wholly removed. The main channel originally ran out east from the point of the commencement of the present work on the southern side. Now it runs out more to the north-east.
40. Were you carrying out any other work then? Then we started on with the wall on the south side.
41. Where does the wall on the south side commence, above the wharf or below it? Above the wharf.
42. I suppose you put the wharf there? Yes; after the wall was made.
43. For the convenience of the work, not for public use? For the convenience of the work, to enable us to land heavy goods there.
44. What was the effect of the work on the northern side? We started dredging from Spencer's Creek down towards the mouth, and as we cut in we lined the bank with stone to prevent erosion. We carried 14 or 15 feet of water with it all the way, and the channel is 2 feet deeper now.
45. Is there any sign of silting up? No; there was a slight sign of silting a little above the wharf, but that has gone away now.
46. Did you confine the whole of your attention to that side then? Yes.
47. Did you continue dredging at the same time? Yes.
48. You got as far north-east then as you could get with the dredge;—did that bring you into sufficiently deep water? Yes.
49. Is that why you ceased dredging there? No; we commenced dredging another 100 feet of width. We did not need to dredge any further down the channel.
50. Then you got a sufficiently wide channel for vessels to use? Yes.
51. Now for the southern wall;—when did you start it? I cannot tell you the exact date, but it was six or eight months after the work commenced.
52. What depth of water had you when you commenced? We had 16 feet of water at the end of the wall.
53. What have you to-day? From 21 to 23 feet.
54. You then had a sandbank to contend with;—what was the action of the water on that bank as you proceeded with the wall? It cut the bank away.
55. Did you carry 15 feet of water with you? We have 15 feet of water alongside the wall now.
56. Did you carry that depth with you as the wall proceeded? Yes.
57. Will you mark upon the map the point where the proposed southern breakwater will terminate? About 1,200 feet from the present working.
58. Are you satisfied that that will be sufficiently far for it to go? I think so. We have 35 feet of water out of 300 feet.
59. But you also have a sandbank to cross, and there is a wreck lying in the channel? The wreck is just inside the line of wall.
60. As you carried out the southern wall you carried out the sand on the southern side of it as well? The sand followed out the wall on the south side.
61. Do you expect that it will follow the wall right to its terminal point? No; because there will be a much larger area to fill up.
62. But it is only a matter of time when that space will be filled up? Yes.
63. When the wall reaches its terminal point will you be able to spill the sand out into a current that will carry it north? Yes.
64. Is not the current considerably influenced by Trial Bay? No. At times I have seen it set to the south, and at other times I have seen it set to the north. There is no continuous current there.
65. There is no fear of creating a sandbank out beyond the breakwater? I do not think so.
66. You will carry the northern breakwater out abreast of the southern breakwater? Yes.
67. And when you have a complete scour there is nothing that will prevent the sand from being taken well out into deep water? I think not.
68. Taking a line from the wharf, and running up the river on the eastern side, there is there at the present time a large area shown on the plan as solid land upon which trees are growing? That land has all been cleared.
69. How much of it has been dredged away? About 250 feet out of 750 feet. We are going to take off another 100 feet, so that then we shall have about one-half of it dredged away. The channel will then be 350 feet wide.
70. What depth of water do you expect to get in that channel? Fourteen feet.
71. That will be a sufficient depth for the ordinary steamers? Yes.
72. Will 350 feet be a sufficient width? Quite.
73. What is your reason for not making the channel 750 feet wide? I have not been instructed to make it wider than 350 feet.
74. What has been the effect of the current on the solid land on the eastern side of the channel? A great deal of erosion takes place after the dredge cuts through.

D. Houston:

6 June, 1893.

75. The tendency is for the channel to widen? Yes.
76. Will the current take all that soil away? If it does it will not matter, because we shall have stone laid further to the east, which will drop into place and form a bank as the river encroaches on that side.
77. By the present scheme the scour of the Clybucca water will be lost? Not quite.
78. Clybucca Creek will enter the main river considerably below the new entrance? Yes.
79. Consequently you will lose the influence of that water? To a certain extent.
80. Have you any scheme for the diversion of the Clybucca water? None has been put forward yet, but it has been talked of.
81. You are aware that Sir John Coode expressed himself strongly against No. 3 scheme, because it would lose the influence of the Clybucca water? Yes.
82. The Engineer-in-Chief is of opinion that it is not necessary to use the Clybucca water, and that if it should become necessary in future that water could be used? Yes; a channel could be dredged across the head of Shark Island.
83. Would not the water of Clybucca Creek still go out at the Grassy Head opening? No, because it will be shorter for it to come through that cutting. We draw that water now for nearly 3 miles.
84. Do you think that as the new opening is widened and deepened you will draw still more of that water? Yes.
85. Will you not always have serious trouble from an engineering point of view because of the two entrances to this river? That is a drawback.
86. I presume that it is unavoidable? Well, we have three openings now.
87. Where is the third opening? A little more than a quarter of a mile to the north of the new entrance. It was very nearly closed up last time I saw it.
88. It would be idle to think of closing up either the Grassy Head entrance or the new entrance? I think we can hold our own without closing the Grassy Head entrance.
89. You must always lose scour while the Grassy Head opening remains? Yes; though at present we have too much scour. We are in a transition state now, and with big tides the sand is always in motion, both in and out.
90. Is not this the position—that so much work has been done at the new entrance that it is absolutely necessary that the scheme should be completed, or that it should be abandoned? I do not see any necessity for abandoning it.
91. If it were decided to improve the Grassy Head opening all your work would be lost? Yes.
92. To make the Grassy Head opening a good one the new entrance would have to be filled up? Yes.
93. The new entrance has affected the Grassy Head entrance? No doubt.
94. Do you regard the stone that you are now using as suitable for the work? I think that it is the best stone on the coast without exception.
95. Are you of opinion that there is sufficient of it? The quarries will yield twice as much as we want.
96. At the present time you have not the complete appliances for carrying out these works? No.
97. Is the work being done by contract or by day-labour? By day-labour.
98. What is it costing you? Up to the end of the last year it cost 3s. 6d. a ton, paying for all the plant on the ground, and the assistance we give to the dredge in supplying manual labour and so on.
99. You do not know the cost of the stone per ton apart from the dredging? About 1s. 4d. apart from the cost of plant, buildings, and everything else.
100. That would be the stone for the southern wall? All the stone for both walls.
101. If the northern breakwater is carried out you will have to use very large stone there? Yes.
102. Will you be able to place stone in position in the northern wall as cheaply as in the southern wall? No, because it will have to be punted to the northern wall.
103. What will be the difference in cost? I think not more than 1s. a ton. The cost of the southern wall will be reduced considerably when we get new appliances for handling the stone.
104. Do you know upon what prices the estimate put before us has been based? 4s. 6d. a ton for the breakwater, and 3s. 6d. a ton for the other walls.
105. Is the estimate a sufficient one? It is a full estimate. The cost of the other walls will be less than 3s. 6d. a ton.
106. Will it not be necessary for you to dredge the whole of the channel between the proposed walls in order to give a speedy exit to flood waters? It is my intention to give a sufficient exit for flood water.
107. Do you not think that that is a very important feature of the work? The whole of that channel will be dredged eventually, but I do not know what the Engineer-in-Chief's present intention is in regard to it.
108. The erosion of the river banks here is very great? Yes.
109. And the river is subject to very heavy floods? Yes.
110. Do you not think that it will be necessary to make the entrance sufficiently wide to allow of the flood-waters passing out as quickly as they passed out through the old entrance? I should prefer to see it.
111. Do you not think that that is necessary? Well, the ground there is very low. My instructions are to make the channel 350 feet wide.
112. No one can form the same valuable opinion upon the river as yourself;—we should like to have your opinion on the point? I should like to see it done.
113. You think that it would be a protection? In more ways than one. If part of the channel is left undredged, the gradual erosion will give us so much more sand to deal with on the bar.
114. But do you not think that, having altered the course of the river, you are bound to give a sufficient opening for the proper discharge of the flood-water? Our present opening is much larger than the Grassy Head opening ever was.
115. May not the flood-water cut through at the bar, or round the head of Shark Island? I do not think so. There is very high ground at the point of Shark Island.
116. If another entrance was cut alongside the present entrance, would it not seriously injure your work? Yes.
117. Therefore, do you not think that, as a matter of safety, the channel at the new entrance should be dredged to its full width? That is what I should prefer.
118. What would it cost to dredge it out to a sufficient width to give a proper exit for flood-water? I could hardly tell you. The dredging is altogether a separate matter.

- D. Houston. 119. I presume that you do not anticipate underlying rock? No. We have been down outside 36 feet with the "Jupiter," we have been down 30 feet with piles, and in the channel we have been down 30 feet.
- 6 June, 1898. 120. You anticipate that once you are able to create a proper scour, the water will do everything for you? Yes.
121. There is not likely to be any additional expense required for the removal of rock? No; there will be no rocks to remove.
122. Do you see any difficulty in connection with this proposal? No.
123. Do you see any weak point in it that could be improved? I do not think there is any improvement that I could suggest at the present time.
124. Are you prepared to assure the Committee that if the works are carried out as designed they will give the desired effect? I think they will.
125. What depth of water will you then have? Fourteen feet at the bar.
126. And how much inside? Sixteen or 18 feet.
127. Will you have a crossing inside? I do not think so.
128. There will be only the bar to contend with? Yes. The only place where we could have a crossing would be where the river widens out at the top of Shark Island.
129. What depth will you have at high water? At ordinary spring tides, 19 feet. We have had higher tides, but the ordinary spring rise is 5 feet. The rise of tide varies with the season. We have had as small a rise as 2 feet.
130. You feel pretty certain that you will be able to get and to maintain a depth of 14 feet at low water? I do not see anything to prevent it.
131. And you do not anticipate that any new difficulties will be created? No.
132. If the work is successful, larger vessels will be able to trade here than come to the river now? Yes.
133. Can you give the Committee any information in regard to the flooding of certain lands in the vicinity of the new entrance, which it is stated occurs because of the entrance having been made? The tidal rise is now a foot higher than it was before the new opening broke out, and I have had to raise work in the vicinity of Clybucca to prevent the water from flowing over the Clybucca flood-gates. These flood-gates were designed to meet the original condition of the river, but since they were made I have had to put in an 8-inch plank to provide against the increased rise of tide. The Clybucca work was done just about the time that we commenced at the new entrance.
134. As soon as the river cut its way through at the new entrance higher tides set in? Yes.
135. Do you know if any farms have been inundated by this increased rise of the tide? I have heard complaints about some of the low-lying land being covered, and the corn destroyed with salt-water.
136. You repudiate the idea that this inundation has been caused by your works? Well, the opening of the new entrance was the act of Providence.
137. Was this land subject to tidal inundation before the new cut was made? No, I do not think so, but I have only been here three years.
138. Do you attach much importance to this damage? Not in comparison with the general benefit obtained by the whole community.
139. Are you of opinion that, whatever precautions may have to be taken to overcome this difficulty, you can make no alteration in your works? No alteration at all.
140. If it is necessary to insure the prosperity of the people on this river that the proposed works be carried out then, however unfortunate the position of those whose lands have been flooded may be, it must be recognised that that position is due to natural causes? Yes.
141. If larger vessels are attracted to the river, will a very great outlay be necessary for the dredging of the river to enable them to come as far as Kempsey? I do not think so. All the dredging that is done on the river at the present time is done to what we consider 10 feet at low-water, which really means 12 or 14 feet.
142. Is there any place near the entrance where large vessels could safely lie and take in cargo? Yes, Jerseyville.
143. The question of dredging the river to a greater depth is one to be dealt with in the future? Yes, it is quite a future consideration.
144. *Mr. Trickett.*] You have read the Departmental Report on the scheme? Yes.
145. In that Report, page 3, the following reasons are given for the construction of the new entrance:—
- (1) A much more sheltered entrance than the present one.
 - (2) At least 10 miles less steaming on the round trip Sydney to Kempsey.
 - (3) The saving in dredging in consequence of the unstable portion of the river not being required in the new scheme.
 - (4) The saving of about 10 miles of training-walls over the above length.
 - (5) Increased scour on the new bar due to tidal flow and flood discharge in consequence of the decrease in length of river channel.
 - (6) The saving in haulage of all stone used in the work. It is more than probable the stone will be obtained from Rudder's Hill, which is within a mile of the new entrance.
 - (7) A smaller and cheaper class of stone required in the breakwaters in consequence of the sheltered position, and a less length of breakwaters to that required at Grassy Head.
- Do you agree with those reasons? Yes.
146. Were you examined before the Board of Experts who inquired into this matter? No.
147. But your investigation and experience here lead you to adopt the reasons I have read? Yes.
148. Sir John Coode strongly advocated the improvement of the Grassy Head entrance;—have the circumstances altered since he made his report? Considerably, because of the break-out.
149. When he reported the only opening was at Grassy Head? Yes; but there was a blind channel at south-west Rocks.
150. Since the new entrance has been made have the vessels used the old entrance at all? Yes; but not for a long time.
151. How long is it since they ceased to use the old entrance? I think about six months.
152. Is the channel inside the old entrance of less depth than it was? It is just the same as when I examined it twelve months ago—that is the crossing; but inside the bend, after you pass Razorback, it is much shallower because of the encroachment of the sand spit.
153. Has not that entrance been affected by the new entrance? Yes. The new entrance takes water away from the old entrance. The crossing inside Razorback has been dredged repeatedly, but it fills up again almost immediately.

154. At Grassy Head there is not only a bar to cross, but there is a circuitous channel to follow afterwards? Yes. The water will persist in taking a curve right round the western side. A straight channel has been cut through, but it will not remain. D. Houston.
6 June, 1898.

155. No works of a permanent character have been undertaken at the Grassy Head entrance? Nothing beyond dredging. Most of the dredging on the river was done at Fisherman's Bend, which had to be dredged after every flood.

156. I suppose that if the new opening had not broken out the cost of improving the Grassy Head opening would have been a rather severe handicap for the district? Yes; it would have been almost prohibitive.

157. We have been told by Mr. Darley that the cost of improving the new entrance will amount to £108,000, including what has already been spent;—have you checked those figures? No. Those are entirely Departmental figures.

158. Do you think that the new opening will give a sufficient outlet for flood-water? I think so, especially while the Grassy Head entrance remains open.

159. Although at the present time the land near the new entrance is occasionally slightly flooded? Of course, it will take a certain amount of time to carry off the flood-water. The water must accumulate to a certain extent.

160. Will the ebb and flow of the tide be sufficient to keep the new entrance navigable, or will the aid of the flood-waters be required occasionally? The bar will be all the better for the scour of the flood-waters occasionally; but the tidal scour will be sufficient to keep the channel good.

161. Do you think that in the absence of floods the bar will silt up? I do not think so; but after a flood there will be more water on the bar.

162. What is the depth of water on the bar at the present time? Seven feet was the depth shown by the latest sounding. Originally there were only 3 feet 9 inches.

163. Captain Taplin said that the depth of water on the new bar was 4 feet at low tide? It is 7 feet now. Mr. Carleton and I went out and got 11 feet.

164. Why does the bar crossing, instead of going straight out, go to the north-east, almost at right angles to the entrance? That is because of a heavy south-east gale which we had about the 5th of last month. Now the crossing is showing a tendency to come back to its original position. We always had bad bars on the coast in June, because of the prevalence of south-east weather then. The bar crossing at the Macleay never went so far north before; but we had not had a south-east gale.

165. When were the last soundings taken? I could not tell you the exact date. I got 7 feet when Mr. Carleton was here, less than two months ago; 11 feet was the actual sounding, but there was a rise of the tide of slightly over 4 feet.

166. Have the steamers often been bar-bound since they have been using the new channel? Very seldom.

167. Mr. Carleton, in his evidence, said distinctly that there was no silting up in the bay, whereas Captain Taplin said that the bay was silting up? The following table shows the depth of water in Trial Bay, at various points opposite the breakwater, in the years 1893, 1896, and 1898:—

Distance from starting-point of breakwater.	700 ft.	800 ft.	900 ft.	1,000 ft.	1,100 ft.	1,200 ft.	1,300 ft.
1893 Depth	30 ft. 9 in.	32 ft.	32 ft. 6 in.	33 ft. 9 in.	.....	.....	.....
1896 ..... "	.....	.....	.....	.....	34 ft. 9 in.	36 ft. 3 in.	38 ft. 3 in.
1898 "	31 ft. 9 in.	31 ft. 3 in.	32 ft. 9 in.	34 ft. 6 in.	36 ft. 6 in.	38 ft. 6 in.	37 ft. 9 in.

Inside the breakwater itself there are about 18 inches more sand than there were five years ago, when the survey was made. At the wharf which adjoins the breakwater there is a depth of 16 feet at the present time.

168. Do you agree with Mr. Carleton that there has been no silting up? I cannot say whether there has been a silting up, because I have taken no soundings in the bay. These soundings are taken every three years, and I am just about to take new soundings.

169. You do not see any difference in the bay? No. The soundings I have read were taken for the purpose of seeing whether steamers could come to the wharf at the breakwater. So far as we sounded there had been no silting up.

170. Have you had anything to do with the harbour works on the Richmond or on the Clarence? No.

171. Can you point to any work similar to the proposed work which has been successful? The works at the Clarence are the only works that I can mention.

172. Have you considered what effect the closing of the Grassy Head entrance will have upon vested interests there? I could not offer any opinion upon the subject further than to say that the droghers will be able to go to that part of the river just as they go there at the present time.

173. Your observation would enable you to say whether the settlement on that part of the river compares in number and importance with the settlement higher up the river? There are very few people near the Grassy Head entrance. There is one saw-mill there, but the proprietor told me some time ago that the timber was getting very scarce.

174. Do you think that the proposed breakwaters are likely to suffer from heavy storms? No.

175. What makes you think that? My knowledge of the work that has been done, and the experience we have had at Trial Bay. The Trial Bay breakwater is broadside on to the waves, and withstands the whole force of the sea. Here the breakwaters will be end on to the sea, and we are using stone of the same specific gravity as the Trial Bay stone, and we can get it in any sized blocks.

176. Have you considered how the range of the sea would affect the new entrance? We have a slight range within the channel now; but it does no harm to the work, and we are gradually increasing the size of the stone we are using as we go out.

177. When your bar improves, and the crossing goes straight out, will there not be a danger of the waves coming up the channel with sufficient force to injure the works? No; it is only during exceptionally high tides that there will be any danger. We have not lost any stone at the new entrance yet, although the water has been over the railway line.

178. I suppose the completion of these works will take a considerable time? About five years from now. We have already been two and a half years at work.

179. Do you think that the whole of the proposed works are necessary? Yes.

180. And nothing less? No.

- D. Houston. 181. Up to the present time £15,000 has been expended? Yes.
- 6 June, 1893. 182. And it is proposed to expend £93,000 more;—do you think that the works can be carried out for that amount? For less than that. We are a little ahead of the estimated expenditure now.
183. *Mr. Roberts.*] Have you always held the opinion that the best course has been adopted in improving the new entrance instead of the Grassy Head entrance? Certainly.
184. You have never had any doubt upon the point? No.
185. Is the fact that the flood-waters empty themselves into the sea at the new entrance fair evidence that the proper site has been adopted? That is a good indication. The new entrance gives the shortest course to the sea.
186. Have not the flood-waters frequently broken out before at other places lower down? Yes; but at this place we have solid land behind us. Where the other break-outs occurred there is only sand, and the water may cut through there again at any time.
187. Would not an opening at the south-west rocks be more sheltered than the new entrance? We have borings which show that you could not get more than 11 feet there without coming to the rock. Before this proposal was decided upon, I was directed to take two sets of borings—one at a place a little nearer to the rocks, and the other in the position of the present entrance.
188. What was the result of your investigation? The present scheme was adopted.
189. Were you the first to suggest this opening? No; Mr. Carleton and myself went out and took soundings across the bar before he reported.
190. Would the deepening of the south-west channel be a very expensive matter? Yes; there are bars of rock running through it in every direction, and there are pinnacles of rocks sticking up. Then, too, that channel will be very circuitous.
191. Would that prevent you from getting as good a scour as you get now? No; but we should have rock all the way. There have been no borings taken close to the south-west rocks, but the headland there is very rocky and the opening never keeps open for any length of time.
192. Did not Sir John Coode mention in his report that if the No. 3 scheme were adopted it would cost as much as the No. 1 scheme? I do not remember. I do not think that any estimate was made of its cost.
193. In a statement laid before the Committee Mr. Hickson referred to a portion of Sir John Coode's report, in which the cost of Schemes 3 and 4 is spoken of as fully equal to the cost of Scheme 1? I cannot see how that would be, because 8 or 9 miles of training-wall would be saved.
194. Have you made any estimate of what it would cost to bring in the Clybucca water? No.
195. Does the Department expect to get all the scour required at the new entrance with the assistance of the Clybucca water? Yes; during big tides we draw water from there for a distance of 3 miles.
196. In Sir John Coode's report it is mentioned that the Clybucca water could not be diverted through the new fair-way unless at a great cost? The cost would not be very great. It is merely a matter of dredging.
197. Sir John Coode says distinctly that it would cost a great deal to bring the Clybucca water into the new fair-way? I do not think that it would. I do not place much reliance upon the Clybucca water myself. No great volume of water comes down that creek except during heavy floods. For the ordinary scour the Clybucca water is almost useless.
198. You regard it as unimportant? Yes.
199. The total estimated cost of Mr. Darley's complete scheme is £218,000 as against £382,000 for Sir John Coode's scheme? Yes.
200. Do you feel satisfied that Mr. Darley's scheme will give as satisfactory a result as Sir John Coode's scheme would have given? I think a more satisfactory result.
201. And there will be a great saving in cost? Yes.
202. Therefore, one of the great points in the recommendation of the Departmental scheme is its economy? Yes; the proximity of a large supply of stone is a great help to us.
203. Is there an almost inexhaustible supply of stone close to the new entrance? Yes.
204. Could not stone have been obtained close at hand if the No. 1 scheme had been carried out? The stone there is not as good as the stone we are using. It is slaty.
205. Was there not a proposal to construct a tramway from Jerseyville to Trial Bay? I have seen it in print, but I do not know anything about it.
206. Do you think that would be of any advantage to the people on the Macléay? It would be of no good to them at all that I can see.
207. Is the country through which the proposed tramway would go level? No; it is rather hilly.
208. I suppose the use of such a tramway would necessitate a double handling of goods? Yes; the goods would have to be taken down the river by droghers, then put on to the tramway, and then taken from the tramway to the steamer.
209. Sir John Coode seems to have been influenced in favour of the No. 1 scheme by what he terms the "sand travel" along the beach;—he pointed out that the sand passing northward along the beach would be likely to give considerable trouble at any of the other openings suggested for consideration? Yes; with the exception of proposed opening, No. 4, which, of course, would be under the headland at the south-west rocks.
210. Will your entrance be affected by the sand? I do not think the sand travels north, and I have known the flood-waters to have quite a southerly trend. It all depends upon the direction of the wind. By means of floats placed in the bay, we have ascertained that there is no distinct northerly trend.
211. Sir John Coode says in his report: "The experience of the Department in dealing with the various entrances along the coast leads to the belief that there is less cause for apprehension on this point than would at first appear. It is well known that the bars debouching at a south head are better than those of a north head"? That does not always hold. We have a bad bar at the Hastings now, although that opening has a south head.
212. Is it impossible to form a fixed opinion upon the subject? Yes; it all depends upon the direction of the wind.
213. In your experience of the old entrance has the bar been constantly changing? Yes; and there are two crossings. The crossings were the greater trouble there. One crossing was inside, between the two knobs that they call Grassy Head, while the other crossing still further inside has been a permanent source of trouble.

214. But once inside the river you have always got deep water? No; there is only 7 feet of water now at low tide. D. Houston.
215. Is not that because you do not dredge there now? We have not dredged there for a considerable time, but there is the same quantity of water upon the crossing now as there was a short time after we finished dredging there. 6 June, 1898.
216. The old entrance will shortly cease to be navigable, will it not? It is in the same position now as it was in twelve months ago.
217. Will not many settlers between Stuart's Point and Spencer's Creek be inconvenienced by the closing of the old entrance? There are no settlers between the points you mention. It is the settlers out back, at Unkya and out that way, who complain.
218. Will there still be sufficient water to enable the droghers to get down to Stuart's Point? Yes.
219. They will not be put to any extra expense? I do not think so.
220. How many settlers are there down there? I am not aware. There is one saw-mill and the houses of the pilot and his men on the river, and there is some settlement at the back.
221. Is there a road by which the settlers can get to the river? There is a road from Stuart's Point to Clybucca.
222. The Comptroller-General of Prisons informed the Committee that the effect of the Trial Bay breakwater had been to shoal up the bay inside it? His statement is incorrect so far as the result up to the present time is concerned.
223. If ever there was a shoaling up it has disappeared? Just close in underneath the breakwater there is sand, but that may be caused partly by the drainage from our works. 200 or 300 feet out from the breakwater the soundings give the same depth as we got five years ago.
224. Do you not fear the silting up of sand at the new entrance? No.
225. Is not the new entrance upon all fours with the Bellinger entrance? No; the one opens north-east and the other south-east. In other respects they are similar. There will be a sandbank on each side of both of them.
226. Up to the present time the works at the Bellinger have been a decided success? Yes; but we are not as far advanced here as at the Bellinger. We shall have better conditions here when we are as far out as we are there.
227. Has not the steamer "Burrawong" been detained at the Heads since Saturday, unable to get out? Yes.
228. Is not that because of the insufficient depth of water upon the bar? No; it is because of the heavy sea. The "Pelican" went out twice.
229. With what depth of water can the "Burrawong" go out? She has gone out in smooth weather when there has been only 8 feet of water.
230. Are there not only 7 feet of water now? At low tide. At high tide there are from 10 to 11 feet of water, but that is insufficient when there is a heavy sea on.
231. She would not be fully loaded? She was drawing 8 feet this morning. She was within about 6 inches of her Plimsoll mark then.
232. As a rule, does she not complete her loading in Trial Bay? She has not done that very often lately.

Samuel Sheppard, farmer, Rainbow Reach, sworn, and examined:—

233. *Chairman.*] How long have you been living at Rainbow Reach? Nearly forty years. S. Sheppard.
234. *Mr. Trickett.*] Whereabouts is Rainbow Reach? It is on the main river, about 2½ miles from the present entrance, and about 2 miles below Jerseyville. 6 June, 1898.
235. On which side of the river is your property situated? On the west bank.
236. You have a farm there? Yes.
237. What do you grow? Maize.
238. Do you grow anything else? I milk cows, but only for my own use.
239. Do you breed pigs? Yes; and I grow potatoes and other things. Maize is what I send to market chiefly.
240. You have a knowledge of the harbour works that are now being carried on? Yes; I am sorry that the Government ever went into such a big undertaking, making a storm-channel into a navigable channel. It has injured, I might say, hundreds of acres of cultivated land upon the Lower Macleay.
241. In what way? By allowing the salt water to flow over the land, and to destroy the vegetation.
242. When did the salt water first go over the crops? I think in 1890.
243. That was when the opening broke out? Yes; then, after that, when very heavy spring tides came, the salt water flowed over the cultivated land. A meeting was held at Jerseyville, and we asked the Government to put a wall across Spencer's Creek as high as the tide-level, to prevent the salt water from coming up and going over the farms.
244. The damage done by the salt water was caused through the breaking out of the new entrance? Yes; but the more the channel there is dug out, the more damage will be done, because more water will come into the river.
245. To what extent has your holding been damaged? I have 97 acres of land, and my wife has 84 acres. Out of that area 30 or 40 acres have been destroyed by the salt water.
246. Does it come over your corn land? Over part of it.
247. How much corn land has been injured? I suppose about 10 acres.
248. What is the other land—grazing land? It was grazing land.
249. Has the grass all been killed? Yes.
250. Do I understand that that land is now useless to you? There is nothing growing there that the cattle will eat.
251. Did any of this flooding occur before the new channel was made? No; the land was never flooded with salt water before. I can show you land upon which gum-trees 3 feet through have been killed by the salt water.
252. When did that happen? Since 1890.
253. When did you grow your last crop on the land that has been damaged? I put crops in, and they were destroyed. When we get a heavy spring tide and an easterly wind and sea, the weather is heavier than

- S. Sheppard.
6 June, 1898.
- than it is at other times, and many of us are afraid that if there is a good easterly gale now it may destroy all our farms.
254. Are you certain that none of this flooding occurred before the new channel was formed? Not for hundreds of years. The appearance of the timber will tell you that. We had swampy land, but there was fresh water in the swamp. Now all that water is salt.
255. Have the Government works benefited the district generally? I think that it will cost the Government £1,000,000 to make a good entrance, the bar runs such a distance out. Of course, since the works have been commenced we have never had an easterly gale. A southerly gale does not interfere with the place much, because of the shelter given by Smoky Cape.
256. If this is such a bad entrance, why do the steamers and sailing vessels use it instead of the old entrance? Because it has more water.
257. It is a good navigable channel? Yes; but a dangerous one. It is nothing like the old channel. The river is the river, and always will be. There is an opening just below the present channel, and in 1893 two more openings occurred, and before the dredge went to work there was another opening. The water was so much divided that none of the openings received the whole run of the tide.
258. Suppose your land were bought back from you at a fair value—I put this only as a supposition—would you favour the improvement of the new channel? No.
259. You still think that the old channel would be better? Yes. This entrance will destroy the lower part of the Macleay. What are the people down there to do. There are thousands of settlers back in the bush who have to bring their produce to Stuart's Point, and there are thousands of feet of timber cut there by the saw-mills. How is that timber to be sent away, if the lower part of the river is destroyed. There is a beautiful reach of water there from Shark Island. I suppose it is 5 miles long, and is capable of holding nearly all the British men-o'-war. The settlement from Unkya, the head of Warrell Creek, Yarrahappini, and other places all goes there.
260. How have those people got their produce away to hitherto? They bring their produce to Stuart's Point now.
261. Before the new entrance was made, how did their produce go away? It came to Stuart's Point. Stuart's Point is only about 2 miles from the Heads.
262. They will always have to get their stuff carried by droghers; but how can it matter to them whether it goes to the new entrance or to the old entrance? If the new entrance is improved, there will be no water going out of the old entrance, and there will be no navigation down to Stuart's Point.
263. The new entrance lets the water of the river escape out to sea more quickly than the old entrance? Yes; but it allows more water to come into the river, and that spoils our cultivation. No sooner does the tide rise, but the salt water comes on to my land, and on to the land of other people there. If you go down the river you will find nothing but sand and swamp and miserable places. I have been living upon my farm for forty years. I took it up as a selection, and I have reared a family of twelve children upon it; but if these tides continue I cannot go on.
264. The settlers who go to Stuart's Point live at Unkya and Allgomera? This diversion of the channel affects hundreds of people, right up to Clybucca Creek. I do not mean to say that all that land will be covered by the tide. I know one man down the river, one-third of whose land has been destroyed by the tidal water.
265. How long is it since the farmers down there raised this objection? They raised it about 1892. They had meetings there, and made a request to the Government upon the subject.
266. Are you sure that their complaint was about the flooding of their farms;—are you sure it was not because they thought that they would be cut off from communication with a market? No; we wanted a wall to keep the tide out.
267. Did they not put in some kind of claim against the Government for injury to certain vested rights? No; they simply asked that a wall should be put across the creek to prevent the salt water from coming up the river. If that wall had been made it would have prevented the tide from rising too high.
268. You wanted a sea-wall to prevent the salt water from rising on to your land? We wanted a wall put across the creek.
269. Do you still want that wall? Yes; but we cannot get it now.
270. If that wall were made would it remedy your grievance? Yes; but it would make it impossible to use the new entrance.
271. The construction of such a wall would have the effect of stopping the present work? Yes.
272. How many settlers do you say are affected—fifty? I suppose there must be.
273. Where were those fifty living? A great many of them reside on Long Reach, on the Clybucca, and from Jerseyville right down to the turn off. All these people are affected more or less.
274. Your proposal is, that to benefit these fifty settlers, the works should be abandoned? Yes; because I do not think the new entrance will ever be any good.

Frederick William Cox, farmer, Rainbow Reach, sworn, and examined:—

- F. W. Cox.
6 June, 1898.
275. *Mr. Roberts.*] How long have you resided at Rainbow Reach? I was born there thirty-three years ago.
276. How much land have you there? Seventy-three acres. My mother owns it. I have only an interest in it.
277. How much of it do you cultivate? About 25 acres.
278. What do you grow? I grow maize, oats, potatoes, and different things. I am growing about 1,200 bushels of maize.
279. How much of your land is devoted to maize? The whole of it. Other crops I grow upon other land.
280. How many acres are devoted to oats, potatoes, and so on? About 2 acres to oats, and probably half an acre to potatoes.
281. Do you grow potatoes only for home consumption? I sell them to anyone who may come along.
282. Do you send potatoes to Sydney? No.
283. Do you send oats to Sydney? No. I only grow them for my own use.
284. Do you send maize to Sydney? Yes.
285. How many bushels of maize do you get to the acre? About 50 bushels.

286. What is the average number of bushels obtained per acre—is 50 bushels a fair average? I suppose it is, but some people get 80 and even 100 bushels to the acre. 100 bushels to the acre is a very heavy crop. F. W. Cox.
6 June, 1898.
287. Is not the present year a very good one? Not a remarkably good one down the river. The early maize is very good, but the late maize has been no good at all.
288. How far is your farm from the new entrance? About a mile, more or less.
289. Has it a frontage to the river? Yes.
290. Would your property be between Blind Creek and Spencer's Creek? Yes.
291. Does the drogher call at your place for maize? Yes.
292. Where is it shipped on board the ocean steamer? At different places. Sometimes they take it to Jerseyville, and at other times they tranship it from Trial Bay.
293. Is Jerseyville the last place of call for the ocean steamer? Very often the ocean steamer calls at my place, because the company have a coaling station there.
294. Have you suffered inconvenience or loss since the harbour works at the new entrance were started? Yes.
295. Will you tell the Committee the nature of that loss? In 1890 the present entrance broke out, and in 1893 two more storm channels broke out to the north of it. After that I found that the tide rose higher upon my land. Before the entrance was improved by the dredge I lost about 5 acres of land, but since the dredge has cut through I have lost 15 or 18 acres of land. This season I had 6 acres of maize damaged by the salt water. The tide first came on to that land in November, then again in February, and again last month, during the storm in which the "Maitland" was wrecked.
296. Have you represented your grievance to the Government? No. In 1891 we held a meeting at Jerseyville, asking the Government to protect our property by making a wall from Rudder's Hill to the point of Shark Island, and we got an answer from Mr. Hickson that the land he was cutting through was a salt water flat. Still, our properties were not salt water flats. Salt water flats will not grow maize.
297. Since then has any correspondence taken place between you and your neighbours and the Government? No.
298. Have you made any representations to Mr. Darley since he took control of the Department? No.
299. Has the loss and damage that you speak of been going on since the new works were started? In 1890 I found that I lost 5 acres of land, but since the new entrance has been cut through by the dredge I have lost 18 acres. Six acres of that was maize land, and the remainder paddock land.
300. When did your second loss take place? In November last.
301. What was the cause of it? They cut a more direct opening from the ocean into the river.
302. How often does the salt water come upon your land—every tide? No. Every tide flows over 5 or 6 acres of it, but with a very heavy storm the tide flows over 15 or 18 acres.
303. Has the salt water flowed over 15 or 18 acres of your land on more than one occasion? Yes; upon the three occasions that I have mentioned. As a rule the tides are very high for three or four days in succession.
304. Do you look upon the land as permanently destroyed? Most decidedly, if the salt water cannot be prevented from going over it.
305. Have you ceased to cultivate these 18 acres? Only about 5 or 6 acres were cultivated, and the rest of it was valuable for grazing, but there is not a vestige of feed on it now.
306. What would be the length of wall that you would require? I have never measured.
307. Would not that wall go across the new entrance? Yes; but the Grassy Head entrance would be left.
308. *Mr. Farnell.*] If the wall you speak of were made, the work already done at the new entrance would be rendered useless? Yes. The meeting we held in 1891 was before the harbour improvements were thought of. I have nothing to say against the proposed works, or against those in charge of them, but at the same time they are ruining my land.
309. Have you any proposal to lay before the Committee now for the alleviation of your loss? The only thing that can be done is to put a wall across Spencer's Creek, and to use the Grassy Head entrance.
310. You wish to protest against the proposed works because of the loss and inconvenience which you and your fellow farmers are suffering? Yes. I am supporting my mother and sisters upon this property, and it is very hard for me to be forced to leave it because of its destruction by the salt water.
311. You think that the scheme of Sir John Coode for the improvement of the Grassy Head entrance should have been carried out? Yes; most decidedly. That entrance served as for many years, and I do not see why it should not have been improved.
312. How many settlers will be affected by the carrying out of the proposed works? I would not like to say, but I know fully twenty people who are affected.
313. On twenty different farms? Yes.
314. Where are those farms situated? Between Rainbow Reach and Long Reach. There are only two farms below me on the eastern side of the river.
315. *Mr. Trickett.*] How many farms are there below you on the western side of the river? Three, independent of Mr. Rudder's property. Henshaw, Taylor, and Mrs. Ball all own good properties there.
316. *Mr. Roberts.*] How far up the river are the farms affected by the salt water? I cannot say from my own observation. I can only tell you what I have heard.
317. How many properties do you know as a matter of fact will be affected? The whole of the island upon which I am living is affected.
318. How many people live there? It contains about 900 acres of land. There are fourteen or fifteen farms there.
319. And about five more in other places? Five that I know of, and there may be more. I am told that it interferes greatly with the Clybucca Creek people, but I cannot answer for that.
320. How many acres of land are affected in other parts of the river? I do not know.
321. Would 1,100 acres take in the whole area that is affected by the salt water? I think that about 1,600 acres are affected.
322. Nine hundred acres of which are upon the island upon which you reside, and the rest in other parts of the river? Yes.

Timothy Rafferty, farmer, Central Kempsey, sworn, and examined:—

- T. Rafferty. 323. *Chairman.*] How long have you been living here? I lived on the Lower Macleay for twelve or fourteen years.
- 6 June, 1898. 324. How long ago? Twelve or fourteen years. I own property down there, and I go down once and again to see it.
325. *Mr. Clarke.*] On what part of the river is your land situated? At Rainbow Reach.
326. You are the owner of the land tenanted by Mr. Henshaw, who wrote to the main Committee asking to be examined? Yes.
327. What is the size of the farm? About 100 acres.
328. Is it all good land? No; there are 40 or 50 acres of very low land; but it was good grazing land before the new channel opened. Now, however, about 40 acres are quite useless. Not a blade of grass is growing there.
329. You think that the opening at the new entrance has been detrimental to the land? Yes.
330. Before the new entrance was opened, was any of that land flooded by the tide? Yes, by a high tide now and again, but only very seldom, perhaps once a year at the most. That did not injure it; but since the new channel has been opened it is continually covered with salt water, and not a blade of grass is growing on the land.
331. Are you sure that none of the land was destroyed before the new entrance was opened? Yes.
332. Did you make any representations to the Works Department, or to the Government upon the subject? No. I left it to the authorities to do what was right.
333. Did your tenant or any of the other people who have been subject to loss through the flooding of their land, make any representations to the Government? I do not know; but I believe they did.
334. You do not know what reply they got? No.
335. Do you approve of the proposed works being carried out? I approve of the work being carried out if people are compensated for the damage done to their property.
336. You think that the new entrance is preferable to the old entrance near Grassy Head? I believe that it will be more beneficial to the river. In times of flood the water will get away more quickly.
337. Could you give the Committee any information as to the value of the land which you say has been spoiled? In my opinion, the land which has been spoiled would be worth £6 or £7 an acre.
338. It is not very valuable land? No. The lower land is not very valuable, but still it was good grazing land.
339. Can you give us information as to other farms which have been destroyed by the overflow of the tide? Unless it is Mr. Sheppard's farm, I cannot, because I have not gone through any of the farms there. I have heard a great many complaints, but I do not know of anything of my own knowledge. I know that the low-lying land there has suffered.
340. Can you say to what extent? I cannot say to what extent, except in regard to my own property. I believe that there are between thirty and forty farms, the lower portion of which has been destroyed by salt water.
341. What area of land would they comprise? From 40 or 50 acres up to 100 acres or more.
342. Have 1,500 or 1,600 acres been destroyed altogether? I do not think so.
343. It would be only a small part of the farms that would suffer? That is all.
344. You cannot say what area has been destroyed? I cannot. I believe that the making of the new entrance will be beneficial to the Macleay, but the lower farmers suffer severely by it.
345. What would you be agreeable to take for your farm in the event of the Government offering to resume the land? I know that land is down in value now, but at one time I could get —
346. Never mind that;—what is the present value of the land? Well, if I were selling it to-morrow I believe I would take £1,500 for it.
347. For how many acres? 100 acres.
348. What is the value of the improvements upon it? I cannot tell you. I have felled the timber, cleared it, and fenced it. I have carried out all the improvements required by law.
349. *Chairman.*] You have already sworn that you value the land which has been destroyed at from £6 to £7 an acre? That is the lower land; the land that is cultivated has a higher value.
350. What do you value the higher land at per acre? I should value it at about £20 per acre.
351. Has any land been sold in that locality lately? I believe that a farm there was sold lately.
352. What did it fetch? I cannot tell you.
353. *Mr. Clarke.*] I understand that your tenant cultivates only 25 acres? He cultivates more than that; but the salt water soaks into a good portion of the high land, and kills the crop. Forty acres have been destroyed by salt water—that is, more or less. I have not measured it.
354. Have you anything more to say? Only this, that since the new entrance was made the rapid run of the tide up the river is interfering with the banks very much. It is cutting them away, and they are washing into the river very fast.
355. Has there not been a washing away of the banks right up and down the river? Yes; but it has taken place to a much larger extent since the new entrance was made.
356. Do your remarks apply only to the lowlands? Yes. Underneath part of the low-lying land is a bed of sand. The rush of water washes the sand away, and the banks fall in unless some protection is given to them.
357. You do not approve of the new entrance altogether? I approve of the cutting if the people are compensated for the loss they have sustained, and if something is done to protect the banks of the lower river.
358. *Mr. Trickett.*] As an old resident, do you consider that the new entrance will be better than the old one? I believe so, if the channel can be carried out true; but I leave that to better head-pieces than mine.
359. *Chairman.*] You have owned your land for twenty-eight years, and you have lived on it for fourteen years? Yes.
360. During that time have you seen more than one opening to the sea made by the floodwaters of the river? Yes.
361. When these openings were made, did not the tide come in at them? Yes; but not half as much as it does now.
362. Is it not a fact that part of the 40 acres which you say have been inundated by reason of the new entrance being made, were inundated during the time you first held the land, twenty-eight years ago? By a high tide.

363. Then this land has not been inundated because of the new cut? If one tide came in in a year the water went away again directly.
364. Every year there are specially high tides, so that, if your land was flooded by one high tide, it would be flooded several times? Well, that may be.
365. You admit that part of the 40 acres was inundated twenty-eight years ago? Yes; but, nevertheless, there used to be good feed for cattle upon it.
366. Your contention is that more of this land has been inundated since the new cut was made? Yes.
367. If it came to a question of compensation, you could reasonably claim damage for the destruction of 40 acres? What water came on to the land before the works were constructed did not kill the grass there.
368. Is there anything that can be done by the engineers which will prevent your land from being flooded? I think so. A dam might be put across the river to prevent it from letting such high tides come in.
369. At what point? This side of the new cut.
370. Blocking up that arm of the river altogether? I would leave a way for the steamers to come up.

T. Rafferty.
6 June, 1898.

William Thomas Ryan Sinclair, river pilot, Kempsey, sworn, and examined:—

371. *Chairman.*] How long have you been in the district? Thirty-two years.
372. *Mr. Farnell.*] What avocation do you follow here? I have been trading up and down the river in charge of a drogher part of the time, and at other times I have had charge of the tug-boat at the entrance.
373. You have not been in the Government service? No.
374. During the time you have been here you have had a good opportunity to observe the varying conditions of the river? Yes.
375. You know what has already been done at the entrance? Yes. At the present time I am engaged in piloting the opposition boats up and down the river.
376. You know the proposal before the Committee? Yes.
377. During the time you have been here you have had good opportunities of judging of the facilities of navigation afforded at the old entrance? Yes.
378. Would you mind describing the state of affairs at the Grassy Head entrance before the new channel was made? It was a very difficult channel to navigate.
379. I suppose if weather conditions were against you it was almost impossible to use that entrance? Yes.
380. Have you noticed a great accumulation of sand lately at Grassy Head? Not down towards Grassy Head.
381. What draught of steamers were able to use the Grassy Head entrance? The "Burrawong" was about the largest. Before 1893 it was quite blocked up.
382. What is the greatest depth of water that you have had on the Grassy Head bar? I have seen as much as 9 feet there.
383. What is the least depth? About 6 feet.
384. Would that be at high tide? At low tide.
385. Do you remember the flood of 1890? Yes.
386. Was that flood responsible for the new entrance? I think the present outlet was opened in 1893.
387. Since the new channel has been forced through what has been your opinion as to its suitability for a permanent highway? It is not to be beaten.
388. You have watched the progress of the works? Yes.
389. Have you watched the effect of the work already completed? Yes.
390. What conclusion have you arrived at in regard to the efficacy of the work already done? It has done a lot of good.
391. Do you think it has increased the depth of water both in the channel and on the bar? Yes.
392. So that steamers can trade now more freely and with less risk than previously? Its condition is a little bit critical at the present time, but until the last gale it was all right.
393. I understand that the conditions which are preventing the steamer from leaving to-day very seldom occur, and that she would probably be weatherbound no matter what depth of water you had on the bar? Yes.
394. From what quarter does the worst weather come for accumulating sand on the bar? Northerly and north-east weather is the worst.
395. What effect has south-east weather on the bar? It would have no effect whatever.
396. Since the construction of the southern training-wall has the sand been accumulated behind it? I think the sand may make up a little there as the wall goes out.
397. I suppose after heavy weather you have two currents? Yes, a little bit further out. I do not know if the current would come in as far as the new entrance.
398. Do you think that it will be necessary to carry out the proposed works in order to make a good entrance? Yes.
399. If the proposed works are carried out, will they be permanently beneficial? I am confident that they will be beneficial to the district at large.
400. Do you think it is necessary in order to remove all chance of a bad bar that the southern or northern breakwaters, or any part of them, should be constructed, or would you be satisfied with the works proposed? I think that if the proposed works are carried out it will give a good entrance for all time.
401. Do you think it will be necessary to dredge the main river at all? I do not think it will be necessary to dredge it below Jerseyville.
402. Do you think that the ordinary flow of the tide will act as a sufficient scour? Yes.
403. Of course, the channel will be all the better if the tidal scour is assisted by the flood-waters? I think that the flood-waters are more likely to do harm. In my opinion, the present scour is quite sufficient.
404. Do you think it is necessary to carry the training-walls out any further than is proposed? I think that if the southern training-wall were carried out 1,000 feet further that would be quite sufficient.
405. It is proposed to continue the southern training-wall to a point a little past the wreck of the "Phillip Palfrey"? Yes; that would be about 1,000 feet from where it stops at present.
406. Do you think that that will create a sufficient scour to improve the bar, and perhaps to remove it altogether? Yes.

W. T. R.
Sinclair.
6 June, 1898.

- W. T. R. Sinclair.
6 June, 1898.
407. Have you ever heard complaints from producers in the district as to the inconvenience they have suffered through not being able to get their produce regularly to market? Yes.
408. I suppose at times great losses of perishable products occur because of their irregular communication? Yes.
409. What will be the effect of these harbour improvements? We shall have a better entrance; vessels of a better class will come here, and they will be able to trade regularly.
410. Will there be any reduction in the rates of freight? There is not the slightest doubt of that.
411. You think that the steamship companies would reduce their rates if they could carry on a permanently regular service? Yes.
412. Do you think that a reduction of rates would induce the farmers of the district to put larger areas under crop? I daresay that it would. There is a lot of waste land now that could be occupied. The bad bar has been an obstruction to the district ever since I have been here.
413. It would be a great incentive to production if better communication were given? Yes.
414. Are areas available for the settlement of a large population in the district? Yes. There is plenty of land available for both dairying and farming.
415. I suppose the products carried away by the steamers are mostly agricultural products—maize in particular? Yes; maize, pigs, and so forth.
416. Has any move been made in the dairying industry here? Yes, it is increasing.
417. It is quite likely that that industry will be catered for by the ocean-going steamers? Yes; and if the bar were improved the producers could send their produce to market regularly.
418. It has been suggested as an alternative that Trial Bay should be improved, and that a railway or a tramway should be made from the Macleay to Trial Bay;—what do you think of that proposal? I do not think that that would meet the requirements of the district so well as the improvement of the river entrance. It might do for maize, but it would be of no use for perishable goods.
419. Do you hold the opinion that the less handling products get the less expensive they become, and the less likely they are to deteriorate? Yes.
420. You would not approve of an arrangement which would mean droghing, then transhipment to the railway, railway carriage, and a second transhipment on to the steamer? No.
421. *Mr. Trickett.*] One or two witnesses have stated that since the improvements at the new entrance were commenced the erosion of the banks on the lower river has been greater than before? I do not see that this erosion has increased. Of course, the banks are always falling in. The last south-east weather caused a soakage, and the strong wash has made the land fall in more than usual. This happens once every two or three years.
422. Do you look upon the erosion of the banks as a matter which should engage the early attention of the Government? It is a matter which might perhaps be looked to. In some parts of the river some protection will, I think, be necessary.
423. Since the new works were commenced have you noticed an improvement at the entrance? Yes; and I think we have had the best bar that we have ever had, with the exception of one time about 1874 or 1875, when Razorback was closed altogether. We had a straight out channel then, and a good depth.
424. That was only for a short period? For a couple of years, I think.
425. Is it within your knowledge that since these works have been commenced fewer vessels have been bar-bound? I think so.
426. How do you account for the fact that at the present time the bar-crossing takes a turn to the northward? I think the wreck lying near the channel is to a great extent the cause of that.
427. Do you think that it will be necessary for the Government to get rid of that wreck? Yes; the bar will then, I think, take a straight course again.
428. *Chairman.*] What is the cost of droghing produce to Jerseyville? The opposition company do not employ droghers. The steamers do all their own droghing.
429. Is the charge to the shipper the same whether his produce is put on board the steamer direct, or is droghed down the river? Yes.
430. What is the charge? 10d. or 10½d. a bag for maize. I think that is the universal charge along the river.
431. What is the charge for pigs? It varies according to their size from about 1s. to as much as 3s. 6d. each.
432. Is 5s. ever charged? That would be an exceptional charge.
433. Do your steamers go for maize to the higher parts of the river? Last week the Wyoming went up to Green Hills.
434. What draught is she? Seven feet six inches.
435. What is the height of her masts? I cannot tell you.
436. Will it be an inconvenience if vessels of that description are prevented from going above Kempsey? I do not think so, because the droghers can bring everything down to them there.
437. When the bridge at Kempsey is finished all the produce from the higher parts of the river will have to be brought down by droghers? Yes.

John Anderson Jamieson, pilot, Macleay Heads, sworn, and examined:—

- J. A. Jamieson.
6 June, 1898.
438. *Mr. Trickett.*] How long have you been in your present position? Nineteen years.
439. You reside at Grassy Head? Yes.
440. You are thoroughly acquainted with the entrance there? Yes; I have known it for thirty-nine years.
441. Which do you favour, the old entrance or the new? Well, I have always found the old entrance better than the new entrance. I favour it as the main entrance to the river.
442. Will you give us your reasons for that view? In the first place there is a good depth of water a cable's length from the headland, whereas at the new entrance the water is very shallow. My next reason is that a rocky headland always takes the scour.
443. You think that there need be no fear of sand accumulating at Grassy Head? No; it will go past the head. I am of opinion that a permanently good entrance could have been made at Grassy Head if Sir John Coode's scheme had been carried out, for less money than it will cost to improve the new entrance.
- 444.

J. A.
Jamieson.

6 June, 1898.

444. I suppose you are aware that Sir John Coode's scheme was estimated to cost £382,000? Yes; but the entrance at Grassy Head could have been improved by doing very little to it.
445. What portion of Sir John Coode's scheme would you like to see carried out? That portion which takes the whole scour of the river and concentrates it upon the entrance by making a wall from Rudder's Hill to Shark Island.
446. Sir John Coode's modified scheme involves an expenditure of £268,000; he advocated the construction of a southern breakwater 4,000 feet long;—do you think that that will be necessary? No; I think that the scour would always keep the sand away from the headland.
447. He also advocated the construction of a northern breakwater, to cost £48,700? Yes; it is the northern breakwater that I approve of.
448. Then he wanted a training bank along Fisherman's Reach, to cost £62,800;—what do you think of that? I do not see that it is required. There is a good channel through that reach now.
449. Is not that a sandy reach which would always require dredging without a training-bank of some kind? Well, it has remained good for some years.
450. He also proposed a training-bank at Shark Island? That is the training-bank I mean. It would bring down the Clybucca water.
451. Sir John Coode proposed the construction of a training-bank along Shark Island for a distance of 5,600 feet;—do you think that that training-bank would be necessary? Yes; that is for the Spencer Creek water.
452. Do you think that what was known as the western training-bank will be required to make a continuous scour? Yes.
453. That was estimated to cost £48,400; so that the three items you mention as necessary would run into an expenditure of £160,000? But there has never been any money at all laid out at the Grassy Head entrance.
454. You said just now that a very small expenditure would make the entrance a good one; but the works I have mentioned would be very expensive? They would be necessary to make a good entrance.
455. Has it not been recognised all along that the old entrance is an awkward one, and that after you have got inside the river the navigation is very difficult? It is inside that it is intricate. That is where all the trouble is. The trouble is caused by the sand crossing.
456. That would have to be taken away by the construction of training-walls? You could use the dredge there.
457. Is there not rock at some of these points? Yes; but there is good water where the rock is.
458. What depth of water? 12 or 14 feet.
459. What do you get at low tide at the present time? The latest soundings showed 5 ft. 10 in. on the crossing, about half a mile from the head.
460. Is that a sandy bottom? It is all sand.
461. You say that a small amount of money would make an improvement to the old entrance;—do I understand that you would put your opinion on the subject against that of a man like Sir John Coode? No.
462. Well, Sir John Coode's scheme would be a very expensive one to carry out? I only say that without any expenditure at all we have had a very good channel there. We have always from 12 to 14 feet of water.
463. But then, on the other hand, has not the entrance been closed altogether at times? Not before the break-outs, which took the water through other openings.
464. The break outs were due to natural causes? They were caused by the floods.
465. The question we have to consider is partly one of expense; if you can get an entrance at a cost of £100,000, will it not be better to take it instead of an entrance costing £268,000? Yes; if you could get a permanently good channel.
466. What are your objections to the present entrance? I am not opposed to it. All I say is that a better entrance could have been made at Grassy Head for less money.
467. I suppose you have not gone into the question of how many feet of training-wall would be required there, and so on? No; but I could very easily measure the distance.
468. Seeing that you have no fixed calculation to go upon, would you advise the Committee to take your bald statement before the opinions of skilled engineers? It is not for me to dictate to you what opinion you should take.
469. You give the opinion that the old entrance is the better one? Yes; but I only give that as my opinion.
470. Will you have any objections to the new entrance if it can be made a good one? None whatever.
471. Do you think that they will be able to make a good entrance there? Well, the sand will follow the walls out, and it is very shallow there.
472. You think that when the walls are carried out there will not be sufficient current to take the sand away, and that it will accumulate, and the entrance will become as bad as ever? Yes; the bay is shoaling up now.
473. Which part of the bay? Off the entrance, and in the middle of the bay. I find that there is less water in the bay now than there was twenty years ago.
474. Have you sounded it yourself? Yes.
475. When? About nine months ago.
476. What depth did you find it as compared with previous soundings? Where I have previously got 8 fathoms I found about 6 fathoms. I found that the bay was shoaling up in several places.
477. Did you find that it had deepened in other places? No.
478. Is not the bottom of a shifting nature? No; it has remained about the same for years. Of course, near where the breakwaters are it has shifted a good deal of late. Sometimes it has shoaled up a fathom and more, and at other times the sand has been taken away.
479. Have you taken any soundings near the breakwater lately? I have taken soundings where the steamer has been lying.
480. Is the depth there greater than it was? It has remained about the same for some considerable time.
481. Do you not think that your fondness for the Grassy Head entrance rises from sentiment more than from anything else? I do not favour either the new or the old entrance.
482. You merely give us your opinion upon it? Yes.

J. A.
Jamieson.
6 June, 1898.

483. Is there any other reason you wish to advance against the continuation of the present work? No.
484. How long is it since a vessel came in through the old entrance? About six months. The tugs have been in and out, and Captain Ferguson, about a fortnight ago, came in there with the "Pelican." So far as the bar is concerned, any vessel can get in and out, but inside the channel is intricate.
485. Still, most of the trade goes through the new entrance? Yes; though at times it has all gone through the old entrance, because they could not trade through the new entrance. There has always been from 6 inches to a foot more upon the old bar than upon the new bar.
486. Is that according to soundings taken by yourself? Yes. For the last twelve months the soundings at the new entrance have varied from 4 feet to 6 feet at low water.
487. They have not been dredging at the old entrance for a long while? No.
488. Since when? For I think over twelve months.
489. Have you noticed any difference since they stopped dredging? No. The bucket dredge that came there did not do any good. The sand was too fine to lift.
490. What is the state of the new entrance to-day? The channel is very intricate. It goes along the north beach.
491. Steamers going out have to take a turn to the northward, and go parallel with the beach for some distance? Yes.
492. That brings them broadside on to the sea? Yes. If a vessel cannot get out she cannot get back, so that she has to go on to the beach.
493. Why does the channel take this turn? I think it is because of the continuance of easterly weather.
494. You do not think it is due to the harbour works at all? No; I think it is the weather that affects these places. The sand is always shifting.
495. Until the wall gets out another 800 or 1,000 feet I suppose no one can say what the effect of the works will be? That is, supposing the walls will stand on a sunken bottom.
496. Do you not think that there is every probability of a strong current being formed which will keep the channel clear? I am inclined to think that the sand will follow out the walls.
497. What depth of water is there when you get past the bar? I have been the length of a warp—120 fathoms—beyond the bar, and then I have only got from $3\frac{1}{2}$ to 4 fathoms.
498. *Mr. Farnell.*] If the walls were taken out 1,000 feet further what would you get? I do not think I should get much more.
499. *Mr. Trickett.*] When the proposed training-walls are carried out, will not they shoot the sand into deep water? If the silt of the river follows the wall the entrance may shoal up all the time.
500. What depth is there there now? I took soundings the other day when the "Macleay" was there.
501. What depth did you get? From 3 to 4 fathoms.
502. That is at about 1,000 feet beyond where the wall is at the present time? At a distance of 120 fathoms beyond the bar.
503. Do you think you would get a much greater depth if you went out another 300 feet? You get more water as you go further out.
504. We understand that there is a difference of opinion as to the set of the current along the coast;—what is your experience? My experience is that the current always sets south; but in all bights the eddy current works north.
505. Do you not think that when the sand is shot out beyond the training-walls it will come within the influence of the current, and be taken away from the bar? I do not think so. There is no current there. You get out into still water.
506. And you think that the sand will lodge there? That is my opinion.
507. That appears to be your main objection to the present scheme? Yes.
508. Have you been to the Clarence? Yes.
509. You do not look upon the proposed works here as similar to the works which have been successfully carried out at the Clarence? No.
510. Although the engineers have given it as their opinion that they are? The entrance to the Clarence now is different from the first entrance that they tried to make.
511. *Mr. Clarke.*] Have you been to the Bellinger since the training-walls there were built? It is eighteen months or two years since I was there. They were just beginning the wall then.
512. Is not what is being done there similar to what it is proposed to do here;—the river cuts through an open beach there? Yes; but the entrance there has always been through an open beach.
513. If those works have improved the entrance to the Bellinger why should not similar works improve this entrance? I do not think the walls at the Bellinger are sufficiently far out for you to be sure of their effect.
514. I suppose that if they go further out they will still further improve the entrance? Well, they should do so.
515. *Chairman.*] You have expressed fear that the sand will follow out these walls, and eventually set up a bar in front of them? That is my opinion.
516. The object lesson that we have in view at the present time is the Clarence entrance;—would not you, as a sea-faring man of great experience, rely upon that object lesson? At Yamba there is a rocky headland to which the current adheres.
517. Would there not be a danger of the sand following out any walls that were made at Grassy Head? I maintain that where there is a headland there is not the same danger of the sand silting up. The water always scours the sand from the rocks. There is never any sand alongside a rocky head.
518. If Sir John Coode's proposal were carried out the headland would not be depended upon for the scour because a breakwater would be made to take the water out? That breakwater would go very little beyond the head.
519. But would not the conditions for the accumulation of sand be the same there as at any other place? I do not think so.
520. You have been guided a good deal in your opinion by what you have seen of the action of the sand in following out the southern wall at the new entrance? No.
521. Are you aware that the engineers rely upon the sand piling up on the outside of the walls to strengthen them? In some cases. It was a great trouble to get the sand to pile up at Newcastle. Sand bags were placed in position there.

522. If the training-walls are carried out beyond high-water mark, and about 700 feet apart, is it not reasonable to suppose that the scour will be sufficiently strong to spill the sand out into a current which would carry it north or south? As soon as the scour gets clear of the walls it spreads.

523. And passes into a general current north or south? It forms a circle.

524. Would it not form a circle at Grassy Head? I believe it would.

525. You favour the construction of the northern breakwater at Grassy Head, but not of the southern breakwater? Yes.

526. On the south side of the entrance there, you have a very large area of low sandy beach over which the flood waters break;—are you not aware that it is held by the highest engineering authorities that it is always difficult to keep a good entrance where you have a southern sandspit? Not if there is a sufficient scour.

527. How are you going to maintain your scour here without a southern wall? The water will always adhere to the northern wall.

528. You may get deep water right under the northern wall, but will you get a sufficient width of deep water? Well, the river has kept the channel open for many years.

529. But has it not been a narrow and tortuous one? At times, but at other times it has been very good.

530. At Razorback the channel is very narrow? Yes; but there is a good depth of water.

531. How are you going to improve that channel without a southern training-wall to straighten it;—the present scour does not keep the sand from filling up? The sand keeps moving about.

532. How are you going to get rid of this difficulty unless you put in a southern wall, and keep up a proper scour? If there was a straight training-wall right along, the water would adhere to it.

533. You practically have a training-wall on the northern side now;—Sir John Coode recommended the construction of a southern training-wall, but you say that that is not required;—we should like to know how you are going to improve the entrance with a southern training-wall? The entrance at Grassy Head many years ago when all the waters used to go out there was always good, the sand being kept away by the scour; but since the river has gone out at two or three different channels the scour has not been sufficient to take the sand away.

534. But the entrance has always been intricate and difficult? It has not been nearly so bad as many of the bar harbours. I have traded to all of them, from Eden to the Tweed, and I have always found the Macleay entrance to be one of the best, next to the Clarence.

535. Do you remember the various breaches which have been made through the beach at various times by the flood-waters? Yes; there have been eight or nine.

536. During your time? Yes.

537. That is, in about forty years? Yes.

538. When these cuttings were made the tide used to come in at them? Yes.

539. In your opinion, has this contributed to the flooding of the land in the neighbourhood of Rainbow Reach? Yes; because the break-outs have affected the tide.

540. Do you know if the land there has been flooded by the tide? I do not think that much land has been flooded. Complaints have been made about the high tides, but I do not think much water has gone over the land.

541. If this land was not flooded when these break-outs occurred, how is it that it is flooded now since the new entrance has been made? The tide rises higher because there are more openings to let in the water. There are three entrances now.

542. What do you think ought to be done to give the best entrance to the Macleay? I consider that Sir John Coode's scheme should be carried out.

543. Taking things as they are, do you think it would be wise for the Government to proceed with the present work, or to stop up the new entrance and to go on with Sir John Coode's proposal? I would not give an opinion upon that matter.

Alexander Ferguson, agent for North Coast Steam Navigation Company, Kempsey, sworn, and examined:—

544. *Mr. Roberts.*] How long have you held your present position? Over thirty-four years. Until eight years ago the company trading here used to be called the Clarence and Richmond Steamship Company.

545. You are familiar with the entrances to all the rivers on the North Coast? No; but I know Port Macquarie, the Macleay, the Nambucca, the Bellinger, and the Tweed.

546. Are you familiar with the scheme now under the consideration of the Committee? Yes.

547. Can you make a comparison between the present entrance and what is known as the old entrance at Grassy Head? Since the new entrance has been made it has to a great extent destroyed the Grassy Head entrance, although the outer bar at Grassy Head is nearly as good as the outer bar at the new entrance. The trouble at Grassy Head is in connection with the channel inside.

548. You use the new entrance now altogether? We have done so for the last five months.

549. Has your steamer been frequently delayed during the last five months? No; only occasionally for a day or two. The weather has everything to do with the delays. It is the easterly and north-easterly weather that bothers us.

550. Is it easterly weather that is preventing the steamer from going out now? It is the sea coming in from the east, not the wind.

551. An easterly sea affects all the entrances on the North Coast? Yes; and it would affect the old entrance as well as the new.

552. Has the steamer been less frequently detained at the new entrance than at the old entrance? I do not think there is much difference. Some time ago we were running from one entrance to the other trying to get out.

553. Did the old entrance get worse as the new entrance improved? Yes; there has not been sufficient scour to take the sand away from the old entrance.

554. Do you think it desirable to stop the works at the new entrance, and to commence to improve the old entrance? I do not think so, seeing that the Government have gone to such great expense at the old entrance. This scheme may be partly an experiment, but it should be carried out now that they have gone so far.

J. A.
Jamieson.
6 June, 1898.

A. Ferguson.
6 June, 1898.

- A. Ferguson.
6 June, 1898.
555. They had spent £15,000 at the new entrance up to the end of last year;—do you think it would be a wise policy to look upon that as money lost, and to devote attention to the improvement of the Grassy Head entrance? No.
556. You have every reason to anticipate that the new entrance will ultimately be a success? I believe so, though it will be years before it will be finished, because if the walls go out they will be knocked into all sorts of shapes by the sea.
557. Is it very difficult at the present time to negotiate the bar at the new entrance? Yes; because the channel runs along the beach broadside on to the sea, and if anything goes wrong the vessel must go on to the beach. That happened about a fortnight ago.
558. Is it part of your duty to take soundings at the new entrance? Yes.
559. Do you advise when it is safe to go out? The changes have been so great lately that we have been in the habit of going out in front of the steamer every time.
560. Have you any record showing the depth of water on the bar at various times since you have been using the new entrance? I have a record, but I have not brought it with me.
561. Does the depth vary much? Yes; I have known it to be as little as 3 feet at low water, and lately again it was nearly 7 feet at low water.
562. What is it now? We had 7 ft. 9 in. yesterday, with 2 feet of a rise. We went out twice, but because we could not find water enough the steamer had to leave it alone.
563. Is not a tidal rise of 2 feet very little? Not at this time of the year during the day.
564. What rise would you get at night? There was a rise of 5 feet last night.
565. Is there a third opening to the river? There is a place half a mile or three-quarters of a mile to the north of the new entrance where the river broke out in 1893. The river also broke out a little to the north of that again; but this opening has closed up, and the other opening has more than half filled up.
566. When the training-walls are finished, do you think there will be any accumulation of sand outside to make a bar? The sand will follow out the wall for a certain distance, but after that I think it will stop. I think there should be a sufficient run round the bay to the northward to keep the channel clear. At the south-west rocks there is always deep water. At one time a vessel laden with coal was wrecked half way round the beach, and part of the coal rolled along the beach to the north head.
567. Does the current depend upon the direction of the wind? I think so.
568. Captain Taplin told us that the current in the bay generally sets the way the wind blows? Yes; that is all along the beach. With north-east winds the drift of sand along the beach to the south is something enormous.
569. He was asked if the sand would form a bar, and he said, "Certainly, until the current takes it away"? Of course, if the walls are carried out sufficiently far it will prevent the formation of a bar.
570. Do you think that when the works are carried out as far as they are shown on the plan the scour will prevent the formation of any bar? I think that that would be far enough to take them out.
571. Do you think that it will be necessary to construct both of the breakwaters? Yes, decidedly. One will be of no use without the other.
572. If the training-walls are carried out as far as the wreck, do you think the scour will be sufficient? No; because beyond the wreck there is a large field of sand, which has accumulated there within the last ten days.
573. But would not the scour clear away that sand? I think the walls would have to go further out.
574. How much beyond the wreck? Nearly 1,000 feet.
575. It is proposed to take them 200 feet beyond the wreck? Well, yesterday, I saw some fellows walking there, and the water was not beyond their knees. Perhaps if the walls are carried out 700 feet beyond the wreck they may do some good; but I do not think that any smaller extension will do good.
576. What would be the object in taking them out so far? To prevent the accumulation of sand outside.
577. What depth of water would you then get? You ought to get about $2\frac{1}{2}$ fathoms. The depth there varies very much.
578. You know Clybucca Creek? Yes.
579. Do you think it will be necessary to divert the water of that creek into the main channel in order to increase the scour? It will be a very difficult thing to do, and a very extravagant one, because a strong wall would be necessary to divert that water. There is not much water coming down the Clybucca, except during flood time, and during flood time there is always plenty of water coming down the main river.
580. Is the traffic on the Macleay improving? It has improved considerably. At one time the only production was maize, but now dairying has made a considerable alteration in the trade.
581. Have you any record of the quantity of maize shipped, say during the last twelve months? Last year, from the beginning of July to the end of the year, something like 100,000 bags of maize were shipped away.
582. I think you supplied some figures to Mr. F. Clarke, M.P., showing the export in 1897? No; but the maize export of that year must have been something like 150,000 or 170,000 bags.
583. He stated it at 152,000 bags? That is pretty near it, and this year the export will be about the same.
584. So far as your memory serves you, his statement contained a correct estimate of the traffic? I think so, but there are some things which might be reduced a little.
585. Do you carry any sawn timber on your steamers? No.
586. Is all the timber taken by the sailing vessels? Nearly all of it. Sometimes we take away small orders.
587. Do you regard the statement I have read as approximately correct, or as an under-estimate? It may be an under-estimate in regard to some things, but on the whole, it is fairly correct.
588. How many tons of merchandise are imported annually? I do not know.
589. Fifty tons a week? I think that would be over the mark.
590. What is the freight upon maize now? $10\frac{1}{2}$ d. a bag.
591. Including droghing? Including everything; there are no other charges.
592. If a man does not require the services of the drogher, is he charged any less? No.
593. From what distance above Kempsey do you draw produce? We go 8 or 9 miles up the river, and we can go another 8 miles up Darkwater.
594. From how many miles beyond the head of navigation does maize come to your steamers for shipment? Twenty-five or 30 miles. 595.

595. Can you tell us from memory the value of the export trade from the Macleay? No.
596. Nor the value of the import trade? No.
597. Which of the items of produce sent from the Macleay shows an increase;—does the butter production? Yes; but it is only likely to increase until the winter is over.
598. Is the export of maize increasing? It depends entirely upon the season. I do not think there will be any increase in stock as compared with the last year. The production of maize depends upon the weather, and is affected by floods.
599. Is the area under maize increasing, or has all the available land been taken up? I believe that up the river the area under cultivation is increasing; but it is not so down the river.
600. Has the potato export increased? The export of potatoes depends upon the season.
601. Maize-growing and dairying are the principal items of export from this river? Yes.
602. How does the trade on the Macleay compare with that on the other North Coast rivers;—is the production of the Macleay greater than that of the Manning? Yes, in maize and butter; but more general cargo goes from the Manning.
603. Is there as much sent from the Macleay as from the Clarence? No.
604. As from the Richmond? No; from the Richmond so many things besides maize are sent. Maize is the principal thing sent from here. Our shipment of maize will almost compare with that sent from the Clarence; but then, on the Clarence, they grow a number of other things that we do not grow.
605. Which river on the North Coast gives most freight? I think the Clarence.
606. And then the Richmond? Yes.
607. Would you put the Macleay third? Yes.
608. Do you think that the importance of the Macleay warrants the proposed expenditure at the entrance? If they can carry out the works for less than £100,000 I believe that the expense will be warranted. When Sir John Coode proposed to expend over £250,000 I thought that the expenditure was more than the place was worth. All the land below Kempsey, part of which is swampy now, will be brought into use by and by with a proper system of drainage and dyking.
609. Is there a large passenger traffic from the Macleay? The passenger traffic is not very large. Sometimes there are half a dozen passengers, and sometimes a dozen. It all depends upon what is going on.
610. What are the fares to Sydney, first and second-class? Thirty shillings single and £2 5s. return first, and 15s. each way second.
611. The first-class fare from the Macleay seems to be the same as the first-class fare from the Clarence;—is that because of the possible delays here? Yes, wholly.
612. What do you charge for the carriage of pigs to Sydney? It depends upon their size and value.
613. How do the rates vary? Well, they charge 1s. for a pig that will bring 10s., 1s. 6d. for a pig that will bring 20s., and so on, as the value of the pig increases.
614. What is the maximum charge? About 3s. 6d. for a pig that will bring £3 10s.
615. Does the value of the pig depend upon its size? Not always. Sometimes pigs bring more in Sydney than at other times.
616. Who decides what a pig will bring? The agents have to pay the freight.
617. If the new entrance is made what distance will be saved in the round trip from Kempsey to Sydney and back? Between 10 and 11 miles.
618. That would mean a considerable saving in fuel to you in twelve months, and a saving in time to passengers? Yes.
619. And produce would be delivered in Sydney more quickly? Yes.
620. Do you regard this as one of the great advantages of the scheme? Yes.
621. *Chairman.*] Is there anything you would like to add? The tide is nearly an hour earlier at the new entrance than at the old entrance, and it rises from 12 to 18 inches higher than it used to rise. That is what is doing the damage at these low-lying places. At the same time things were nearly as bad before the new entrance was made as they are now. Formerly the tide took longer to come up the river, because there was only one entrance.
622. *Mr. Roberts.*] Does this increased rise of the tide account for the flooding of land along Rainbow Reach? Yes.
623. Do the people there suffer a great deal from the floods? A great deal of the land there is practically worthless. They might find a way of making dykes and keeping the tide out, but I think there is too much sand there for that.
624. Do you know anything which could be done by the Government to alleviate the losses of these people? The only thing to do would be to dyke the land, and to maintain the dykes, or the Government might resume the land.
625. Have you known any of the crops there to be destroyed by salt water? Yes; I have seen the tide come on to the crops. When the tide comes on to them the crops die, and the land becomes completely worthless.
626. How many acres have been affected by the salt water? A good many hundred acres.
627. Do you think 1,600 acres have been affected? I think less than that area.
628. From 1,000 to 1,600 acres? Yes.
629. How often are these low-lying lands flooded—every tide? No; only at spring tides. Four or five times during spring tides.
630. How often do these tides come? Every fortnight.
631. Do insanitary effects follow extremely low tides? No.
632. Is there much erosion of the banks? There has been, particularly after the last storm.
633. The "Maitland" gale? Yes.
634. Is it only when a heavy gale is raging that the river banks are affected? When there are high tides and strong winds. The north-east winds in summer affect some places, while the westerly winds in the winter time affect other places.
635. Do you regard the erosion of the banks as so serious as to warrant the attention of the Government? Their attention ought to be drawn to it, but it is difficult to stop it.
636. Efforts have been made to prevent this erosion from taking place? Yes, lower down the river; but the cobra will get into the timber that has been used, and then a flood will take it all away.

A. Ferguson.

6 June, 1898.

TUESDAY, 7 JUNE, 1898.

[The Sectional Committee met at the Court-house, Kempsey, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.	HENRY CLARKE, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Harbour Works at Macleay River.

Brabazon Newcome Casement, medical practitioner, Kempsey, sworn, and examined:—

B. N.
Casement.
7 June, 1898.

637. *Chairman.*] How long have you resided here? Sixteen years, except for a year that I resided at Trial Bay.

638. Is that your total experience of the district? Yes.

639. I understand that you desire to give evidence upon the question before the Committee;—what point do you wish to bring before us? I think it would be impossible to carry out Sir John Coode's scheme, except at ruinous expense, as the spit which extends from Arakoon towards Grassy Head is breaking away worse than any other part of the coast that I know of, and I know the coast for about 70 miles. I think that the new entrance is doing harm to the swampy land lower down the river, because of the higher rise of the tide which it has brought about, but when a proper system of gates is provided, it will be beneficial. Some of the swamps, when drained, will be suitable for grazing, and may in the future be used for farming. I think that the improvement of the new entrance is much more feasible than the maintenance of the old entrance.

640. What is your opinion in regard to the future prospects of this district? I think it would be a great fattening district, but, owing to the variable seasons, and to the floods, it will never be more than a moderate dairying district.

641. You have a pretty extensive knowledge of the people here, and of their position? I know almost all the farmers on the river, and all their holdings.

642. Are they generally in a state of prosperity? They are just getting square at the present time after the floods, and they are nearly all solvent now. About one-third of them would be called prosperous.

643. Are you of opinion that if a more reliable entrance is given, and a better class of steamers can trade regularly to the river, it will tend to the greater prosperity of the district? Yes, very much. A number of small places will be taken up, and eggs and other perishable articles will be sent away in greater quantities than hitherto.

644. The steamer running here—the "Burrawong"—is, I believe, rather a fine type of vessel for the river? Yes; it is quite as good as we can expect at the present time.

645. Do you think that the trade of the district requires any further accommodation? In one way it does not; but if a rival steamer came here the company would be more obliging. I have heard of several cases of hardship caused by neglect, which, perhaps, would not have occurred if there had been a rival company.

646. Competition would probably lead to a better and a cheaper service? Yes.

647. Is there anything you would like to add? I heard the evidence of Mr. Rafferty and others yesterday, and I think that where the banks are low and have been flooded by the tidal water, the Government should give the farmers compensation, or perhaps assist them to make small flood-gates to keep the water off their land.

James Arthur Winney, editor, *Macleay Chronicle*, Kempsey, sworn, and examined:—

J. A. Winney.
7 June, 1898.

648. *Chairman.*] Have you been long in this district? I have been on the Macleay since 1890, and previous to that I was on the Clarence, and on the Hunter.649. *Mr. Clarke.*] During your residence in the district, you have had an opportunity of watching its development;—can you give the Committee a statement showing its production? Maize-growing has largely increased here of late years, and within the last twelve months dairying has made very rapid strides, and has made still more rapid strides within the last four months. In 1891, when I first came to the river, the export of maize was 109,487 bags. That increased in 1892 to 110,382 bags. In 1893, the year of the floods, and in 1894, there was a decrease. In 1896 the export was 142,022 bags; and in 1897 the steamers took away 152,530 bags, while a sailing-ship took away 200 bags. These figures were supplied to me from the head office of the North Coast S.S. Company. In addition to the export by sea in 1896 and 1897, many of the farmers on the upper river sent maize to Hillgrove by road. I have no accurate information with regard to the quantity sent, but I estimate that at least 2,000 bags were sent in each year.

650. Did not these statistics appear in your newspaper some time ago, and were they not afterwards given in evidence by Mr. F. Clarke, M.P.? I believe the figures are the same.

651. *Mr. Farnell.*] Have you any idea of the local consumption of maize? No.652. *Mr. Clarke.*] Have you any further statement to make? The export of maize during the present year shows a decrease for the first four months, but this will be more than made up by the returns for May. During the season shipments are often irregular, because of the bad state of the bar, and during May we had a very heavy gale. The following table gives the exports of the district from 1891 to 1897:—

MACLEAY EXPORTS.

	1891.	1892.	*1893.	1894.	1895.	1896.	1897.
Maize—bags	109,487	110,382	68,375	77,580	107,135	142,022	152,530; also 200 by sailing-ship, and 400,000 feet of timber.
Pigs	9,742	11,030	9,820	9,649	10,054	9,260	785
Butter—kegs	556	1,320	536	560	481	874	138 kegs, 3,021 boxes.
					4 boxes.		
Cream—cans	69	38	Nil.	11		3,680	4,040
Hides	3,729	3,537	3,330	3,258	4,083	3,541	3,483
Poultry—crates	556	851	486	637	913	972	946
Eggs—cases	1,454	1,740	1,368	1,889	3,567	2,946	2,697
Tallow—casks	78	61	53	56	58	63	64, and 3 p. kegs.
Bones—bags	105	609	274	164	299	285	379
Horns—bags	54	22	17	70	18	15	15

* Record flood, 12th June.

I have also a statement showing the exports for 1898, which is as follows:—Maize, 30,669 bags; butter, 5,154 boxes, 13 kegs; pigs, 1,297; hides, 1,599; poultry, 277 coops; eggs, 525 cases; tallow, 28 casks; bones, 153 bags; horns, 1 bag; potatoes, 167 bags; pumpkins, 37 bags; fish, 27 cases; turtle, 1 basket; calves, 45; fruit, 4 cases; pie melons, 75; wool, 5 bales; horses, 7; cedar, 87 pieces; skins, 1 bundle; peas, 20 bags; sugar, 33 bags; bacon, 19 cases = 285 sides (?); lard, 35 packages; honey, 35 packages; sundries, 835 packages.

On a rough computation I estimate the value of the exports last year at £115,000, in round figures. That is excluding sailing cargoes. The value of the cargoes taken away by sailing vessels I am unable to give. I value the exports of the first four months of this year at £34,000.

653. When does the busy season commence here? About November.

654. And it extends up to the end of June? Up to the end of July. August, September, and October are slack months.

655. *Chairman.*] Are you in a position to give us the value of the imports of the district? No; because no account of them is taken. The following table shows the population of the district, as returned by the census of 1891, and as computed in the police returns for 1898:—

<i>Kempsey and above.</i>			<i>Lower Macleay.</i>		
	Census, 1891.	Police returns, 1898.		Census, 1891.	Police returns, 1898.
Kempsey municipality.....	2,143	3,609	Frederickton.....	845	927
Greenhills	1,134	.....	Smithtown	1,068	434*
Bellbrook	449	847	Arakoon.....	815	1,019
Parrabell.....	406	.....	Austral Eden	522	.....
Kalateene	497	.....	Gladstone	501	816
			Total	7,880	7,652

*Portion now included in the Raleigh electorate, Arakoon Division.

656. *Mr. Clarke.*] Does that include the whole district? No; it only takes in the various townships on the river which would be benefited by the proposed improvements. The apparent decrease in the population is owing to a flood and to a fire which occurred in 1893, and to other causes. People have gone from here to Western Australia, to Wyalong, and to Canada. I could count up nearly a hundred who went away after the flood of 1893.

657. Do the figures for Arakoon include the prisoners and officials at the Trial Bay gaol? I do not think so; they may include the officials, but I do not think they include the prisoners. To give you some idea of the importance of Kempsey, I may say that at a recent meeting of the Public Schools Athletic Association here 5,000 persons were assembled on the Show Ground, and the other day over 3,000 people attended a race meeting here. The Municipal Council controls 52 miles of roads, and the municipality contains eight churches of various denominations, seven hotels, a School of Arts, a Free Library, two theatres, four public halls, two post and telegraph offices, one receiving office, and a court-house, gaol, Lands Office, and Police Officers' quarters. The Agricultural Association has a large hall and cottage standing upon its ground, and last year paid away £350 in prizes. There is also a hospital here which has a balance to its credit, a Government dock, a Government slip, and five wharfs in the town. There are also two sawmills.

658. Are there any creameries? There is a butter factory, a bacon factory, and a slaughtering establishment in connection with it, and up and down the river there are about twenty-five creameries. There is also a butter factory at Frederickton, and another at Smithtown.

659. What is the difference between creameries and butter factories? The farmers send their milk to a creamery, and when the cream is separated, it is sent on to a butter factory to be churned. The creameries do not make butter, they only separate the cream from the milk. There are also a large number of hand separators in the district. A matter which has not been mentioned, and which I should like to refer to, is the Hillgrove trade. At the present time the Government are constructing two bridges on the New England road. Since that road has been improved, teamsters have been in the habit of coming down to Green Hills, and taking goods from there to Hillgrove. Sometimes there are as many as fourteen teams on the road, and they have taken as much as 40 tons a month from Green Hills to Hillgrove. This trade appears to be increasing. They find it cheaper to get their heavy goods round that way than by way of Armidale. Then, too, the passenger traffic along the road is increasing. The mail contractor is only bound to keep a sulky, but for a considerable time he has been running a buggy. The Hillgrove man is only bound to provide a horse, but he also finds it necessary to run a buggy.

660. Which do you consider will suit the public best, the new or the old entrance? The new entrance most decidedly.

661. What are your reasons for that opinion? In the first place the new entrance provides a shorter way out to sea. I have come in at Grassy Heads when the channel has been extremely intricate. One time when I came in you could touch the rocks from the ship's deck. I have seen the "Burrawong" unable to get further than Razorback without being warped round, and on one occasion the warp snapped, and injured a man. She has been unable to get further than Razorback, because of the silting up of the river between Stuart's Point and Shark Island. The dredge was constantly at work there, but it never seemed to do much good.

662. Do you think that the proposed harbour improvements, when completed, will be of great assistance in making the river navigable, and in increasing the depth of water upon the bar? I believe that they will. I was down in the "Pelican" last year, and whilst I was there a heavy gale came on, so that the "Burrawong" could not get in, and I had a chance of seeing the works at a time when, if they were likely to be damaged, they would have been damaged. During the same gale 75 feet were knocked off the Trial Bay breakwater, and the "Mikado," the Government steamer attached to the "Jupiter," was wrecked behind the breakwater, while the "Jupiter" had to put to sea. When the "Burrawong" came in two days afterwards she was knocked about terribly, but I do not think a stone shifted at the works. I believe, too, that the new entrance will provide the best outlet for the water in flood time. Upon the occasion to which I refer there was a fresh in the river, and I was told that none of the water went out at the old entrance—that is, none of the flood water.

663. I suppose that if the harbour works are beneficial they will bring about competition, and a consequent lowering of rates? I believe that, if another 2 or 4 feet of water could be obtained, the North Coast Company would put larger boats into the trade.

664.

- J. A. Winney. 664. Do you think that the present rates of freight are excessive? Not for the work done.
- 7 June, 1898. 665. Do you think that competition would bring about a reduction in rates? It might bring about a slight reduction.
666. I suppose that on the whole the public do not complain of the charges made by the North Coast Company? Not of the present charges. What they have complained about has been the way in which the rates have been raised and lowered. I think it would be well to explain that originally we used to pay 1s. 6d. a bag for maize taken to the steamer by drogher, and 1s. a bag for maize put upon the steamer without the assistance of the drogher. Then the rates were reduced to 1s. 9d., but the people who were compelled to use the drogher did not like that, and the result was that the Company struck a uniform rate of 10½d. a bag.
667. *Chairman.*] The system here is the same as on the other rivers? Yes.
668. *Mr. Clarke.*] Do you think that the North Coast railway would be beneficial to this district? Most decidedly.
669. Do you expect to get the North Coast railway and at the same time have a large amount of money expended in improving the entrance to the river? Yes; we expect to get both.
670. Would the trade go by railway;—would not a large part of it still go by the steamers? Certain products would be sent by the steamers; others would not. There is room here for a large development in dairying and in other small industries, and the productions of those industries would go away by train.
671. Would it pay the railway people to carry small articles, while heavy goods were sent by sea? The country about here is very undeveloped, and, if a railway were made, it would be largely settled upon. I have seen very small places in England connected with the railway, and the lines have paid.
672. Is it not unreasonable to suppose that the Government would expend a large amount of money in giving you a railway, when you already have every convenience for getting goods to Sydney? Well, at the present time, if an easterly gale sets in, vessels cannot enter or leave the river for three or four days, and that would happen if we had the best bar possible.
673. Does not the same thing occur all along the coast? Yes; but at a place like Newcastle they can use the railway at such times. In two or three days some kinds of produce will deteriorate greatly.
674. Is there anything you would like to add? There is one thing I should like to refer to, and that is the fertility of the land here. There is a farm on the river here, just opposite the town, which, although it has been closely cropped, has given two crops of maize in one year, one crop yielding as much as 110 bushels to the acre.
675. Is it usual to get two crops in the year? On some of the farms they can get two crops.
676. Is the land here on the whole well cultivated? Not so well as it might be.
677. With better cultivation there would be a larger yield? Undoubtedly.
678. Is there much unalienated land in the district? I believe that there is a fair quantity of second-class land unalienated.
679. Is it land fit for grazing purposes? Yes; and there is a larger area of swampy land—I believe something like 162,000 acres.
680. Would it be possible to drain that land? Yes; already efforts are being made to drain it. The Darkwater Drainage Union embraces about 11,000 acres, and there is other land under the Drainage Union Act.
681. Is the land to which you refer Government land, or is it private land? Some of it is Government land, and some of it has been in the hands of private people for many years. There are some selections containing swampy land, which have reverted to the Government.
682. *Chairman.*] You attach some importance to the Hillgrove trade? Yes.
683. What is the distance from here to Hillgrove? A little over 80 miles.
684. What is the cost of carriage between the two places? I believe that the latest rate is about £2 10s. a ton.
685. The Hillgrove people are in the habit of getting certain classes of goods by sea from Sydney to Kempsey, and then on from Kempsey by dray? Yes; that trade is developing, and a certain amount of produce from the upper river also goes that way.
686. Hillgrove is a mining town about 20 miles from Armidale? A little more than that. It has about twice the population of Kempsey.
687. There is a railway at Armidale? Yes.
688. The distance from Sydney to Armidale by rail is about 357 miles? Yes.
689. You have expressed the opinion that a North Coast railway would pay? I believe it would.
690. How can you reconcile that opinion with the existing state of affairs at Hillgrove;—those people are near a railway, and yet it pays them to bring their stuff from Sydney by sea to Kempsey, and on from Kempsey by team? The main traffic of the North Coast railway would be in cattle, I think.
691. Do you not think that one train a month would carry every beast in the district;—by your own showing places which have railways do not use them fully, but make use of the sea as much as they can. I should like to know how a railway would serve you better than the river does? It would only be under certain circumstances. At the present time we cannot ship cattle from this place by sea. It has been attempted, but with considerable loss. Other produce is not sent away, because it could not be sent away by sea.
692. Are there not large shipments of cream sent from here to Sydney? No cream is being sent now.
693. Cream was sent in 1897? Yes.
694. If it were necessary to send it now it could be sent? Yes.
695. Why is not cream sent now? Because it is turned into butter.
696. The butter is sent away by sea? Yes; but it would be sent by train if there were a railway, because it would then realise a better price. In the summer it deteriorates when sent by sea.
697. Have the steamers cool chambers? The steamer has what they call a cool chamber, but it is cool rather by name than in reality.
698. If it were possible to send 4,000 cans of cream in 1897, surely it would be possible to send butter, because butter stands carriage so much better? Yes; but I think that if people had a choice between the train and the steamer they would use the train.
699. Suppose the steamer rate was 20 per cent. below the railway rate, which would they use? I think a good deal would depend upon where it was going.

700. Are you of opinion that the district requires both a railway and an improved port? Not at the present time. J. A. Winney.
701. What does it demand at the present time? A good port. 7 June, 1898.
702. Suppose that a choice had to be made between a port and a railway, which, in your opinion, would be of most advantage to the district? A railway.
703. Do you happen to know much about the flooding of land which has taken place on the lower river? No; I cannot say much about it.
704. You have seen a flood since you have been here? I have seen the record flood, and other minor floods.
705. The new entrance affords an outlet for flood-waters 6 miles nearer than the old entrance? Yes.
706. Is not that of advantage to those living at Kempsey and further up the river? Yes; but the water requires some other outlet. The flood-cutting that was made in 1892 resulted in some of the water of the Belmore River not reaching to within 3 feet of the height to which it reached during a smaller flood than the 1893 flood.
707. Would it not be of advantage to the people on the river generally to have an outlet to the sea 6 miles nearer than the present outlet? Certainly.
708. Is not the loss from floods in this district very serious sometimes? Yes.
709. A matter requiring as much attention as the improvement of the port? Yes; quite as much.
710. If the two things can be worked together it will be a double advantage? Yes.
711. Do you think that the new entrance will facilitate the escape of flood-waters? Yes.
712. Will it give greater relief than the Grassy Head entrance? Yes.

Austral Rowe, farmer, Yarrahapinni, sworn, and examined:—

713. *Mr. Farnell.*] How far from Kempsey do you live? About 25 miles—about 2 miles back from Stewart's Point, where the sawmill is. A. Rowe.
714. What is the area of your holding? 100 acres. 7 June, 1898.
715. How much of it is under cultivation? Eight or 10 acres at the present time.
716. Is the rest of the land cleared or improved in any way? Yes.
717. Why have you not put more of it under cultivation? Because I have been occupied with other land which I hold on the Belmore River, and near Gladstone.
718. The irregularity of the steamer service has had nothing to do with the small area of your cultivation? No.
719. You have had your hands too full elsewhere to attend to this land? Yes.
720. You have seen the work which has been done at the new entrance and you know the Grassy Head entrance? Yes.
721. Comparing the two, which, in your opinion, is the better? I do not know that I am called upon to give an opinion upon the point. My trouble is this: I live 2 miles out from Stewart's Point, and, so far as I can learn, the proposed harbour works will intercept the Clybucca water just above Shark Island, and draw it into the new channel, causing the navigable part of the river near us to silt up. Now, we took up our land in the belief that we should be able to ship our produce away by river.
722. It is not proposed to intercept Clybucca Creek, as you fear;—I understand that you have sent your produce away through the Grassy Head entrance? Yes, until very lately, when it has gone through the new entrance.
723. That entails 8 or 9 miles extra haulage, I suppose;—are there other people similarly situated? I am only 2 miles from the Stewart's Point wharf. There are about forty settlers on the Unkya and Allgommera who draw their produce to the Stewart's Point wharf.
724. And they feel inconvenienced by having to send their produce away through the new channel? No; it is not that. They must continue to draw to Stewart's Point wharf; but we are afraid of the silting up of that part of the river.
725. If the new entrance is improved it will still be possible for a drogher to call at Stewart's Point wharf? Well, I did not quite understand the project, so I made it my business to come before the Committee.
726. The Grassy Point entrance has been abandoned by the ocean-going steamers? Yes.
727. Those steamers now use the new entrance, a fact which proves it to be the better entrance? Yes.
728. Your fear has been that the portion of the river leading down to the Grassy Head entrance would be closed through the diversion of the Clybucca Creek; since that is not intended, will you be satisfied if a good entrance is made at the new opening, which will allow of a regular steamer service for the export of produce? Yes.

Thomas Patrick John Taylor, storekeeper, Kempsey, sworn, and examined:—

729. *Chairman.*] Have you been long in the Macleay district? I am a native of the district. T. P. J. Taylor.
730. On what particular point do you wish to give evidence? Chiefly in regard to the damage done upon some property at Rainbow Reach belonging to my father. 7 June, 1898.
731. How long has he owned the property to which you refer? I think somewhere about twenty years.
732. To what purpose has he put it? He has used it as a farm.
733. Have you a personal knowledge of the facts about which you wish to speak? Yes; and I am pretty well acquainted with the place. Before the new entrance broke out there was a tenant upon my father's farm who was paying £64 a year. When the entrance broke out he had his crop in, and he wanted to get back half of what he had paid and to leave the place. He said that the tides came over the land to such an extent that he could not afford to continue to pay so large a rent. Since then we have not been offered anything like £64 a year for the farm.
734. How many acres was the tenant leasing? Sixty-four acres. He paid £1 an acre.
735. Was it all suitable for agriculture? No; there were a few acres in gullies.
736. Was that the total area of your father's holding? Yes.
737. Was the whole of it cultivated? No.
738. How much of it was cultivated? Forty or 45 acres.
739. How does the tide flow on to the land;—does it rise over the foreshores, or does it run up the creeks and indentations? At one end the tide comes over the foreshores completely, and it flows through a few gullies.

- T. P. J. Taylor.
7 June, 1898.
- gullies. There is a creek running round the place, which is nearly an island, and this creek overflows on to the land.
740. The tide flows into the depressions and over the lower land? Yes; the whole of the land is not flooded.
741. Did the tenant you have spoken of leave? Yes.
742. Has the farm been let since? Yes; but we have never got rent for it.
743. At what rental has it been let? One tenant was supposed to pay £64 a year, but we never got the money.
744. Notwithstanding the fact that the first tenant left ostensibly because some of the land was flooded by the tide, and its value impaired, you were able to relet the farm at the same rental? Yes; but to a person who really did not know what had occurred. When he saw how the land was affected he refused to pay the rent.
745. Do you consider that that land has been permanently damaged? I think that it has.
746. At what do you value it in fee-simple? I could not say.
747. What would it bring per acre if it were put upon the market to-morrow? I could not say. Before this happened an offer of £1,600 was made for it.
748. Do you wish us to infer that your land has been flooded entirely because of the new cut? No; a few of the gullies were affected before.
749. Part of the land was always subject to the influence of the tide? Yes.
750. Possibly half of it? Only a small portion was affected before the new opening was made.
751. All you can claim is, that in consequence of the new channel the area of land flooded by the tide has been increased? Yes.
752. Is your father opposed to the improvement of the present entrance;—is he of opinion that the works now going on should be stopped, and that the old entrance at Grassy Head should be resorted to again? He is of opinion that the old entrance at Grassy Head should be used, but he is not of that opinion entirely because of the damage he has sustained.
753. Is there any other point upon which you would like to speak? No.

Austral Verge, grazier and land-owner, Macleay River, sworn, and examined:—

- A. Verge.
7 June, 1898.
754. *Mr. Trickett.*] How long have you resided in this district? Fifty-two years. I was born here, and with one or two breaks I have been here all my life.
755. You have a thorough knowledge of the district, and more particularly, I believe, of the Lower Macleay, and of the entrances to the river, and the varying conditions prevailing there? Yes; I have constantly been boating in that neighbourhood, and I have paid particular attention to the effect of the floods on the lower river, at the entrances, and along the shore from Trial Bay to Grassy Head.
756. And you are acquainted with the scheme before the Committee? Yes.
757. Would you like to see the new entrance improved, or would you rather see the Grassy Head entrance improved? I think that the new entrance is the better of the two for more than one reason.
758. I think you were in Court yesterday when the Departmental reasons for the scheme were read out;—do you accept them? Yes.
759. I think you know something of the breakout, north of the new entrance, which occurred some time ago? Yes. Many people suppose that because of these breakouts the bay is silting up. I rather think that it is not.
760. How far is the breakout you are speaking of north of the new entrance? I think about three-quarters of a mile. I noticed it first on the 14th December, 1892, when I was on a fishing expedition.
761. Did that breakout continue open? I have not been there since 1896; but I believe that it is still open, although the Harbours and Rivers Department have put a dam across Spencer's Creek, which may have had the effect of closing it.
762. What has been the effect of that breakout? Well, it seems to me to have had an influence in flooding the low-lying land. I saw the sea running in there quite strongly, and breaking on the sand inside, and on the mangroves on the eastern side of what I call Lower Shark Island, some little distance north-west of the lowest farm on Spencer's Creek. Higher up, in the surf, I saw an old mangrove-bed upon which the stumps were standing; but the trees appeared to have been cut off 18 inches above the mud; and I concluded that the sea had at one time broken in there and covered up the trees with sand. This mangrove-bed must have been an old salt-water lagoon, and this lagoon must have been in existence some time to have allowed the trees to grow, because they must have been from 12 and 18 inches down to 6 inches in diameter. The conclusion I drew from my observations was that the sea-shore must originally have been to the east of this mangrove-bed; and when people declare that the bay is silting up I think that they make a mistake, and that what they really notice is the encroachment of the sea upon the land.
763. Is that mangrove-bed visible now? I think not.
764. Did the breakout flood the land down there? It must have flooded all the low-lying land within a considerable distance. I was at the new entrance again in April, 1895, and I then saw the surf breaking very heavily through. In January, 1895, I was pulling up Spencer's Creek, and the surf was rolling in so that I had to watch the waves to avoid the curl. The waves were then breaking very heavily upon the eastern side of Shark Island, and were carrying roots and other things in amongst the mangroves. I suspect that all the low-lying land in the neighbourhood must have been flooded at that time.
765. Your observations go to show that the flooding of the land is the act of nature, and is not due to the harbour works? Between 1892 and 1895 the land which is liable to be flooded now must have been flooded.
766. If the Grassy Head entrance had been improved so as to make it more easy for the sea to come in, would the low-lying land that is flooded now not have been quite as likely to be flooded? I think the result would have been about the same. Of course, with a greater number of openings the water can get out of the river more quickly, and the tide drops more, so that anyone who wishes to improve swamp land by making embankments and flood-gates has a better opportunity to do so. I have noticed at Kempsey that whenever the bar is in good condition the tides are unusually low. I own some swamp land about 5 miles from the new works, and I cannot see that it has deteriorated in any way. I am on the eastern bank of the main river.

767. You know the lands about which we have had evidence;—can you tell us why those lands have been flooded? I suspect that the water comes up the creeks. There may be places where the banks are unusually low, and where the tide would rise over the foreshore. A. Verge.
7 June, 1898.
768. There are varying opinions as to whether, when the harbour works are finished, the sand will accumulate at the end of the breakwaters, and thus merely remove the bar a little further out;—what do you think? I hold the opinion that the works will prove a very great success indeed. In volume 25 of the *Journal of the American Society of Civil Engineers*, I came upon an article dealing with improvements effected at the mouth of the Brazos River, upon the coast of Florida. Where previously there had only been 5 feet of water, a depth of 16½ feet was obtained. The river is about 200 miles in length, and enters the sea through a sandbank.
769. What was the cost of that work? The average cost of 1 cubic yard of jetty in place was 2 dollars 60 cents on the outer 2,000 feet, where it was exposed to the heavy sea action. It was composed of brush mattresses loaded with stone, and sunk into position. The cost of 1 cubic yard of mattress, with superintendence, was 38 cents.
770. Did the river enter the sea through an exposed ocean beach? Yes. The party sent down to explore it had to wait for two weeks before venturing out in a boat. Similar work has been successfully undertaken upon the coast of Oregon.
771. The success of those works establishes you in the opinion that this work will be successful? Yes.
772. Has the new entrance been largely used by the sailing vessels and steamers which have come to the river? I think that it is preferred to the old entrance.
773. The channel inside Grassy Head is very tortuous and narrow? Yes; and it was always a troublesome channel, constantly needing dredging.
774. Have you carefully watched the progress of the harbour works? No; but when I have been at the entrance I have paid considerable attention to them.
775. You must have been struck with the increase of depth that has been obtained there? Yes. Possibly, however, that opening would be too narrow, if an attempt were made to turn the whole of the river water into it.
776. Do you think that the entrance, when finished, will drain the district sufficiently quickly? I should think that the new entrance would be somewhat narrow if the old entrance were blocked up entirely. The scour would then be too great, and the water might rise above the stonework.
777. It is not proposed to close the old entrance; that will still act as an outlet for part of the flood-water? I think it would be unwise to close up any entrance. The people on the upper part of the river have been agitating for flood-water exits, and it seems to me that the greater number of openings the better from their point of view. I should not think that the existence of two or three small openings would in any way seriously diminish the scour at the new entrance.
778. You have noticed the erosion which takes place in the banks;—do you think that the banks will suffer still more when the new entrance is completed? I do not think that the new entrance will increase the erosion, but I think that some conservation of the banks should certainly be attempted. Lower down the river the alluvial land overlies sandbanks, and when it is washed away the sand is carried down and deposited in the channel, creating an obstruction to navigation.
779. Can you tell us what is the trade of the river? I have a very high opinion of the capabilities of this river, and I think that the district is in an undeveloped state yet, though, perhaps, the steamers running here can cope with our present output. With an improved entrance, however, we will get better steamers, and that will induce a large number of people to settle here. In the past we have had very inferior steamers, because for many years it was always difficult to get over the bar. People desiring to settle upon the land always try to go to districts where these difficulties do not exist, or where they are not very great.
780. Is it within your knowledge that the farmers have been considerably injured by the delays which have occurred in steamer communication? For years, and even until quite lately, serious loss occurred, because only one steamer was coming here. Corn had to be kept back because it could not be got to market.
781. How long have you had an opposition service? The present boat has only been running for a month or six weeks.
782. Do you look upon this competition as the result of an improved entrance? Yes; people see that they can run their boats here with more safety than was the case formerly.
783. With a better entrance you would have competition, and possibly better boats, with more regular transit for passengers and goods? I think so.
784. I suppose you regard the agricultural districts on the North Coast as a great stand-by for the Colony? I have a great opinion of the North Coast country, because of the fertility of its soil and the adequacy of its rainfall. I am of opinion that these districts could absorb a large population, and that a large population would come here if we had better means of communication.
785. We have heard that the district is now recovering from the effects of a very severe flood which occurred some years ago? In 1893 we had a very destructive flood, and people were very close to the wall then. That was the last flood of any consequence that we had.
786. Do you look upon floods as of regular recurrence, or are they exceptional? Floods occur most irregularly, and in any month of the year.
787. You get a regular and sufficient rainfall here? Sometimes we get too much rain. Up to November of last year we had four months of dry weather, but since that time we have had hardly a week without rain.
788. You look upon the district as climatically favourable for agricultural pursuits? Yes; and there is room for a great range of production here.
789. Why should a flood that happened four or five years ago still be affecting the settlers? Well, I suppose it is because they were heavily involved before that. The years 1896 and 1897 were very favourable for corn-growing.
790. What do you consider the average value of land here per acre? Well, that is like trying to determine the unimproved value of land. I do not think anyone knows the value of the land here. I have seen £40 an acre given for agricultural land; but I do not think that anyone could safely give more than £20 an acre for good farming land. If we had a deep-water entrance, and regular communication, we might be able to go in for lucerne growing as they do on the Hunter, and in that case our profits would be very much larger.
- 791.

- A. Verge.
7 June, 1898.
791. They have commenced to grow lucerne here? We can grow lucerne, and we can make good hay, but the freights are very heavy.
792. Is it very difficult to clear the land here? Yes, it was very costly. There was first the expense of felling, which would amount to 30s. or 35s. an acre, and then the time had to be taken in burning off the timber. The total cost of improving the land might be put down at from £6 to £8 an acre.
793. What is the average yield of corn per acre? Well, I think that throughout a period of years, 50 bushels to the acre is a very fair yield. I have heard of 100 and 110 bushels being obtained, and upon some land you might average 60 bushels, but taking the district throughout, I think 50 bushels would be a fair average.
794. Is not a large quantity of corn consumed locally to feed pigs and other stock? I do not think a large quantity is consumed locally; I think that it is nearly all sent to Sydney. Some of the corn grown on the upper parts of the river may be used in that way, but it would be damaged corn chiefly.
795. Do you look upon this district as a progressive one? Undoubtedly. The butter industry has taken a hold here, and is moving ahead very fast. The output is increasing almost daily.
796. Do you think that the output of corn for this year will be equal to or more than the output of previous years? I think it will be equal to the yield of last year, which was an exceedingly good year.
797. Are the farmers here generally the owners of their farms or do they rent them? In past years I think the land was mostly rented, but of late there has been a great deal of selection upon the upper part of the river, and that would alter matters.
798. About what rents are obtained? I think from 20s to 30s. and 35s. an acre.
799. What do you think a fair value for land here;—we have heard of low-lying flooded flats being valued at £25 an acre? I think that would be an excessive price for such land. A fortnight ago I sold a farm on the bank of Kinchela Creek, only 2 miles from a butter-factory,—land with two water frontages, thoroughly cleared, the higher ground capable of growing as good maize as any land in the district, and the lower ground all laid down under buffalo grass, the droghers calling to take produce from the banks—I sold 59 acres of such land for £550, or less than £10 an acre, and that land was offered for a very long time. I should think the price that might be expected for the best river-bank maize-growing land would be about £20 an acre. Low land could not be valued so highly, because of its liability to inundation by flood water, and perhaps also by tidal water.
800. What is wanted for the advancement of the district is the improvement of the river entrance? Undoubtedly. That is what we have been wanting ever since the district was settled.
801. Which would be of most benefit to you—the improvement of the entrance, or the making of a railway? I think if I had a choice between a railway and an improved entrance, I should prefer a railway. We could use the present entrance, even though it might become bad at times, and by this means we could send our heavy produce away cheaply, while we could use the railway for other produce. With a railway I think there would be a large accession of population. It seems to be generally thought that railways cannot be made except at a certain cost per mile. I think we might have cheaper railways, but as the authorities show no inclination to make them, I suppose all we can expect at the present time is the improvement of the harbour.
802. People will naturally send produce to market in the cheapest way, and it has been proved that steamer carriage is invariably cheaper than railway carriage? I understand that all over the world steamer carriage is cheaper than railway carriage.
803. It has been suggested that a railway should be made from Jerseyville to Trial Bay? I do not think that would do. Such a railway would be very expensive to use.
804. Looking at the matter from every point of view, you have come to the conclusion that the harbour works should be gone on with? Undoubtedly. I think that they will give us a fine deep-water entrance. Sir John Coode expressed the opinion that if a scheme were adopted such as that at Trial Bay it might have the effect of bringing silt into the bay; but if the banks were conserved, less sand would go into the river. The greater part of the sand in the river is produced by the erosion of the banks. The alluvial matter brought down from the mountains is deposited in the swamps, but the sand comes from the sea.
805. But this sand will be got rid of if a proper scour is created by the construction of training-walls? Yes; I think there will be a fine scour then.
806. Although this cannot be looked upon as a reproductive work, do you think that it can be justified by its indirect advantages? I think so. These harbour works will induce people to settle in the district, and those who are here now will work more hopefully. I think that the rates that we pay now are higher than we may expect to pay when the entrance is improved, because I think there will be more competition for the trade when better boats can come here.

Enoch Rudder, farmer and grazier, Kempsey, sworn, and examined:—

- E. Rudder.
7 June, 1898.
807. *Mr. Roberts.* How long have you resided on the Macleay? Since the district was first opened up.
808. For how many years? It must be fifty-three years since I came here.
809. Upon what part of the river do you live? At the first falls—about 9 miles above Kempsey.
810. Have you resided there during the whole of this year? No; for the larger part of my life I have resided in Kempsey, and just about a mile above Kempsey.
811. I understand that you are appearing before us as a delegate from the Farmers' Union? Yes.
812. Do you wish to make any statement to the Committee putting forward to the views of the members of the Union upon any particular point? Certainly not. I simply desire to give evidence as an individual upon the wealth of the district.
813. Have you made yourself familiar with the proposed scheme for improving the entrance to the Macleay? I think I thoroughly understand it.
814. You know the difficulties with which the people here have had to contend because of the bad state of the entrance in the past? Yes.
815. Would you like to make a statement upon the subject? I should like to say that I have some knowledge of works such as these, and I have not the slightest hesitation in stating that the proposed works have been most ably designed, and, if carried out as proposed, will confer the greatest benefit upon the district that it is possible to give it. When Sir John Coode designed his scheme the conditions were different from those prevailing at the present time. In former times the sand-spit through which the break-outs

- break-outs have been made was a scrub in places 10 to 12 chains wide, and almost impenetrable. To look at it one would have thought that it would remain firm for ever. The vegetation upon it, however, has now been totally destroyed, and the sea has at various times broken through it in many places.
816. Do you recollect the break-out occurring in 1893, which produced the present entrance? Yes.
817. Do you recollect a break-out occurring in the vicinity of Sir John Coode's scheme? Yes.
818. Is that open still? I cannot tell you. There has been an opening at the South-west Rocks as long as I can remember. That opening has contracted and enlarged according to the operations of various floods. It would be utterly useless to attempt to improve the Grassy Head entrance without constructing a southern breakwater.
819. Do you recognise that that would be an expensive work? Yes, most expensive; and I do not think there is anything to warrant the expenditure. In my opinion, if the departmental proposal is carried out, we shall have a permanently deep channel at the new entrance. In regard to the alleged silting up of the bay, I think that the evidence that the river does not carry down sufficient silt to have an appreciable effect on the bay is irrefragable. What the river fetches down is the finest description of mud, and a close examination of the bottom of the bay will show that it is all clear sand. The only difficulty that could occur at the entrance might be in the formation of a bar of ocean sand in the lower part of the river. I would, therefore, impress upon the Committee the absolute necessity for removing that sand from the river, and depositing it behind a training-bank by the simple process of dredging. You will find that after you get under the alluvial in the lower river there is sea sand. This sand sometimes works away and allows the alluvial to fall into the river; but you do not find that the alluvial is carried into the sea. I have heard statements made about the formation of a bar outside the projected breakwaters; but I cannot see why there should be such a bar. At Grassy Head there is no get-away for the sand; but at the new entrance there is a get-away both to the north and to the south, and the scour will inevitably carry the sand to a point from which it will be removed.
820. Do you think that the proposed training-walls are designed to go out sufficiently far? I think so.
821. Have you been there lately? No. I believe that the scheme designed by the Department will give us a good entrance. Another point which I should like to impress upon the Committee is with respect to levels. The Committee must remember that the land along these rivers is the highest at the water's edge, but in a great many places, and especially at Rainbow Reach, a great part of the banks have been worn away. This has in some cases made an alteration of level to the extent of 2 feet, and perhaps more, which might mislead people not acquainted with the original state of affairs in regard to the rise and fall of the tide. Then, too, wherever the land has been of a spongy nature, and stock have been put on to it, it has solidified, and where water was not formerly seen it is now everywhere evident.
822. Can you tell the Committee anything of the losses which have been sustained by the farmers on Rainbow Reach? No, I am ignorant on that subject; but you will see that there is some explanation of that in what I have said about the alteration of levels.
823. You hail with feelings of great satisfaction the proposal referred to the Committee for consideration? I believe it to be the most important work for the development of the district that has ever been undertaken, and I have no hesitation in saying that it will be a most emphatic and marked success.
824. Is the Macleay district increasing in prosperity? Undoubtedly.
825. If the proposed works are carried out will the district greatly develop? They will prove a most material factor in promoting the welfare, prosperity, and progress of the district.
826. Is the dairying industry making rapid progress there? Yes; it is a new industry, and bids fair to make a great expansion.
827. That is an industry which would be developed by carrying out the works in question? Yes, unquestionably.
828. Do you corroborate what Mr. Verge said in regard to the value of land here? To a large extent. If you divided the district into three divisions, the good agricultural land in the central division—that is, the land a few miles above and below Kempsey—would be worth £40 an acre. Outside that division I think Mr. Verge's estimate would be a fair one.
829. Have you known land here to be sold for £40 an acre? I have known it to be sold for more than that; but you would not get so much now.
830. What would you get now? I do not think you would get above £35 an acre; but I know farmers who would sell for that.
831. Do you feel sure that it would bring more than £20 per acre? I feel confident of it.
832. What is good land on the Macleay leased at per acre? From £1 per acre up to 30s. per acre is about the average rent.
833. It would be only the very best land that would realise 30s. an acre? Yes; and its situation must be very good. Exemption from floods is a great advantage.
834. Do you endorse the reasons given by the Department for the proposed harbour works? Yes. However complete you may make the works at Grassy Head, you will not have the advantage there which you have at the new entrance. At Grassy Head you are always subject to the full effect of the north-east winds, and in olden times I have known vessels to be detained there for two months. On one occasion, when a lot of pigs were sent away by the steamer, she was detained there so long that the people eat them all.
835. How many years ago is that? Twenty years ago. It was when steam communication was first introduced into this district.
836. Do you regard 50 bushels of maize to the acre a fair average crop? A very fair average. I have known 20 acres to yield 2,200 bushels.
837. Where was that? Just opposite my own farm.
838. What is the largest yield that you ever obtained? 110 bushels to the acre. The value of land here depends to some extent upon the number of years for which the farmers have had it under cultivation. The land upon many of the farms is to a certain extent worn out.
839. What other industry, beyond maize-growing and dairying, is likely to be developed here? We may develop the wine-making industry.
840. Is this soil well adapted to the growth of the vine? For only one class of vine; but we can grow it in any quantity, and make a first-class wine from it.
841. Is much fruit grown in the district? Very little. The climate is not suitable for fruit-growing. Maize, butter, and pigs are the staple commodities of the district.

- E. Budder. 842. What about timber? The timber supply is to a large extent exhausted.
- 7 June, 1898. 843. What is your opinion of the proposal to construct a tramway from Jerseyville to Trial Bay? I think that no substantial benefit would be gained by the construction of such a tramway. The extensive handling of goods would be almost as large as the expense of getting them to Sydney. I am totally opposed to such a work. Furthermore, if you were to ask me which I should prefer, good water communication or a railway, I should emphatically declare myself in favour of a railway, because of its cheapness, and on account of many other considerations. It would be as much trouble to bring heavy products to a railway as to take them all the way to Sydney by steamer.
844. A railway would only serve those above the head of navigation? Yes; and for carriage of light and perishable articles.
845. The people on the banks of the rivers would always use the steamers? Yes. I heard some remarks made by Mr. Verge in regard to the necessity for improving the banks of the river, and I look upon that work as a most important element in the final success of the scheme. I think we shall have to introduce municipal action in regard to the matter. The chief reason why the banks of the river are destroyed is, that settlers allow their stock to graze at the water's edge. Nature protected the banks by placing the reeds all along them, but the cattle get down and eat them off. If the banks of the river were fenced off, the reeds would grow again, and nothing would disturb the soil. Then, too, if you could level the banks down to a certain angle, and plant them with willows, cutting the willows off when they had arrived at a certain age, so as to make them fall over, and send out millions of roots, you would have a protection to the banks that could never be disturbed. In this way, in the course of a few years, the river would be restored to its original condition, the channel would deepen, and you would have no further trouble.
846. Has your suggestion ever been adopted in any part of the river? No; but in some places they have been compelled to fence the roads off, and wherever that has been done the banks have returned to their original state.
847. *Mr. Farnell.*] Will willows grow where there is salt water? No; but there are other trees which would serve the purpose equally well where there is salt water. The oak is even more effective than the willow. When the banks are protected you will be able to conduct your dredging operations with every prospect of permanent improvement.
848. Efforts have been made to prevent the erosion of the banks lower down the river? I regard what has been done there as utterly worthless, and a waste of public money. The erosion takes place under the wood-work.
849. Is there anything you would like to add? In regard to the tides, I should like to say that within the last eighteen months, we have had phenomenally high tides—tides at least a foot above the average height of high tides. I do not remember having seen such tides in the early days; in my opinion this is not due to the harbour works, but is caused by the break-out which Nature herself has made.

Herbert Phillips, Crown Lands Agent and Clerk of Petty Sessions, Kempsey, sworn, and examined:—

- H. Phillips. 850. *Chairman.*] How long have you been in charge of this district? About nine months. I have been on the North Coast for the last seven years—that is, at Grafton and here.
- 7 June, 1898. 851. *Mr. Clarke.*] Can you supply us with information in regard to the Crown lands in this district? There are at the present time about 415,000 acres available for settlement in this district under the Crown Lands Act.
852. Where is this land situated? Of course, the land upon the river bank was taken up first, and I think that most of the area available lies north from Kempsey.
853. *Chairman.*] Are there any large reserves here? There are several large forest reserves. For instance, there is the Maria River forest reserve (F.R. 100), parish of Lincoln; the Allgommera forest reserve (F.R. 14,537), which takes up nearly the whole parish of that name; the Collombatti forest reserve 12,301; and forest reserves numbered 158, 112, and 3,753. These are all large reserves.
854. Have you any knowledge of the quality of the soil in these particular reserves? No; I have never been on the land.
855. As a rule, the land in timber reserves is not good agricultural country? That is so. The country in the parish of Colombatti is mountainous, but I think there should be fairly good country where the other reserves are situated.
856. Have you any other information to give in regard to the settlement here? Yes; 1,391 conditional purchases were being paid for during the year 1897.
857. That would include new conditional purchases, and instalments upon old conditional purchases? Instalments, interest, and balances were being paid upon that number of conditional purchases in 1897, the amount paid being £7,103 15s. 1d. The total revenue received from land in 1897, was £9,568 2s. 11d., and in 1896, £8,081 10s. 1d.
858. Have not all the balances under the 1861 Act been paid up? Every now and then people come in and pay up their balances to make a freehold. The totals I have given you include all balances. The revenue for 1895 was £7,611 6s. 11d., so that there has been a gradual increase from year to year. The number of timber licenses issued during 1897 was 261.
859. What is the license fee? Five shillings a month for an ordinary hardwood timber license, 2s. 6d. for a deadwood timber license, and 10s. for a cedar license. For licenses coming under Class A the charge is £1 a month. The Allgommera is a Class C reserve, and they can only get permission from the Department to take timber from that land.
860. They also pay royalties upon some classes of timber? Yes; but the royalties do not come through my hands.
861. I suppose that settlement has considerably increased in the district since you came here? There has been an increase nearly every month.
862. That shows that the conditions of the settlement are satisfactory? Well, I am receiving more money than I received last year.
863. Although an Act is in force providing for the postponement of payments? The provisions of that Act have not largely been availed of.
864. Is there much swamp-land in this district? Yes, a good deal.
865. Is it owned by private individuals, or by the Crown? Most of it has been taken up; but some of it is still available for selection.

866. That land is almost valueless, even for grazing? Yes; though in a dry time it is very valuable indeed. There is grass on the swamp lands when there is grass nowhere else in the district.
867. Would it be possible to drain these swamps? I could not say.
868. Have you any other returns? I have a return showing the number of conditional purchases applied for during the last three years. In 1895 six conditional purchases were applied for, in 1896 four, in 1897 two, and this year up to date, eight.
869. How does your district extend? From Taylor's Arm, on the Nambucca, to the Port Macquarie district.
870. Does it go right to Port Macquarie? No, not quite to Port Macquarie itself.
871. Is there any other information you can give us? The revenue received from Petty Sessions work in 1897 was £442 8s. 1d. The sum of £125 8s. 9d. was received by the mining registrar.
872. Has any application been made to have the timber reserves thrown open for selection? A little while ago a gentleman told me that application had been made to the Minister for the setting apart of one of the reserves for a refuge in times of flood; but that is a matter with which I have nothing to do.
873. You have not heard the result of that application? No. The only thing I should hear would be that the land had been withdrawn from reserve, or had been set aside for a specific purpose.
874. Do you not think it is advisable that some of these reserves should be thrown open to the public? Well, it might promote settlement.
875. Is the land likely to be occupied if thrown open to selection? I could not say. There is land available for selection pretty well all over the district, to a greater or less extent.
876. Still the selections have been very few? Yes; but this year they have been more than during several previous years.
877. Do you know if there are any estates in the district under the old grant system? I could not say. The parish of Lincoln used to be part of the Port Macquarie district, and there are several large grants there.
878. Were similar grants made within the vicinity of the town of Kempsey? I do not think so.
879. How is the land in this district held—chiefly under conditional purchase? Yes, mostly about here, with a little freehold here and there. Of course, taking the whole district, I should think the larger area would be under leasehold.
880. Leasehold from the Crown? Yes.
881. Has any land been set apart under the settlement lease section? Not in this district.
882. Have any homestead selections been made? Yes.
883. Many? No, not many.
884. Has there been much inquiry from outside people for land? No; though I have had a letter from Victoria, and another from New Zealand, since I came here.
885. If this district is to increase its output, in which direction must new settlement take place? Settlement can take place only where land is available.
886. Do you know whether the Crown lands shown on our map of the county of Dudley is suitable for settlement? No; I can give you no opinion about that.
887. So far as you know, unless some of the reserves are revoked, there is no place where settlement can take place? There are bits of land here and there in most of the parishes, but the areas are small.
888. What would be the area of an average conditional purchase in this district? I suppose an average holding would be from 100 to 120 acres.
889. Would not that indicate that the land is held purely for agricultural purposes? The map shows that the land which has been alienated is land suitable for cultivation.
890. So far as you know, is the land held by *bonâ fide* settlers, or is any large extent of it held for speculative purposes? I do not think so. So far as I am aware, most of the holdings are *bonâ fide*.
891. Has there been dummying to any extent? I have not heard of it.

H. Phillips.
7 June, 1898.

Otho Orde Dangar, auctioneer, Kempsey, sworn, and examined:—

892. *Mr. Farnell.*] You are an old resident of this district? Yes; I have resided here since 1859.
893. And you at one time represented the Macleay electorate in the Legislative Assembly? Yes; from 1889 to 1893.
894. During your residence here you have had an opportunity of gaining a good knowledge of the resources of the district? Yes.
895. Are you conversant with the proposal now before the Committee? Yes; this is a matter to which I have given attention since 1868. In that year I formed one of a deputation who waited on the Minister for Public Works on the improvement of the entrance, and I then gave an opinion in favour of the construction of training-walls and of the projection of breakwaters into the sea.
896. I suppose you then had in mind the improvement of the old entrance? Yes.
897. Can you make a general statement to the Committee in reference to the question which has been referred to us? Yes. I have lost vessels at both entrances, and I have had actual experience of the terrible difficulties in the way of navigation on the lower part of the river, when taking cedar rafts down. In my opinion the proposed works are preferable to Sir John Coode's scheme.
898. You knew the old entrance before the new entrance broke out? Yes.
899. What was its condition then? Sometimes, under favourable circumstances, there would be a depth of 16 or 18 feet of water there, and then at other times vessels would be bar-bound for weeks together. The steamer trade was stopped altogether for a time, and the steamboat company had to employ sailing vessels. The entire blocking-up of the old entrance, which took place during a heavy easterly gale, by the accumulation of an enormous amount of flood-drift, could not occur at the new entrance. The timber was packed up into a solid mass, so that the river was literally blocked, and the water broke out through the sand, and formed a new channel 2 miles further south. That could not occur at the present entrance, because of its comparatively sheltered position. The breakout to which I refer gradually worked north, until about seven years ago the channel reached Grassy Head again. One vessel that I had was wrecked just opposite Stewart Point, and the "Agnes Irving" was wrecked about 2 miles south of the present Grassy Head entrance.

O. O. Dangar.
7 June, 1898.

- O. O. Dangar. 900. You have noticed the effect which the construction of training-walls at the new entrance has had on the river? Yes; their immediate effect was to produce a scour which gave a great depth of water. Another effect has been to let the tide in more rapidly, so that it now rises in the river somewhat higher than formerly.
- 7 June, 1898. 901. On the whole, do you consider that the work has been effective and beneficial? I have no hesitation in saying that that is my opinion.
902. Have you come to a conclusion in regard to the proposed extension of the training-walls? I am not an engineer, but I should say that the extension of the training-walls will permanently benefit the river, not only by improving the navigation, but by giving a speedier outlet for flood-waters, which will be an immense advantage.
903. Have you seen the harbour works at the Bellinger Heads and at the Clarence Heads? The works at the Bellinger Heads had only just been commenced when I was there in 1893, and I have not been there since. At that time, however, they had done an immense amount of good.
904. You have no doubt as to the permanency of the benefit which will be obtained from the carrying out of the Macleay works? The only question which arises in my mind is as to the possibility of the formation of a sandbank somewhat near the outlet of the channel, and as to whether the ocean current will be strong enough to sweep away the sand deposited there. Upon that point I am not able to form an opinion.
905. But you are in favour of the carrying out of this scheme? Yes, emphatically. I consider that it will be a great boon to the Macleay district.
906. It is of vital importance to the development of the district? Undoubtedly.
907. What do you think of the construction of a tramway from the Macleay to Trial Bay to allow of ocean steamers being loaded there? In my opinion there is no doubt that the time will come when a railway will be essential. There is a future for this district in connection with the export trade, and more particularly the export trade of live stock and frozen meat, which will necessitate, probably, not within my lifetime, the construction of a jetty at Trial Bay. That, however, is a matter wholly for the future, and I consider that our present necessities require the completion of the scheme for improving the river entrance.
908. Do you think that the construction of the North Coast railway can wait until these works are completed? I look upon the North Coast railway from a different point of view. I look upon that as a national work which, apart from local requirements, should be carried out, first, for the purposes of defence, and secondly, as a means of getting to Brisbane with a great saving of haulage. I look upon its construction for defence purposes as imperative. But even if such a railway is constructed, there will be a trade amounting to between 100,000 and 200,000 tons a year carried away in ships' bottoms, that being the cheaper mode of conveyance.
909. Have you studied the question of railway construction from a commercial aspect? Yes; if it were proposed to make the Macleay the terminus of such a railway, I should say that its construction would be a great piece of folly, because I look upon its extension through to Brisbane as imperative.
910. If it were decided to carry out this great national work, would it still be necessary to push forward with harbour improvements at Nambucca, the Bellinger, the Macleay, and other places? Well, I consider that the resources of the Macleay are sufficient to justify the proposed improvements of the river entrance. As to the other rivers, their output is smaller than ours, and it is probable that it will not increase.
911. If the proposed improvements are carried out, it is hardly likely that the Government will expend money on another public work which would take from the trade of the river? I submit that the case of the Macleay is very different from the case of the other rivers on the North Coast. While we may be perfectly confident of the development of the Macleay district, I will not speak with equal confidence with regard to the condition and prospects of the other rivers.
912. You said something, a little while ago, about certain lands being subject to inundation by floods;— is the improvement of the new entrance responsible for this inundation, or is it due to natural causes? The flood of 1893 did a great deal of the mischief, and I do not apprehend that its consequences have been made worse by the work which has been done since. Three or four openings were made by that flood, and, in my opinion, the work that has been done at the new entrance has not increased the injury.
913. I suppose that the area inundated by tidal water would be very small? I should imagine that it might amount to 1,000 acres.
914. At what would you value the land there per acre? That would entirely depend upon its condition before the flood took place.
915. The land which has been flooded by the tide has been rendered valueless? No; but lands which I have sold since have depreciated from £6 or £7 per acre to £2 per acre. A great deal of the injury could be prevented by making banks and ditches.
916. I suppose it would be quite possible to grow vegetables and other products upon this land then? Yes; it is merely a matter of taking proper precautions to prevent the tide from flowing on to the land. Where salt water goes over land grass will not grow.
917. If the proposed scheme is carried out, do you think it will be necessary to take steps to prevent the erosion of the banks, and the formation of sandbanks in the main channel? Those are matters which would have to be attended under any circumstances, and have been before the Government for the last thirty or forty years. The erosion of the banks has been going on ever since the scrub timber was felled. The silting up of the river is another matter.
918. Do you think that united action should be taken by the Government and by the land-owners to deal with this question? That would be decidedly a wise thing. The Government have done something in places, because they have owned roads alongside the river. Only last week I wrote an application for a person at Long Reach, who asked the Government to have another 20 chains of bad places made good. Work of this kind will have to be done whether the new entrance is made or whether Sir John Coode's scheme is adopted.
919. Will you tell the Committee what you think of the general prospects of the district, and of the effect of the proposed works upon its development? In the first place, I think that one of the results will be a reduction of rates. I believe that we may reasonably look forward to a reduction of 20 per cent. That will be a great boon to the people. With every improvement of the river there has been a reduction of rates.

When

When the North Coast Company first took up this trade we paid 3s. a bag freight for maize, and now we are paying only 10½d. per bag. O. O. Dangar.
7, June, 1898.

920. What is your opinion as to the probable extent of the dairying industry here? That industry has developed very materially within the last twelve or eighteen months, and we have now reached an output of 10 tons of butter per week. In my opinion the capacity of the district for development is such that one may readily suppose that the output of butter next year will be 20 tons a week, and in two years' time 30 tons a week. It would be very difficult to say what the maximum output will be. There is an enormous area of land in this district which can be made productive—a much larger area than one would imagine.

921. Is all the land that can be put to profitable use for dairying and mixed farming within the influence of these works? It is all within 5 miles of the river, and would use the new entrance. One of the greatest benefits to the district would result from the draining of the swamp lands. These lands, when drained, would carry three or four cows to the acre.

922. Can you tell us of any place where that is being done? I can cite the case of a property at Seven-oaks, where, by giving ordinary facilities for the getting away of the water, land that twenty years ago was almost a morass, is now capable of feeding two or three head of cattle to the acre. A plain just near here that was uncrossable has, by the cutting of a drain, been made leaseable at 20s. an acre.

923. Then the draining of these swamps is practicable? Yes.

924. Has the "Drainage Union Act" been used to any extent here? No, not at all.

925. Do you think that the improvement of the entrance, and the giving of regular communication, will act as an incentive to the development of the district? I have not the least doubt that the output of the district will be doubled. In a letter which I sent to the Premier some time ago I pointed out that the area of the swamp land in this district was 50,000 acres.

926. If the Government drained the swamp land belonging to the Crown could it be let at profitable rentals? There are only three swamps of which the Government hold any considerable area. Most of the swamp land is held by private individuals.

927. Would it be easier to improve this land than to pay £20 or £30 per acre for clearing other land? Naturally so. The land could be drained for £1 an acre, but it is held by a number of settlers, and each man says, "Let the other fellow drain it."

928. You are aware that the Government in some places is clearing land for the development of settlement;—do you think it advisable for them to also direct their attention to the draining of swamps? Yes; but the difficulty is, that the Government do not own a sufficient area of swamp lands. This land is held by people on the waiting principle. It would be a grand thing if it could be resumed at its present value. I have 1,750 acres of swamp land which I can sell for £500. It is in the hands of the banks, and they will not improve it. This land is capable of making 300 per cent.

929. Do you think that two steamers trading here regularly would be able to do the trade of the district for some years to come? We have three or four steamers coming here at the present time. The North Coast Company loaded the "Wyrallah" and the "Burrawong" this week, while the "Wyoming" has also come in. They sometimes take away 8,000 bags of maize a week.

930. You have very great faith in the district, and you think that the Committee would be justified in recommending that something be done to further develop its resources? Yes. I have not the slightest doubt that the proposed harbour works will be an immense service to the district. The following information in regard to the district may be of interest to you:—We have 3 dairy factories, 21 steam creameries, 18 blacksmiths, 10 saddlers, 15 wheelwrights and implement makers, 28 general stores, 30 shops, 2 chemists, 5 hairdressers, 9 auctioneers, 2 newspapers, 16 hotels, 1 spirit licensee, 3 banks, 3 solicitors, 3 doctors, and 750 farmers and dairymen.

Otto Albert Herborn, licensed surveyor, Macleay and Port Macquarie districts, sworn, and examined:—

931. *Chairman.*] How long have you been here? I am a native of this district; but for some years I had charge of the Mudgee district. O. A.
Herborn.
7, June, 1898.

932. You have a personal knowledge of the whole of this district? Yes.

933. What opportunity is there for an extension of settlement here? In the first place, if the harbour works are successful—and here appears to be every indication that they will be—a great deal of land on the tributaries of the Macleay will be made use of for farming.

934. Is there room for any more settlers? Yes, certainly.

935. Where would the land be found? Upon many of the creeks which are tributary to the Macleay.

936. Is it within reserves? A good deal of it is within reserves.

937. I understand that there are a great many reserves in this district? Yes.

938. Chiefly timber reserves? Yes.

939. Many of them were proclaimed some years ago? Yes.

940. Are you in a position to say whether many or any of them have served their purpose, and might now be revoked to allow of settlement taking place? I think it would be generally beneficial if most of the reserves, and especially the timber reserves, were revoked. The reserves in among the mountains might be retained, and in places, might be added to, where the country is mountainous and inaccessible. For present purposes sufficient timber could be obtained from a few reserves.

941. Have not all the reserves been denuded of their commercial timber, and are they not therefore valueless as timber reserves? That is so to a certain extent.

942. In that case they could be turned to better account if they were settled? Yes.

943. How many acres are there in the reserves which you think could be brought under settlement? I could hardly say.

944. You believe that the area would be large, but you are not in a position to say how large? Yes.

945. What is the character of the Crown lands outside the reserves? It varies a good deal. Some of it may be considered worthless, while other land consists of rich alluvial soil. This rich alluvial soil, however, is only in very small patches. There might be 100 or more small patches from 5 to 10 acres each in bends of the creeks and similar places. This good ground would be backed up in many cases by good forest country, with perhaps inferior forest country behind.

946. We have been told by the Crown Lands Agent that there is a considerable area of Crown land in the district;—do you know whether any portion of that land is suitable for settlement under the settlement lease

- O. A. Herborn.
7 June, 1898.
- lease or homestead selection provisions of the Crown Lands Acts? I should not recommend anyone to take it up under those sections. I think that the only way this land can be settled is by giving people the right to eventually acquire it in fee simple.
947. Do you think that if the country you have spoken of were thrown open under the settlement lease provisions, it would be taken up? I do not think so.
948. How is it held at the present time? Some of it is held under annual lease, but a great deal of it is not occupied.
949. I suppose the annual lease system is the worst form of occupation we can have, because it involves no improvements and no residence? The country most suitable for permanent occupation and settlement is not, as a rule, held by annual lease. The annually leased land is used for grazing purposes, and does not require much improvement, apart from ringbarking.
950. Do you think there is enough unalienated land in the district to support twice the present population? I think so.
951. I presume that the first settlers went for the best land, and what is left is inferior land? Yes; though occasionally good pieces of land are discovered.
952. Do you think that this district is capable of supporting a large population? I think so. The land is the richest I have seen anywhere.
953. Is the rainfall good? The rainfall is very good, though it occasionally produces floods.
954. Is it sufficient to give certainty to the operations of agriculture? I think so.
955. Can you tell us anything regarding the swamp land, of which there appears to be large areas in this district? There is a great area of swamp land.
956. Most of this land is in the hands of private owners? It must be in the hands of hundreds of separate owners.
957. Do you think it is capable of being improved by drainage? I am certain that it is. I consider that in most cases the land is worth less than £1 an acre at the present time.
958. Would it be practicable to drain it? All the swamps could be easily drained, because they are all above high-water level—that is, with a few exceptions. I consider that the swamp land is as rich as the land on the banks of the river, though of a slightly different formation. It will fatten about two beasts to the acre.
959. Is that as it stands? No; when it is drained and improved. Some of these swamps have been drained. One, of which I have some personal knowledge, is the Austral Eden Swamp. That swamp has been drained.
960. Is the draining of these swamps within the power of the present owners? Under the Water Rights Act.
961. Have you in view the possibility of the Government being requested to undertake this work? Yes. There have been several moves in that direction.
962. But could the land be drained by the private holders? Well, a great many of the private holders have not sufficient means to improve their land. Many of them are in the hands of the Banks.
963. Before this land can be made use of, capital will have to be expended in draining it? Yes.
964. Do you know anything of the land in the vicinity of Rainbow Reach? Yes, I know a great deal of it.
965. Do you know anything of the land held by Messrs. Cox, Sheppard, and Sinclair? I am not sure if I know those exact properties, but I know the situation of the land about there.
966. It has been asserted that this land is subject to inundation by tidal water, because of the new ebb entrance being made;—will you tell us if that is really a fact? The land in that locality is usually higher on the river or creek bank than further back, and generally slopes inland. The tidal water in many cases flows up the gullies and creeks, and overflows the back land. These creeks and gullies are generally small, and could be easily blocked, and I think by using flood-gates, and by taking advantage of the exceptionally low tides which follow the exceptionally high tides, much of the low-lying land could be made much more valuable than it was originally.
967. Do you know of your own knowledge if there has been a higher rise of tide in that locality since the new channel was cut through? Yes.
968. As a matter of fact, have not the lands now alleged to be inundated been partially inundated for many years? To a certain extent, that is so.
969. The low-lying land will always be subject to inundation while the by-creeks are allowed to remain open? Certainly.
970. Are you of opinion that the mischief could be stopped by putting in flood-gates? Yes, in most cases, and the land could be made better than it was before these exceptionally low tides.
971. Do you hold the opinion that it would be wise to abandon the new entrance in order to preserve these lands from further inundation? Certainly not.
972. Do you think it would be advisable to carry out works which the Department is satisfied will be effective, and to take other steps to relieve the farmer whose lands may be inundated? Yes.
973. Are you prepared to say that this inundation was consequent upon the cutting through of the new channel? No; it would have occurred in any case.
974. In flood-time does the river break out at different places, or does all the water go through Grassy Head opening? In flood-time the river has a tendency to break over the banks at places called Sevenoaks, and to go across the swamp and plain country there until it finds its way into Clybucca Creek.
975. Do you think the construction of a channel which will give an outlet for the flood-waters 7 miles nearer than the old Grassy Head entrance will relieve the river? I think so.

John Hibbard, storekeeper and grazier, Dulcoonghi and Gladstone, sworn, and examined:—

- J. Hibbard.
7 June, 1898.
976. *Chairman.*] You have been living upon the river for about thirty years? For upwards of forty years.
977. You desire to bring under the notice of the Committee certain facts in regard to the course of flood water;—have you undertaken to do this because you are of opinion that the proposed works will be detrimental to a certain portion of the river? Speaking honestly, I believe that they will be detrimental, but at the same time there are some benefits that will be derived from them. It stands to reason that the closer you bring the ocean to the river the higher the tides will rise, though, at the same time, you get a speedier outlet for flood waters.

978. The new entrance was cut through by flood waters, and the Department have since expended a large sum of money in making the opening permanent;—are you prepared to recommend the closing of the new entrance, so that the Grassy Head entrance may be resorted to again? Certainly not. J. Hibbard.
7 June, 1898.
979. You are of opinion that the new entrance causes the tides to rise higher in the river;—will you show us how this is to be prevented? I think it is almost impossible to say how it can be prevented.
980. Have you yourself suffered damage by reason of the higher tides? No.
981. Have you any objection to urge against the proposed completion of the works at the new entrance, or have you any suggestion to make for the mitigation of the evil which you are afraid will occur? I think that the works will be of more benefit to the district at large than they will do injury to a few landholders on the lower Macleay. Even if the Government had to pay a few thousand pounds to recoup those farmers for their losses, I should consider that the new entrance would be of more benefit to the district than the Grassy Head entrance as Sir John Coode proposed to improve it. I think that Sir John Coode's scheme was too costly to be considered.
982. If you were an engineer, and found this entrance made by nature, would you have adopted it, and improved it? I believe that I should. I might perhaps have taken it a little further south in order to touch the South West rocks.
983. Do you think that the Department has made a mistake in choosing the new entrance instead of the Grassy Head entrance? I think that they have made a mistake; but it is too late to remedy it now.
984. A mistake in what respect? I believe that if the Grassy Head entrance had been improved as Sir John Coode proposed to improve it, it would have been preferable; but looking at the vast expenditure which it would have entailed, I consider that it will be more advantageous to the Department, and perhaps eventually to the district also, though not to the farmers whose lands may be injured, to improve the new entrance. From that point of view I do not consider that the engineers have acted unwisely. I have watched the action of the floods for a number of years, and I know their tendency.
985. The object of these works is to maintain a good channel for navigation;—do you not think that they will also have the effect of giving a quicker outlet to flood waters? Certainly.
986. The channel at the entrance will be about 700 feet wide, and its sectional area will be greater than that of the river, though its width will be 100 feet less;—at the same time it will shorten the distance to the ocean? I admit that the closer you can bring us to the sea the better.
987. Floods in this district are very serious? Yes.
988. Anything that can be done to assist the escape of flood-waters will benefit the interests of the people? Yes.
989. Do you remember the flood that cut this opening? Yes.
990. Was it a large one? Yes; it was a record flood for Kempsey, but not for the lower Macleay.
991. Did the break there occur suddenly, or did it occur gradually? I really cannot say.
992. Have you heard the farmers say that when that opening was made they got immediate relief? The farmers on the upper part of the river said that it gave them immediate relief, but the farmers on the lower part of the river said that it injured them, because it brought about higher tides.
993. Do you think those farmers were greatly injured? No; they have always suffered from the erosion of the banks. The banks there are very low, and they are worn away, even by the wash of the steamers.
994. The various openings, which have been cut through the sand-spit from time to time, have always affected the unfortunate holders of land on the lower parts of the river by admitting the tidal water more quickly? Yes.
995. Admitting that these men have suffered to some extent, do you think it would be wise to proceed with the proposed works, and to recoup them in some other way? Yes.
996. Is there anything you would like to add? Well, in regard to the Unkya settlers, how does the Government propose to recoup them in the event of the closing up of the lower part of the river. They asked me to bring this matter before you. They have had to undergo great hardships in settling there, and they want to know if the Government will grant them relief, in the event of the closing up of the channel which leads to Grassy Head. I suggested that if the Government were to construct a training-wall which would lead the flood-waters of Clybuca Creek into the present channel, there would be a greater scour, though I am of opinion that if you cut off the Clybuca water, the sediment will lodge in Trial Bay, and eventually silt it up. I suggested that an opening could be left in this wall for barges to go through. I also suggested that if the channel were closed up, a road could be made to the mouth of the Clybuca Creek.
997. The proposition that you have put before us can hardly be considered until after the completion of the proposed works. If it is then found necessary to give relief to these people, your scheme may be considered at some future time?—

William Thomas Dangar, saddler, Kempsey, sworn, and examined:—

998. *Chairman.*] How long have you been in this district? Forty years next October. W.T. Dangar.
7 June, 1898.
999. *Mr. Trickett.*] You were formerly Mayor of Kempsey? Yes.
1000. As an old resident of the district, do you recognise the vital importance of regular and easy communication? Yes.
1001. Do you think that the district has suffered by reason of the bad river entrance? Yes. The steamer is barbound at the present time.
1002. That used to be a frequent occurrence, but it has not happened so often lately? No.
1003. Do you think that it has happened more often since the new entrance was made? We have had quicker despatch through the new channel than we had previously, but a shoal has now formed outside, which causes some inconvenience.
1004. When the training-walls are carried out as far as it is proposed to take them, do you think that the entrance will be a good one? I think so.
1005. Do you think that you will then get a scour which will move the sand away? I think so. If the water can be conveyed out of the river without spreading too much I think that the scour will make the channel a deep one.
1006. Do you look upon the rates of freight prevailing in the district at the present time as rather high? We are paying a higher rate than is generally paid on the other rivers. I believe that we pay a trifle more than is paid on the Clarence and on the Richmond. 1007.

- W. T. Dangar. 1007. Of course, that is owing to the bad river entrance? So I learn from the North Coast Steamship Company, of which I happen to be a shareholder. Steamers of a light draught have to be used here, and smaller cargoes have to be carried than would be carried if the river were deeper.
- 7 June, 1898. 1008. As an old resident, do you favour the continuation of the present works? Yes; seeing that so much has already been spent on the entrance, I think it only right that the works should be completed. I consider the experiment a very valuable one.
1009. Do you confirm the opinion of the last witness that the cutting through of this entrance has had the effect of relieving the higher parts of the river during flood times? I believe that it has had that effect, because it has let the water out much more quickly.
1010. Mr. Verge was examined generally as to the prosperity and capabilities of this district. He spoke highly of its qualities. Do you agree with what he said? Certainly; and no one could be in a better position than Mr. Verge is in to give an opinion upon the subject, seeing that he is so much interested in properties here.
1011. Do you regard it as a splendid agricultural district, and as a district suitable for dairying and for cattle-breeding? Yes; I have invested all I could spare in the place, and I think the investment is one of the best I could make. That the district is a prosperous one is beyond doubt, but for years it has been shut in by the mountains on the west, and by the bad entrance. Now, however, we have a tolerably fair road to the New England district. Going south to the Manning and on to Maitland the roads have also been very bad, so that the district has been almost isolated.
1012. Do you regard the river as the natural outlet for the trade of the district? I believe that it is the best outlet we can get. If we had a railway we could hardly hope to expect it to carry our maize as cheaply as the steamers carry it.
1013. And at the present time you regard the improvement of the entrance as the best way of advancing the district? Certainly; a railway would, no doubt, be patronised by passengers; but I do not think it could compete successfully with the steamers for the carriage of produce.
1014. Has the district greatly improved since you came here? Of course, we have had the usual draw-backs, floods, and the bank stoppage. I do not think, however, that the floods have done as much harm as people were at first inclined to think, because, while they have caused great inconvenience, they have also enriched the low-lying lands very considerably.
1015. Floods do not occur very often? My observation is that very large floods come about every ten or twelve years.
1016. Otherwise the seasons are fairly regular? Yes. Sometimes we have had a succession of wet seasons, and not so long ago we had four very dry seasons. We had a very large flood in 1864, and then we had not another very inconvenient flood until 1875. The biggest flood within the memory of a white person occurred in 1893, when the water covered the whole of Central Kempsey and a great many places down the river.
1017. Do you know anything of the low-lying land at Rainbow Reach? I am not so well acquainted with Rainbow Reach; but I have had property on Darkwater and Kinchela Creeks.
1018. Has the land there been affected by the new entrance? I think it has been much improved, because the water gets away more quickly now.
1019. What do you consider about the fair value of agricultural land in this district? I should think the arable land was, on an average, worth from £20 to £25 an acre.
1020. And the swamp land? Land that can be grazed upon is worth from £3 to £5 an acre. I think in all earnestness that the improvement of the new channel should be prosecuted so as to give us a good entrance. In my opinion, the carrying out of a training-wall will bring about a successful result, though I would not think of blocking up the old entrance. In years gone by there used to be a tremendous sand beach at Grassy Head, and the entrance was further to the south. The "Agnes Irving" was wrecked at that entrance; but there is a sand beach there new. If the experiment of the Department is unsuccessful we can, of course, return to the old entrance; but the Departmental scheme is worth trying. A great deal more work is required at the present entrance to give a satisfactory result.
1021. You consider that the development of this district depends upon the improvement of the entrance? Yes, because we must have a convenient outlet to market. I might mention that for fifteen or sixteen years I have been connected with a saw-mill, and I have shipped a considerable quantity of timber to Sydney. Upon one occasion I shipped about 50,000 feet by the "Platypus," a vessel that used to trade here; so that I am interested in the improvement of the entrance. I have been over the bar as often as four times a day, so that I have some knowledge of the place, and know the effect of the floods there. On one occasion I saw between 5 and 6 feet of water over the highest banks at Kinchela Creek.

Alfred James Trees, farmer, West Kempsey, sworn, and examined:—

- A. J. Trees. 1022. *Chairman.*] You have heard the evidence that has been given;—is there anything you desire to add? Well, I was down to see the new entrance some few months ago. I went there on purpose to form ideas about it, and I thought the scheme was great. I think in times of flood it will relieve the farmers both up and down the river. I have been a resident here for forty-three years, and I noticed that after the 1893 flood the water got away much more quickly than ever before. It was said this was because of the openings which had been cut through the beach, and I believe that it was so.
- 7 June, 1898. 1023. You have seen this district progress? Yes. When I came here there was only one building in Central Kempsey.
1024. Do you think that the country is justified in spending a large sum of money in improving the entrance to the river? Yes.
1025. Do you think that the trade of the district warrants the expenditure? Yes. There is a great deal of land not now cultivated which is very rich, and would grow almost anything.
1026. In general terms, you are satisfied with the site selected by the Department, and with the scheme designed, and you think that the improvements is necessary and justifiable? Yes.

Philip Calfe Hill, sworn, and examined :—

1027. *Mr. Roberts.*] You resided for a long time on the Macleay? About twenty-four years.
1028. Are you residing here at the present time? No.
1029. You are now residing in Sydney? Yes.
1030. You can speak as to the inconvenience to which the business people here have been put by the bad state of the entrance? Yes. We have often found it very difficult to send produce away and to get goods from Sydney.
1031. What do you think will be the result of the proposed works? In my opinion, there never will be a good bar.
1032. Why? I have been through the new entrance ever since it was opened, and it seems to me that the further the walls go out the further the sand goes out with it. Captain Taplin tells me that even the bay is being silted up.
1033. Do you think the works are sufficiently advanced to enable you to give a decision on the point? No; I do not.
1034. If the training-walls are carried out as proposed, do you not think the scour will carry away any sand that might otherwise accumulate at the entrance? The beach seems to me to be running right along to join the wreck that is lying in the channel now, and, in my opinion, the entrance will not hold, because there is nothing but sand to build upon. At the present time the bar trends away to the north.
1035. Up to within a month ago has not the new entrance been exceptionally good;—is not this the first time that any difficulty has been experienced in getting in or out? The bar has never been absolutely good.
1036. Not as good as the old entrance? No; I am in favour of the old entrance. In my opinion it would have been better to have improved the old Grassy Head entrance, but as so much money has been spent at the new entrance we should go a little further, so that we may see if the scheme will be a success.
1037. In view of the fact that only about £15,000 has been expended at the new entrance, do you not think it will be better to treat that as a loss, and devote attention to improving the old entrance? When Mr. Carleton came to view the place I was chairman of the Progress Committee, and I told him that this entrance would be of no use, but he said that they knew better than we did. If the place were my own, I would expend a little more upon the scheme, and see if it would be any more good, though I hold the opinion that it will never be any good.
1038. Do you favour the carrying of the training-walls further out? I think if you do not get a good bar when the walls are carried out as far as it is proposed to carry them out you will never get a good bar.
1039. Is the trade of the district generally increasing? Yes; very much.
1040. What are the principal features of improvement? There has been a marked increase in dairying. Before we were growing so much maize that the price went so low that it did not pay us. Since then, however, people have gone into mixed farming, and have studied their interests better. I have heard of farmers at Unkya and Yarrahapinni growing as much as 1,500 and 2,000 bags of maize in a season. I think that they should be considered, and an opportunity given them to get their maize away. Mr. Hennessey has a saw-mill there, and so have I.
1041. Do you refer to the people who ship at Stuart's Point? Yes; if the new entrance is made, and the lower part of the river is not kept open, they will have no way of getting their produce to market.
1042. But it is not proposed to shut up that part of the river; the droghers will call there as usual, and will take produce down to the new entrance? Still, it makes a difference to them. They will have to pay for the droghing. I have to pay £1 extra to have vessels towed to Stuart's Point.
1043. Is it not a fact that the rate of 10½d. a bag includes droghing from any part of the river? I do know what the arrangement is.
1044. That has been stated in evidence? Well, before the new entrance was made no droghing was required at Stuart's Point, because the steamers used to call there.
1045. Is much timber sent from the Macleay now? Yes; for blocks and market timber.
1046. Any cedar? Yes; but that comes from up the river.
1047. Is the trade generally improving? I think so.
1048. You are the owner of property in the district? Yes. I have several farms and other property here.
1049. Have rents been advancing, or have they been going down of late years? Well, town property is not so good as it was, but farm property is very much sought after. Of course, when we get a better entrance property will increase in value all round.
1050. Have you anything further to say? Well, I do not think that your scheme will do any good, but I hope that it may.

P. C. Hill.
7 June, 1898.

Thomas Hennessey, saw-mill proprietor, West Kempsey and Stewart Point, sworn, and examined :—

1051. *Chairman.*] Do you ship your timber from Stewart Point? Yes.
1052. Do you come here because you are afraid that the lower river will silt up, and that you will be cut off from the new entrance? That is what we were informed will happen.
1053. It is not intended that that shall happen;—will that remove any fears you have? That will remove a very serious objection I had to the scheme.
1054. Inasmuch as it is not intended to put a training-wall across your part of the river, but to allow it to remain open, do you think that you will suffer by the carrying out of the Departmental proposal? No, I do not think so. The question for us is, will the Government keep the lower part of the river dredged?
1055. If things remain as they are there, will it suit your case? Yes; I have no objection to the scheme so long as I am given an outlet for my vessels. As Mr. Hill has pointed out, it will cost me £1 more for towage now that vessels come in at the new entrance.
1056. How much do your vessels draw? About 8 ft. 6 in. or 8 ft. 9 in. when loaded.
1057. Then they could get along the lower part of the river at high tide? Yes. From Stewart's Point to Shark Island has been dredged, but I suppose that it will silt up again in time.
1058. If the channel is dredged again and you can get out at the new entrance, I suppose you will not object to the carrying out of the Departmental scheme? No.

T.
Hennessey.
7 June, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Henry Edmund Palmer, Inspector of Stock, Kempsey, sworn, and examined :—

H. E. Palmer. 1059. *Chairman.*] You have certain returns to produce? I have a copy of the stock returns for the last two years. They are as follows :—

PROGRESS Return, 1897.

Returned and estimated.	Horses.	Cattle.	Sheep.
Number returned	9,768	45,807	205
Number estimated not returned	100	1,000	50
	9,868	46,807	255

PROGRESS Return, 1898.

Returned and estimated.	Horses.	Cattle.	Sheep.
Number returned	10,028	47,200	252
Number estimated	200	1,000	25
	10,228	48,200	277

1060. How far does your district extend? The returns take in the district from Port Macquarie to the Bellinger.

1061. And how far back inland do you go? To the Dividing Range—60 or 70 miles. More than three-fourths of the stock returned is Kempsey stock. The Bellinger stock is hardly worth consideration.

1062. Where does the fat and store stock go to from here? We fatten about 5,000 head on the Macleay. Last year about 2,800 head were sent to Sydney overland. We have made attempts to ship stock away, but we have had very severe losses.

1063. The rest of the stock is, I suppose, sold to the local butchers? Yes.

1064. Is there any considerable trade in store cattle? I suppose about 6,000 would be sold in Maitland.

1065. I suppose the stock leave here for the fattening districts farther west? Yes; I do not think they would be affected by the scheme under consideration.

1066. They would scarcely be affected either by the construction of a railway or by the improvement of the river entrance? No.

1067. Is this a healthy district for stock? Remarkably healthy district.

1068. You have no tick here yet? No.

1069. Is there anything you desire to add? Only that there has been a marked increase in the number of dairying cattle in the district during the last two years.

1070. Do you think that this is a good dairying district? There can be no question about that.

[Two plans.]

1898.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLAN,

RELATING TO THE PROPOSED

HARBOUR WORKS AT MANNING RIVER.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 2 Report from Printing Committee, 6 July, 1898.

SYDNEY: WILLIAM APPELATE GULLICK, GOVERNMENT PRINTER.

MEMBERS OF THE COMMITTEE.

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 The Honorable JAMES HOSKINS.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 The Honorable WILLIAM JOSEPH TRICKETT.
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GENERAL INDEX.

Report by the Committee.
 Minutes of Evidence taken by the Committee.
 Appendix to Evidence taken by the Committee.
 Plan.

LIST OF WITNESSES.

	PAGE.
Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works	1-6
Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works	6-12
George Charles Yeo, Draftsman, Stock Branch, Department of Mines	13
Samuel Boulden, master of the steamer "Coraki"	13-16
Thomas Robert Allt, Managing Director, North Coast Steam Navigation Company	17-20
Francis Hixson, R.N., President of the Marine Board	20-22
John Jackson, Manager of Public Wharfs	22-23
Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department	23-24
Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works	24-25, 34-37, 58
Charles Edward Rennie, Chief Draftsman, Department of Lands	26
George Walters, general manager, Australasian Timber Company	26-27
Charles Macleay Boyce, solicitor	28-33
John Thomson, storekeeper and Mayor of Taree	37-39
George Ricketts, master mariner, Taree	39-41
Thomas West Dugdale, storekeeper, Taree	41-43
William Mills, boatman, Cundletown	43-44
George Allan, farmer, Oxley Island	44-45
Izra Perrett, farmer, Croki	45-46
Edward Albert Sheatter, fisherman, Jones' Island	46-47
William Henry Shoemith, farmer and oyster getter, Mitchell's Island	47-48
William John Henry, manager of the Lower Manning Co-operative Dairy Co., Limited, Croki	48-49
Henry Deane Walsh, District Engineer, Newcastle	49-53
William Scott Murray, pilot, Manning River Heads	53-55
William Charles Reading, civil engineer, Harrington	55-56
James Martin Kerhin, master of the steam-tug "John Gollan," Harrington	56-57
Reuben Richards, farmer and grazier, Harrington	57
Alexander Newton, master mariner, Pelican Island, Manning River	57

APPENDIX.

To evidence of C. W. Darley, Engineer-in-Chief for Public Works—Abstract of Estimate for Manning River Improvements	A
Sworn statement by Thomas Dykes, Cooperbrook	B

PLAN.

Manning River Entrance.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

HARBOUR WORKS AT MANNING RIVER.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing Harbour Works at Manning River," have, after due inquiry, resolved that it is expedient the proposed works, as referred to the Committee, be carried out with such modifications as are suggested in their Report; and, in accordance with the provisions of sub-section (IV) of clause 13 of the Public Works Act, report their resolution to the Legislative Assembly :—

SIR JOHN COODE'S SCHEME.

Ever since 1882, the Committee are officially informed, the Government has found it necessary, in order to maintain the navigation of the Manning, to expend large sums of money on dredging, the total sum so expended up to the end of 1897 amounting to £54,774. Of this sum about £14,470 has been spent at or near the entrance. But while this work has given a measure of relief, it has always been felt that nothing short of the construction of walls and breakwaters for the training and concentration of the river currents could give satisfactory and permanent results. The Government therefore obtained from Sir John Coode a report as to the nature of the works which, in his opinion, would best secure the end in view, and in 1889 he recommended the construction of training-walls and breakwaters as follows :—

South Breakwater.—A rubble mound, commencing at the eastern termination of the south sandspit, and extending therefrom for a length of 4,000 feet, the inner portion being curved, and the outer length carried on a straight line, running in an east-south-east direction.

North Training-bank.—A low rubble bank, commencing from the rocky ledge under Flagstaff Hill, and extending thence on a curved line 2,300 feet.

Barrier Bank.—A rubble bank, about 4 feet above high water, extending from the root of the south breakwater in a southerly direction about 5,200 feet, to prevent the erosion of the south spit and the outflanking of the new works by the discharge of flood-waters.

Rubble Facing.—Rubble facing, a length of about 1,500 feet of the river-bank at the root of the South Spit.

North Breakwater.—A rubble mound 2,200 feet long, to seaward and curved, and finishing with a straight length almost parallel to the south breakwater, the opening between the two works being 800 feet. This width, Sir John Coode "believed would be sufficient for the discharge of flood-waters without creating a gorge, especially bearing in mind that it is not proposed, at all events in the first instance, to close Farquhar Inlet." The

The effect of the proposed works when completed would be to form an entrance to the Manning, having a depth of not less than 12 feet at low water, or 16 feet at high water of spring tides.

The estimated cost of the works was as follows :—

South Breakwater... ..length, 4,000 feet . . .	...£118,200
North Training-bank ... „ 2,300 „ ...	... 7,400
Barrier Bank to South Spit „ 6,700 „ ...	... 8,630
North Breakwater... .. „ 2,200 „ ...	... 57,700
Leading lights, buoying and lighting channel ...	... 2,000
	<hr/>
	£193,230
Say	... £194,000

THE DEPARTMENTAL SCHEME.

2. The scheme referred to the Committee for inquiry is, to some extent, similar to that of Sir John Coode, the difference being the addition of a river wall extending up-stream from the inner side of the north training-wall, and the omission of a wave basin at the northern side of the entrance. It consists of two breakwaters, 800 feet apart, at the north and south sides of the river entrance respectively, and the continuation of training-walls, at a lower level, up-stream to confine and train the river waters, and also the construction of some stone facing at a portion of the south bank of the river to prevent erosion. The total length of the breakwaters, training-walls, &c., in this scheme, is about 25,000 feet, and the estimated cost £222,500; but it is thought that, for the present, the scheme may be modified by reducing the total length of the breakwaters, and walls to a little over 19,000 feet, at an estimated cost of about £100,000. This is in addition to work already done in the construction of a portion of the north training-wall and breakwater at a cost of £23,020.

On the completion of the modified scheme, the depth of water at the entrance, the officers of the Department consider, should be ample for all vessels likely to use the port for many years to come.

LOCAL REPRESENTATIONS.

3. After the receipt of Sir John Coode's report the residents of the towns on the river petitioned the Government to take some steps towards improving the entrance. They represented that for many years past, owing to the treacherous state of the bar, the people of the district had suffered great loss and inconvenience; connection with the metropolis had been uncertain, and the casualties to shipping had been so numerous that in order to make trade profitable, steamship-owners had been forced to charge almost prohibitive rates of freight. It was estimated that £60,000 would not cover the losses at the bar during the past twenty years, and in 1893 alone they had reached £10,000. In May, 1894, the Minister requested the Engineer-in-Chief "to report, as soon as possible, whether any work, at a comparatively small cost, could be carried out which would be of material benefit to this entrance, say, perhaps, the northern training-wall; if so, it might be desirable to do this work at once." Mr. Darley thereupon had an estimate prepared of the probable cost of opening up a quarry at Crowdy Head, constructing a tramway thereto, providing plant, tools, &c., and constructing the north training-bank, and found that the work could not be carried out for less than £20,000. He suggested, however, testing the market by preparing a specification which could be drawn up to provide for the contractor finding the stone, either by bringing it down the river or from Crowdy Head or from any other source he might find available; the contractor to provide all plant, &c., and complete the work at a price per ton. Tenders were thereupon invited, the estimated cost being put down at £16,000. The lowest tender was at a rate of 3s. 8d. per ton, and a vote having been taken on the Loan Estimates, this tender was accepted for the construction of the north training-wall on 29th December, 1894, and the work is still in progress.

The

THE MANNING RIVER AND DISTRICT.

4. The Manning flows through a thickly-settled agricultural and pastoral district, embracing the southern portion of the county of Macquarie and the north-eastern portion of the county of Gloucester. The river flats and low lands generally through which it runs are exceedingly fertile, and said to be particularly adapted to the growth of maize and tobacco. The good land, however, does not extend far back, and all of it may be said to have been taken up. The farmers do not cultivate their holdings to the extent possible, and in that respect the land in occupation may be made to support a larger population than it has upon it at present. On the upper part of the river, or of some of its tributaries, opportunity exists for settlement. Most of the tributaries have upon them what is called second-class agricultural land; but, generally speaking, the land available in the district at the present time is only suitable for grazing purposes, and much of it is of poor quality. Maize has been, so far, the principal product of the district. Dairying has commenced, and the industry is assuming considerable dimensions. Large quantities of timber are exported.

The towns upon the main river though, with the exception of Taree, not large, show signs of prosperity and progress.

THE RIVER BAR AND ENTRANCE.

5. The difficulties in connection with the bar and the channel at the entrance of the Manning arise from the shifting and uncertain nature of the former and the shallowness of the latter, caused mainly by the want of works to shelter the entrance from the effects of heavy weather, and to concentrate and guide the river currents so as to deepen the channel permanently. The river has no headlands—it discharges into a bight; and its mouth being exposed to the full force of the worst gales experienced on the coast, the entrance is intricate and dangerous. Inside the entrance the sand-spit, which forms in that locality the southern bank of the river, and is partly covered with ti-tree scrub, has been encroached upon by the sea to such an extent that there is danger of either it or the river breaking through and a new channel being formed; and the protection of the bank at this spot, by the construction of a rubble wall on the river side, is part of the proposed works. In the same locality, but nearer the entrance and on the Harrington side of the stream, is a place known locally as the "Narrows," which frequently proves a serious obstruction to vessels passing in and out of the river.

EFFECT OF THE WORK ALREADY CARRIED OUT.

6. From the inspection of the river made by the Committee, as well as from the evidence given in the inquiry, it is apparent that, in connection with the improvement of the river and the construction of the proposed works, the three principal ends to be attained are, the removal of the bar by providing a permanently deep channel at the entrance, the scouring away of the sand which forms the "Narrows", and the protection of that part of the southern bank of the river where there is danger of the river or sea breaking through.

In order to do something towards lessening the difficulties with which vessels trading to the Manning are beset, the Department of Public Works commenced in 1895, to construct a north training-wall, and this work has been continued until the wall is now 3,287 feet in length. The effect of it, the departmental officers say, has been beneficial by closing a channel that passed out to sea in a north-easterly direction near the village of Harrington, and behind the site of the training-wall, and by, in this manner, confining the river outlet to the channel now used. While the two channels were open it seemed, the Engineer-in-Chief states, that neither would ever be satisfactory, and he considers that nothing will tend to maintain deep water in the river more than a properly-constructed north training-wall.

The Committee, however, are of opinion that the effect of first constructing the northern wall has been to make it necessary to greatly increase its strength. Exposed as it is to the seas breaking at the river entrance, it has become necessary, in order to prevent its destruction and make it in any way effective, to build it of a height and size only required in a breakwater.

THE COMMITTEE'S RECOMMENDATION.

7. The Committee very carefully examined the wall in progress, and the sites of the other works proposed, and also visited the quarry at Crowdy Head, where the stone for the work is being obtained. From their inspection, and the examination of witnesses at Harrington, they are of opinion :—

- (1) That the southern works should be commenced without delay, especially under the circumstances created by the construction of the northern training-wall.
- (2) That the northern wall above Harrington, as it is continued, may with advantage be reduced below the height proposed by the Department, and that its length may perhaps be curtailed.
- (3) That the space on the river side of the south sand-spit, between the site of the proposed rubble stone wall and the commencement of the south training-bank, should be protected so that, instead of a gap existing between the two walls, they should be continuous.

With regard to reducing the length of the northern training-wall, it will probably be found, as the wall is continued westward from opposite Harrington, that the sand in the shallow portions of the river at this spot will be scoured away before the wall is extended to Chinaman's Point, which, according to the departmental design, is its western limit. The reduction in the length and height of this wall should considerably lessen the expenditure upon it, and a portion of the money so saved may advantageously be spent on the additional extent of rubble facing which the Committee consider should be placed on the river side of the south sand-spit.

RESOLUTION PASSED BY THE COMMITTEE.

8. The Committee have passed the following resolution :—

“That, in the opinion of the Committee, it is expedient the proposed Harbour Works at Manning River, as referred to the Committee by the Legislative Assembly, be carried out, with such modifications as are suggested in their Report.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 30th June, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT MANNING RIVER.

TUESDAY, 22 MARCH, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee proceeded to consider the expediency of constructing Harbour Works at Manning River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, sworn, and examined:—

1. *Vice-Chairman.*] Have you prepared a statement for the Committee in regard to the proposed work? Yes. I will first explain the two plans which have been furnished. The lower one is the plan submitted by Sir John Coode, which will be referred to in my statement. The upper one is the plan designed by the Department. The work done is shown in black, and the incomplete and complete schemes are shown in solid red and dotted lines respectively. The scheme recommended by the Department is that shown in solid red lines. The pink shading represents land which will be made by the sand thrown up by the sea.
2. *Mr. Trickett.*] The difference between your plan and that of Sir John Coode is chiefly that you have a training-bank on the northern side? Yes; and the wave-trap is omitted. Mr. Darley will explain why that has been done. My statement in regard to the work is as follows:—

R. R. P.
Hickson.
22 Mar., 1898.

MANNING RIVER.

Ever since the year 1882 the Government has found it necessary, in order to maintain the navigation of the Manning, to expend large sums of money on dredging, the total sum so expended up to 31st December, 1897, amounting to £54,774. Of this sum about £14,470 has been spent at or near the entrance. While this work has given a measure of relief, it has always been felt that nothing short of the construction of walls and breakwaters for the training and concentration of the river currents could give satisfactory and permanent results. The Government, therefore, availed itself of the visit of the late Sir John Coode to the Colony in 1885 to obtain from him a report as to the nature of the works which, in his opinion, would best secure this end. For the purpose of enabling him to study the whole question, a careful survey of the river was made, and the necessary information as to rainfall, floods, prevailing winds, &c., obtained by Mr. Carleton in 1888, and the following particulars of the river are taken from his report:—

“The Manning River is connected with the South Pacific Ocean on the east coast of New South Wales by two mouths or entrances, called respectively the Harrington (north) and Farquhar (south) Inlets, distance about 8 miles apart, in latitudes 31° 51' and 31° 56' south, and longitudes 152° 42' 45" and 152° 37' 10" east. It flows through a thickly settled agricultural and pastoral district, embracing the southern portion of the county of Macquarie, and the north-eastern portion of the county of Gloucester. The low-lands through which the Manning runs are exceedingly fertile, particularly adapted for the growth of maize, sugar, and tobacco. A large quantity of timber, both cedar and hardwood, is exported from here, for the supply of which several steam saw-mills are working.

“The area of the Manning basin is about 3,170 square miles, and the principal tributaries which join the main river are the Barrington and Barnard, having a basin of 1,595 square miles; the Gloucester and Avon having a basin of 680 square miles; the Dawson and Lansdowne, with a few lesser streams, draining the remaining portion of 895 square miles.

“The rainfall of some portions of the Manning district was obtained, the average of which for the last five years is about 45 inches per annum.

R. R. P.
Hickson.

22 Mar., 1898.

"The following table gives particulars of the depths, widths, and sectional areas of river and height of floods"

Point of Observation	Distance by river from Harrington entrance	Soundings in channel along line of deepest water	Mean width of river under ordinary conditions	Highest flood level above low water	Sectional area of river below low water	Remarks
	miles.	feet	feet	feet	feet	
Bungay Bungay Falls	33½	2 to 25	100 to 150	62	390	Highest point that can be reached by boat.
Blomfield's Bend	31½	6 to 14	240	56	1,370	Eighteen inches of water at ford
Sullivan's Ford	31	6 to 16				
Wingham	29	5 to 22	560	52	4,290	A short length near Wingham punt has 2 feet only. Rise of tide here 2 ft. 6 in
Devil's Elbow	27½	2 to 6½	250	42	3,650	Lower half of this reach dredged to 6½ feet
Woolla Woolla Bend	26	9 to 29	620	39		
Tinonee	21	8 to 29	510	29	6,760	Head of navigation for coasting steamers
Taree	18	9 to 30	1170	20	10,600	
Cundle	14	10 to 34	330	16½	5,280	
Ghinni Ghinni Creeek	10	20 to 36	220 2,000	9½	18,900	
Croki	8	10 to 35	960	9	14,350	
Mangrove Island	5	20 to 40	820	8½	15,400	
Chinamen's Point	3½					
Harrington Heads	¼	Variable	620 (varies)		5,400	

With reference to the bar at the time of the survey, Mr. Cauleton says —

Owing to the heavy rains of last winter, and consequent freshes, the Harrington bar and inner crossing have about 9 feet upon them at present, but this is not always the case. Previous to the floods of last winter the bar was extremely shallow, and the coasting steamer drawing 7 feet was bar bound fifty nine days in one year. Changes, however, when they do come, are rapid, and the bar has been known to increase from 5 feet to 11 feet in one night. The position of the bar also ranges over a space of about half a mile, the headland being the northern limit; at present it is well to the north, and still working in that direction. The Harrington bar is considered one of, if not the most, dangerous one on our coast, as is shown from the number of wrecks and loss of life upon it. It has no protection from the east and south east from which quarter the heaviest seas come. The headland, in the case of the Harrington bar, is situated on the north side, and affords no shelter even from north easterly weather, as it is about half a mile inside the bar. The bar itself is constantly changing its position, and although the present channel is straight and comparatively deep, at other times it is exceedingly tortuous. Only last year (1884) the channel had two bends in it of over 90 degrees, and a considerable portion of it ran parallel to and directly in the outer break. Sailing vessels rarely attempt to cross the bar without the assistance of a tug, for which purpose a boat is subsidised by the Government. The coast chart shows the entrance is situated at the northern extremity of a large bight, consequently the heaviest seas on the Manning bar are those produced by the south and south west winds, which winds are the most frequent. It will be seen from the large plan that the further the entrance works northward, the more difficult it becomes for vessels to cross the bar when the wind is from the south and south west, and at present a vessel coming in on the port tack can barely reach inside the break before she is obliged to go about or run the risk of being driven on the north beach, and masters of vessels arriving at the entrance in south-westerly weather, prefer to drive their vessels over the south spit at high water rather than enter by the present channel, which brings them too close to the north beach.

On 15th July, 1889, Sir John Coode forwarded his report, in which he recommended the construction of training walls and breakwaters, as follows —

South Breakwater — A rubble mound, commencing at the eastern termination of the south sandspit, and extending therefrom for a length of 4,000 feet, the inner portion being curved, and the outer length carried on a straight line, running in an east south east direction.

North Training bank — A low rubble bank, commencing from the rocky ledge under Flagstaff Hill, and extending thence on a curved line 2,300 feet.

Barrier Bank — A rubble bank, about 4 feet above high water, extending from the root of the south breakwater in a southerly direction about 5,200 feet, to prevent the erosion of the south spit and the outflanking of the new works by the discharge of flood-waters.

Rubble Facing — Rubble facing, a length of about 1,500 feet of the river bank at the root of the South Spit.

North Breakwater — A rubble mound 2,200 feet long, seaward and curved, and finishing with a straight length almost parallel to the south breakwater, the opening between the two works being 800 feet. This width Sir John Coode believed "would be sufficient for the discharge of flood waters without creating a gorge, especially bearing in mind that it is not proposed, at all events in the first instance, to close Fairquhar Lilet."

The effect of the proposed works when completed would be to form an entrance to the Manning, having a depth of not less than 12 feet at low water, or 16 feet at high water of spring tides.

The estimated cost of the works was as follows —

South Breakwater	length, 4,000 feet	£118,200
North Training Bank	" 2,300 "	7,400
Barrier Bank to South Spit	" 6,700 "	8,630
North Breakwater	" 2,200 "	57,700
Leading lights, buoying and lighting channel		2,000
		£193,230
	Say	£194,000

On several occasions, subsequent to the receipt of Sir John Coode's report, the residents of the towns of Taree, Wingham, Cundletown, Cooperook, Tinonee and Croki, petitioned the Government to take some steps towards improving the entrance. It was represented that for many years past, owing to the treacherous state of the bar, the people of the district had suffered great loss and inconvenience, connection with the metropolis had been uncertain, and the casualties to shipping had been so numerous that in order to make trade profitable, steamship owners had been forced to charge almost prohibitive rates of freight. It was estimated that £60,000 would not cover the losses at the bar during the past twenty years, and in 1893 alone, they had reached £10,000. In May, 1894, the Minister requested the Engineer-in-Chief "to report, as soon as possible, whether any work, at a comparatively small cost, could be carried out which would be of material benefit to this entrance, say, perhaps the North Training wall, if so, it might be desirable to do this work at once." Mr. Darley thereupon had an estimate prepared of the probable cost of opening up a quarry at Crowdy Head, constructing a tramway thereto, providing plant, tools, &c., and constructing the North Training bank, and found that the work could not be carried out for less than £20,000. He suggested, however, testing the market by preparing a specification which could be drawn up to provide for the contractor finding the stone, either by bringing it down the river or from Crowdy Head or any other

other source he might find available; the contractor to provide all plant, &c., and complete the work at a price per ton. Tenders were thereupon invited, the estimated cost being put down at £16,000. The lowest tender was at a rate of 3s. 8d. per ton, and a vote of £17,000 having been taken on the Loan Estimates, this tender was accepted for the construction of the north training wall on 29th December, 1894, and the work is still in progress.

R. R. P.
Hickson.

22 Mar., 1898.

On 31st January, 1896, after visiting the works, I reported as follows:—"When visiting the Manning River a few days ago my attention was called to the large amount of scour that had taken place at the end of the outside training wall, the result of which was that instead of having to tip the stone into about 6 feet of water, as shown on plan, we are now tipping into something like 14 feet, with every prospect of this depth increasing."

It is manifest that this must at once be put a stop to, otherwise our money will be spent long before we get to the end of the proposed work. To meet this I have had a conference with the contractor, with a view of having stones placed from a punt in front of the work, so as to secure the bottom from scour. After going carefully into the cost of the work, the contractor writes, offering to deposit the stuff from a punt supplied by the Department at a rate of 5s. per ton (the contract rate for tipping it in the ordinary way at the end of wall being 3s. 8d.). This price I considered too high, and have arranged with him, subject to the Minister's approval, to allow him 4s. 6d. per ton, on condition that he takes the responsibility and care of the punt.

I think this is the most economical arrangement that can be made, and would request the Minister's approval thereto.

A contract at the rate of 4s. 6d. was thereupon entered into, and a total of 10,302 tons had been deposited at a cost of £2,318.

During 1895, serious erosions of the foreshore of Harrington having taken place, and some works being necessary to confine the waters to one channel, it was deemed advisable to construct a training-wall, extending up stream from the "Painted Rocks," and nearly parallel with the Southern Barrier Bank. At present the waters divide on a sandspit, the upper end of which is about three quarters of a mile above Harrington, portion flowing along the north-western shore, and the remainder along the outer side of the spit; a very large amount of dredging has always been found necessary at the crossing between the two channels, the results of which have only been temporary. The wall, when completed, will have the effect of directing the whole of the river waters into the outer channel, where the increased scour may be expected to maintain a navigable depth without the aid of dredging. The material being used in this wall is the smaller stone from the Crowdy Head Quarry, and which, owing to the more exposed position, would be unsuitable for the north training-wall, and would otherwise have had to be run to spoil. The length of this wall constructed to 31st December, 1897, was 1,287 feet, at a rate of 2s. 5d. per ton, the total cost being £6,059.

The votes taken for the harbour works have been as follows:—

1894 Loans	£17,000
1896 "	10,000
1897 "	15,000
Total	£42,000
Total expenditure to 31st December, 1897	23,020
Balance at 31st December, 1897	£18,980

As soon as Mr. Young ascertained that the expenditure was exceeding the £20,000 limit, he instructed Mr. Darley to submit to him a scheme for the improvement of the entrance with a view of placing the same before the Public Works Committee.

Mr. Darley's scheme, which is now presented for the consideration of the Committee, consists of two breakwaters, 800 feet apart, at the north and south sides of the entrance respectively, and the continuation of the walls at a lower level up stream to confine and train the river waters, also facing of stone to portions of the river bank to prevent erosion.

The scheme is to some extent similar to that proposed by Sir John Coode, the difference being the addition of the river wall extending up stream from the inner side of the North Training-wall, and the omission of the wave basin at the northern side of the entrance.

The total length of breakwaters, training walls, etc., in this scheme is about 25,000 feet, and the estimated cost £222,500. Mr. Darley, however, thinks for the present this scheme might be modified by reducing the total length of breakwaters and training walls to a little over 19,000 feet, at an estimated cost of about £100,000. This is in addition to the work already done, which, as before mentioned, cost £23,000.

On the completion of this modified scheme, the depth of water at the entrance should be ample for all vessels likely to use the port for many years to come.

3. Upon the completion of the scheme recommended by the Department the depth of the water should be enough for all vessels likely to use the port for many years to come? Yes.

4. What will the depth be? About 12 feet.

5. And what would be the draught of vessels generally trading to the port? About 7 feet.

6. Would they be good large steamers? Not very large steamers. They are fairly comfortable boats.

7. A vessel drawing 12 feet would run up to fully 600 or 700 tons? Yes.

8. That I suppose would be as large a vessel as would be likely to trade at the port? It would be quite large enough I should say for the trade of the place.

9. *Mr. Wright.*] The "Electra," I suppose, would be about the type of vessel? Yes.

10. *Mr. Trickett.*] How is it that money has been so freely voted for this work. It would appear that £16,900 has been voted in excess of what has been expended. Apparently, in 1897, £15,000 were voted, when you clearly had some money in hand? We had some money in hand, but it was considered advisable to make arrangements then for a further grant, so that the work could be continued without any block. Of course, works like these cannot be stopped; they must go on.

11. It must have been known all along that this was a work, the total cost of which would exceed £20,000;—why then was it not submitted to the Committee before? The first approval for the northern piece of work was expected to involve an outlay of about £17,000. But when Mr. Young found that the £20,000 was being exceeded, he desired that a scheme should be submitted to the Committee, and this scheme is the result.

12. But the scheme does not appear to have been submitted until £27,000 had been voted? As you are probably aware, money is often voted before a work has been approved. It does not follow from the mere voting of the money that it must be spent.

13. You say that the £17,000 was the first estimate? Yes.

14. I cannot understand why £17,000 was voted in 1894, and apparently another sum of £10,000 in 1896. When that £10,000 was put upon the Estimates it must have been clearly seen that the expenditure upon the work was in excess of £20,000. Why was not the work referred to the Committee, in 1896, when the £10,000 was voted? The Minister sent the work to the Committee as soon as he could, having regard to the other work we had in hand at the time.

15. I do not ask you to explain the action of the Minister, but £17,000 was voted in 1894, and in 1896 £10,000 more was required, making a total of £27,000. The Committee do not hear anything of the work until the end of 1897? That is as soon as it could be sent on.

16. I suppose you cannot explain the matter? Not beyond what I have already said.

R. R. P.
Hickson.
22 Mar., 1898.

17. You say in your statement that the materials used in one of the walls was the small stone from the Crowdy Head Quarry which would be unsuitable for the northern training-wall. Why is that? It was too small. That quarry, like all quarries, gives a certain amount of large stone and a certain amount of small. The small stone would have to be thrown to spoil or waste if it were not put into that wall.
18. What character of stone would you require for the northern breakwater? The large stone we are now getting from the Crowdy Head Quarry.
19. What size would the stones be? They would run to about 4 or 5 tons—something like that.
20. The northern training-wall would be in a very exposed position? The northern breakwater will be, but the northern training-wall will not be.
21. Then why do you want such very big stuff for the northern training-wall? We are putting small stuff into the northern training-wall, and the larger stuff into the northern breakwater. The stone is brought down to a jetty near the Painted Rocks, and it is there divided. The small stuff goes up the river and the large stuff goes down.
22. How is it done? By tip-waggons or a tramway.
23. The marked difference between the Departmental scheme and Sir John Coode's scheme appears to be that the Department extends the northern training-wall so as to narrow the stream very much, and to prevent the water from getting behind the sand-banks and islands that are shown on the plan? Yes.
24. Thereby intensifying the scour, and making the stream more rapid? Yes.
25. I suppose that is a principle that has been proved to be the most efficacious in dealing with works of this kind—that is to make the stream as narrow as possible, and thus get a rapid scour? Yes.
26. Does Sir John Coode in his report give any reason for leaving the northern part so wide, and having such a tortuous course, as is shown on his plan? I think he does; but I really should not like to say unless I had his report to refer to.
27. Looking at the two schemes, the Departmental scheme seems to convince one as being far the better? I think so.
28. One can hardly understand a man like Sir John Coode leaving the northern portion of the stream to twist about among sand-banks unless there were some good reason for it? I think he was considering more the entrance across the bar than the navigation after vessels got in; but there can be no doubt that the weak feature in his scheme is allowing the channel to divide into the two branches.
29. Your experience at the Tweed works shows that the narrower the limits within which the water is confined the greater the scour and the greater the depth obtained? Yes; but there is always a limit. You must leave room enough for the flood waters to get out.
30. What has been the result of the works carried out so far at the entrance of the Manning? There have been very good results so far as the work itself is concerned, but of course, as yet, it has had no effect on the bar.
31. Will you point out where the bar is? It is just about half a mile to seaward of the Painted Rocks.
32. What is the depth of the water indicated on the bar there? The last information we had a few days ago, I think, was that there were 7 feet of water.
33. That, of course, is an insufficient depth for either steamships or sailing vessels entering the river? Yes.
34. I suppose very great inconvenience is caused by that low depth of water? Yes; I cannot tell you the number of times vessels have been stopped.
35. In your report you say that during 1895 there were serious erosions of the foreshore of the Harrington Inlet;—will you explain that matter a little more fully? That would be right up in the bend.
36. The erosion to which you referred in your report occurred on the northern side of the present channel and to the north of where it is proposed by the Departmental scheme to construct the northern training-wall? Yes.
37. Has that erosion affected the water by shallowing it there? It has affected it by shallowing it, but the worst effect has been that it has made the channel more tortuous than it was before. It has made the bend more difficult to get round.
38. I suppose that where the erosion occurred there was merely soft beach sand? Yes.
39. With regard to the construction of the training-wall, do you think that the stones you are about to put there will find an easy bottom, or that they will keep sinking down through the sand? I think they will find an easy bottom.
40. Is any work being carried on at the Manning at the present time? The work of the northern training-wall and the northern breakwater is going on now.
41. Under contract? Yes.
42. What is the amount of the contract? It is so much per ton deposited—2s. 5d. for the upper portion and 3s. 8d. a ton for the other portion.
43. So far as the work has been carried out, does it give any appearance of being permanent? Quite.
44. Looking at the map, it would seem as if the bend in the northern training-wall would have to meet a considerable force of water in the river? No doubt it will. There will be a deep channel along there.
45. The work so far constructed is standing well? Yes.
46. Have there been any heavy floods in the river since the works were undertaken? Not a very heavy flood, nothing more than ordinary freshes.
47. Where was the point that you found you were tipping stone into 14 or 15 feet of water? I could only describe it as being just opposite the letter "K" in the word "Bank."
48. How did you obviate that? By coating the bottom with stones ahead of the tip. With reference to the statement in my report as to the tipping of stone into 6 feet of water instead of 14 feet of water, I might explain that when tipping is done on to a sandy bottom there is at the tip end a current, the effect of which is to excavate the sand immediately in front of the tip. In this case instead of tipping the stone into the water that we expected to find—namely, about 6 feet—we found that we were really tipping it into 14 feet. To prevent this the Minister approved of the bottom in front of the tip-head being coated with stone, in that way putting an end to the scour, and the tipping going on as usual on the top of the stone.
49. I understand that Mr. Darley has now reduced the probable cost of what he thinks will be the necessary work at the Manning to about £100,000? Yes.
50. In addition to the £23,000 already expended? Yes.
51. Have you a pretty good reason to suppose that the work could be carried out for that amount? I think so; but Mr. Darley will be able to give you particulars showing how he made out his estimate.

R. R. P.
Hickson.

22 Mar., 1898.

52. Will you point out on the map where the North Head really is? The North Head is really to the east of the Painted Rocks, the land between there and the entrance being a large sandbank.
53. The sand bank at the entrance or bar is frequently changing? Yes.
54. Does it change with regard to locality or depth? In regard to both locality and depth.
55. How does the Department manage in regard to giving the necessary information?—is there a harbour? There is a pilot at Harrington, and he signals to vessels which direction they are to take.
56. I suppose this is really one of the most dangerous entrances on the coast? I think it is about the most dangerous.
57. On account of exposure to the south and south-west winds, and also on account of the changing character of the bar? Yes.
58. I suppose you are not prepared to give us any opinion with regard to the two schemes—that is, the railway extension from Maitland to Taree and the construction of the harbour works;—will you express an opinion as to whether both or either should be carried out? I am not prepared to give an opinion upon that point; it is a matter of policy.
59. Looking at the work as the head of the Department, and as a professional man, do you recommend it as necessary to make the entrance suitable for the purposes of the district? I do. I cannot imagine anything competing with water carriage. No matter what other accommodation is given, I am quite sure that the river will have to be kept navigable.
60. It is a great waterway when once you get inside? Yes.
61. And some work of this kind is absolutely necessary for the purpose of rendering it suitable for modern navigation? Yes.
62. As far as you know the district, whatever other means of communication are provided there will always be an agitation or necessity for this port to be kept clear? Yes.
63. Is it not the general experience of the world that waterways and rivers are maintained as against all other means of communication? Yes.
64. And as between the two schemes—the one submitted by Sir John Coode and the more modern one now submitted by the Public Works Department—have you any difficulty in saying of which you would approve? I have no hesitation in saying that the scheme now submitted by the Department is far the better of the two.
65. You think the omission in the scheme of Sir John Coode in not providing for a training-wall to the eastward of the sand bank is one which should now be remedied if the work is carried out? Yes.
66. *Mr. Clarke.*] An amount of £17,000 was expended upon this work in 1894? It was voted in 1894.
67. Was a contract taken for that work? Yes; it is all contract work.
68. Is it not a fact that day-labour has recently been employed upon the work? Not upon the Manning River. There has been only one contract there, and it is still going on.
69. Is the original vote of £17,000 not yet expended? The contract was not for a lump sum, it was at so much a ton.
70. *Mr. Lee.*] Have you any suggestion to make by which port dues could be imposed upon this or any of the other northern rivers, with a view to obtaining a revenue? I have not. I think you would want special legislation to deal with the matter.
71. I am asking the question in a general way, because there are so many proposals before the Committee for the improvement of our northern rivers, and it would appear to be a fitting time to inquire whether it would be possible to impose port dues to provide a revenue to cover the interest on the cost of construction or the cost of maintenance? I think there would be great difficulty in doing that.
72. There is no scheme in the office at the present time? No.
73. So far as our ordinary navigation laws are concerned, without further legislation the dues could not be imposed? No.
74. The class of vessels trading to the port are colonial vessels from the port of Sydney, and the fact of their being registered there would give them the right of entry into the whole of these rivers? Yes.
75. You have made a statement as to the losses upon the bar of this river;—they appear to have been very heavy. I suppose the figures have been obtained from accurate source? They are only quotations from deputations which have waited upon the Minister. I do not hold myself responsible for their accuracy.
76. Will the carrying out of these works at the entrance to the Manning involve any large expenditure higher up the river? No.
77. That is to say, if you afford an entrance for vessels of a certain size would it not necessitate heavy expenditure in deepening the river higher up? No.
78. You think the initial cost would be about the only cost? Yes; of course the Manning, like all other rivers, will have to be dredged from time to time, but no exceptional dredging will have to be carried out.
79. If the scheme is carried out in its entirety it will give from 12 to 14 feet of water? About 12 feet I should say.
80. And the scour would be so maintained that there would be a permanent entrance for vessels drawing 9 feet of water? Yes.
81. The question arises whether these vessels will not require to get higher up the river to distribute their cargo. Do you not think that the effect of deepening the entrance will be to necessitate the deepening of the river higher up? I think not.
82. *Mr. Black.*] Sir John Coode in one part of his report states that one of the effects of closing the Farquhar Inlet might possibly be to create a gorge at the Harrington entrance. Does that mean that instead of keeping the whole width between the two breakwaters, the force of water would carry away the sand in the centre and create a very deep passage there while perhaps silting up the sides? I think that what Sir John Coode intended was, that it would probably create such a deep gorge at the Harrington entrance as would eventually pull the breakwater down on each side.
83. You mean that the walls would be undermined? I fancy that is what he meant.
84. Mr. Carleton says that the changes in the bar are rapid, and that it has been known to increase from 5 feet to 11 feet in one night. Does he mean that where there were 5 feet of water over it at one time, a little later there would be 11 feet of water over it, or *vice versa*? Yes.
85. His statement would appear to be based upon the fact that the headland on the northern side affords no shelter even from north-easterly weather; would the proposed breakwater afford such a shelter from north-easterly weather as is not afforded by the headland? Yes.
- 86.

- R. R. P. Hickson.
22 Mar., 1898.
86. Is it perfectly certain that the position of the breakwater would be such that the bar would not form outside of it as it now does outside of the headland? Not if the breakwaters are put out sufficiently far.
87. What is the reason then for the statement that the position of the headland is such that it leads to the formation of a bar outside of its protective limits? Because the headland is not near the entrance, it is about half a mile in from the entrance.
88. You propose to close the northern channel with a training-wall? Yes.
89. Will that interfere with the township of Harrington at all? It is not a very big place. I do not think there will be much trouble on that score.
90. You spoke about the tipping of stone at the end of the training-wall involving a scour, and that you were at one time tipping the stone into about 14 feet of water;—how do you account for that scour? It is what takes place at nearly every tip-end on a sandy bottom, if there is a strong stream running alongside.
91. It means that instead of gradually building up the breakwater to the height of the specification, you lay a bed for it first? Yes.
92. *Mr. Wright.*] Upon page 7 of your report you speak of the stone you put into the water to prevent the erosion of the banks. I see the training-wall itself cost 3s. 8d. per ton, and the other stone put in cost 4s. 6d. a ton; how do you account for such a big difference? The stone in the one case is loaded at the quarry into the tip-trucks, and is tipped direct into its place. In the other case it is loaded at the quarry into a tip-truck, and the truck is tipped into a barge, which is towed out to the front of the tip-end; hence the enhanced cost.
93. *Vice-Chairman.*] Where did the first expenditure take place when it was proposed to proceed with the training banks? From the Painted Rocks.
94. What work did you expect to accomplish by that expenditure? A deepwater channel—to divert the channel from the northern side to the southern side, and to get a better crossing. There is a very bad crossing as soon as you get inside the entrance, and the idea was to divert the current and make it a good one, allowing vessels to make use of the southern channel.
95. Was that part of the original scheme of Sir John Coode? The part from the Painted Rocks seaward formed part of it, but Sir John Coode did not propose anything from the Painted Rocks up the river.
96. Where do you propose to start the breakwater from? It is a continuation of the work we are now on.
97. The training-bank merges into the breakwater? Yes; we call it the breakwater from the Painted Rocks seaward, and the training-wall from the Painted Rocks up the river.
98. What was the reason for attempting to carry out a work of such magnitude for such a small sum as £17,000? *Mr. Darley* will explain that matter to you. He thought he would get a fair result for the expenditure.
99. He thought an expenditure of £17,000 would be enough to give a permanent channel? Not over the bar; but he thought it would improve that part of the river which was perhaps the most difficult for vessels after they got inside the bar.
100. Have you formed any opinion as to what the effect of the northern portion of the work will be? I believe it will give a very good channel alongside; but it would be absolutely necessary to make the southern wall for the protection of vessels using the channel. I do not think the northern wall of itself would be sufficient.
101. Will the northern training-wall or breakwater stand without the protection of the southern wall? Yes.
102. What protection is there now? There is none just at present. That is the difficulty of getting in and out.
103. Is the object of the southern training-bank and breakwater to afford protection to steamers entering and leaving the channel? Yes; and to assist in making the scour by throttling the entrance.
104. How do you explain the difference in the length of the training-wall and breakwater described in Sir John Coode's scheme, and that proposed in the scheme now under consideration? By the addition of the northern training-wall.

WEDNESDAY, 23 MARCH, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and examined:—

- C. W. Darley.
23 Mar., 1898.
105. *Mr. Clarke.*] Have you anything to add to the statement laid before us yesterday by the Under Secretary for Public Works? I might give an explanation in regard to the works. As set forth in the statement laid before the Committee, Sir John Coode was asked to report upon the improvement of the river, and his scheme embraced a short length of the northern training-wall now proposed, with a wave-trap, and the northern breakwater; on the southern side the training-wall and south breakwater, together with a certain amount of rubble work for the protection of the river-banks at the weak point. The navigation of the river being bad, the Minister asked me whether a portion of the scheme might not be carried out for its improvement, and whether we might not commence by making provision of the northern training-bank. I reported that to open this quarry and construct a tram-line for heavy stone would cost a sum exceeding £20,000; but suggested that tenders might be invited for a schedule contract, leaving it to the contractors to either open the quarry at Crowdy Head and lay a tram-line, or open a quarry up the river and bring stone down in punts. The Minister decided to call for tenders for a schedule contract, which might terminate at any time; and the north training-wall, as shown upon Sir John Coode's scheme, has practically been completed; but I saw the necessity for dealing with the harbour so as to direct the current along the training-wall. The current strikes the south bank and reacts, dividing on a sand spit, the strongest portion

portion of the current striking towards the north, and making along the coast in front of the township of Harrington, and so out over the bar. A great deal of money has been expended at different times dredging that portion of the river. The northern half of the channel always tends to maintain its depth best, but a certain amount of dredging from time to time has had to be carried out in order to keep the channel open opposite the sand-spit. Sir John Coode recommended that we should discontinue dredging and allow that channel to close, thus keeping open the straighter and more direct channel. Nature, however, would not altogether allow us to close it. It seemed always inclined to keep open, and while the two channels were open it seemed that we should never have a satisfactory channel. The more I studied the question, the more I saw the necessity for taking the river out of the northern bight altogether; and I am now more than ever convinced that nothing will tend to maintain deep water in the river more than a properly-constructed north training-wall. I believe it will do more immediate good than even the breakwater will do. The river will cling to it, and will sweep round the training-wall, as shown on my revised scheme—the scheme now put before the Committee. You will see that it is proposed by that scheme to carry the training-wall from the Painted Rocks, which formed the starting point of Sir John Coode's wall, and to go westward from the same point, following round to the point on the north side of the main river, indicated upon the plan. The river strikes on the south bank, and reacts towards the northern training-wall, and it follows that wall out over the bar. Until the wall I have described is constructed, I think it is hopeless to get one leading channel over the bar. We have employed a sand-pump dredge to improve the main channel, and to pump silt between the opening in the sand-spits, which the current is always inclined to follow. The last flood, acting as it has always done, carried it away. We had a barrier bank there, and while that existed the main river tended to improve. When the flood came down, however, it burst through it again, and until we get that barrier bank constructed it will be hopeless to try to maintain a good crossing inside. The Manning, even when the bar has been fairly passable, has had the disadvantage of this inner crossing. In the scheme which I placed before the Minister I proposed to do away with the wave-trap. In the case of this particular river there is no necessity whatever for it. It means an extra length of breakwater, and a more costly work to construct. This is not a case where we want shipping to lie close inside the entrance. The object of a wave-trap in the Newcastle harbour was to enable shipping to lie both north and south close inside the entrance. You, therefore, wanted still water. In this case, if a wave struck on the breakwater it would run along it, and do no harm. There was, therefore, no object in going to the expense of constructing a wave-trap, which would complicate construction and serve no good purpose. I proposed to do away with the wave-trap, therefore, and to continue on towards the breakwater with the training-wall. By this means we shall get a direct current on to the bar. An important feature in the scheme is a further training-wall on the south side. I have left it just as Sir John Coode has shown it in his scheme; but I think that if the work is carried out it is very likely that what is shown as rough rubble facing on that side will have to be joined on to the barrier bank. It is a weak point. We must take care that the river does not break through that narrow neck. It might break through to the east or west of it, and it is very possible that we may have to protect the whole frontage up as far as the Mangrove Creek on the one side, and down to the barrier bank on the other. However, that is not an expensive item. I daresay for £2,000 or £3,000 we could do the whole thing.

106. What work has already been done in connection with the northern training-wall? The total length is 3,287 feet. Nothing has been done beyond the portion marked black on the plan. We propose to carry out the portion marked in solid red lines, but not at present. The work I propose not to have carried out is shown by the dotted red lines, north and south.

107. You propose to go westward with the training-wall a certain distance? Yes; I propose to extend the northern training-wall a considerable distance westward.

108. What would be the total length of the training-wall? The total length would be about 10,300 feet; the quantity of work still remaining to be done is 8,993 feet.

109. £100,000 is to be expended in addition to the amount already expended? Yes. The western extension of the northern training-wall, 8,993 feet, will cost £24,307 10s. To run the wall to the point where Sir John Coode proposed to run it—a further 50 feet—will cost £483 15s. The carrying out of the breakwater to the point to which I propose to take it—900 feet—will cost £18,652 10s. The proposed expenditure upon the north side is £43,443 15s. On the south side there is rubble facing, 1,500 feet, costing £1,530; a barrier bank, 5,200 feet, costing £13,950; and the south breakwater, as far as it is shown in the solid red lines, that is 2,600 feet, costing £36,162 10s. The total expenditure upon the south side will be £51,642 10s. The two sides together will involve an expenditure of £95,086 5s.; for supervision, I have allowed £4,713 15s., making a total expenditure of £99,800.

110. That is the total expenditure proposed at present? Yes; independently of the amount already expended.

111. Do you think that amount would be quite sufficient to carry out the work both on the north and south side, according to your plan? I should consider it quite sufficient to carry out the improvements at present required at the entrance of the river.

112. I notice that there are no headlands—that there is merely sand on both sides of the opening? The Manning River has no headlands. It really discharges in a bight. The nearest headland is 4 miles to the north at Crowdy Head.

113. If there were headlands, I suppose the proposed works would be cheaper? The sand-banks make the approach to the river more difficult. It is at present a shifting entrance.

114. It has always been a difficult river to enter? Yes; it is very changeable.

115. It is only in recent years that it has been navigated by small vessels drawing 6 or 7 feet of water? I believe it has been navigated occasionally by vessels drawing 8 or 10 feet.

116. What depth of water have you at the entrance at the present time? There are 10 feet on the bar at the present. It shoaled up to 9 feet in January last, but during the last two months it has been 10 feet. It has been as deep as 12 feet, but only for a short time. In June of last year it was 7 feet, and in April of last year there were only 5 ft. 8 in. of water on the bar. It is constantly changing. Lately it has been pretty fair.

117. Are the measurements you have given high or low water measurements? On the day on which 10 feet of water were reported, that would be the 10th March, there was a range of 3 ft. 3 in. of tide. At low water there would be only about 7 feet on the bar.

- C. W. Darley. 118. As a rule, there is not anything like 10 feet on the bar at the present time? Only at high water. In April last the navigation of the river was practically closed—nothing but a rowing boat could get in and out. On the 24th May the entrance was practically dry, there being only 1 foot 6 inches across the entrance.
119. How do you account for there being so much water there now as compared with ordinary times? At this time last year there were about 9 feet. We are approaching winter, and in the winter time the bar has a tendency to shoal up. We have had a fresh lately, and it scoured the bar out a little. It has helped to improve it slightly.
120. Do I understand you to say that with westerly winds the bar has a tendency to shoal? It seems to shoal up during the winter months.
121. Is that usual in our coastal harbours? Last winter happened to be a dry winter. We had not so much rain as we usually have. I think the shoaling is due to that more than to anything else. But the changes are very rapid indeed.
122. If the proposed improvements were carried out what depth of water would you expect to get at the entrance at high water? There would be no difficulty in obtaining 15 feet of water on the bar.
123. Giving you from 9 to 10 feet at low water? Yes, but I think the channel would be deeper than that when it was properly confined.
124. You think there is sufficient justification for expending the amount proposed, namely, £100,000? The district is a good one, and there is a good deal of land there which could be occupied, and which probably would be occupied if people had proper means of getting their produce to market. I think the district is worth a large expenditure.
125. The proposed expenditure would enable vessels of a larger class to enter the river? Yes; and to carry produce at a cheaper rate.
126. That must be a considerable benefit to residents of the district? Yes.
127. *Mr. Lee.*] Sir John Coode's proposal appears to have provided for a north training-wall, starting from the shore and running straight across the sand-spit on the north side to the breakwater? Yes.
128. He proposed apparently to have a training-wall for a certain distance, merging into the breakwater? Yes; the training-wall was to carry a tramway.
129. At the present time, in heavy weather, I suppose the surf breaks over the sand-spit? Yes.
130. Sir John Coode did not propose to erect a barrier to the moving of the sand at that point? No; the object was to get access to the breakwater. It would not matter how much the sand moved in that position.
131. Would it not appear that the object of Sir John Coode was to prevent the sand from coming in? No; the object was to get to the breakwater.
132. Do you attach any importance to that sand-spit being covered at high water and in heavy weather? No.
133. Would your training-wall at that stage be above high-water mark? It would be 4 feet above it. We are commencing to rise higher there.
134. That would be an effectual barrier to any sand which might otherwise come in from the northern side? Yes.
135. Did Sir John Coode's breakwater go further out than you propose to take your breakwater? My breakwater agrees with Sir John Coode's breakwater exactly, but I do not propose to carry out the whole work at present. The extreme points of the breakwaters in both schemes correspond exactly. I do not propose to carry out more than half the breakwater at present. I should like to construct a portion and see what the effect will be. I adhere strictly to Sir John Coode's breakwaters as regards their position, but I have done away with the wave-trap saving some 1,000 feet of stone wall.
136. Do you not propose a curve in your northern training-wall admitting of a proper discharge on that side which could not, apparently, happen under Sir John Coode's proposal? Yes; I attach the utmost importance to the northern training-bank. Even if it were constructed without the southern training-bank, I think it would tend greatly to fix and maintain the entrance. At the same time, the bank on the other side should be constructed.
137. You are convinced from your experience that it would be of little use to put down one training-wall; you think there must be two to set up the scour? You really want two.
138. You think the breakwater if carried out to the distance you propose will give sufficient relief? Yes; and we shall then be able to see whether the increased traffic would warrant a further expenditure.
139. If it is afterwards found necessary to extend the breakwater further it will not involve a greater proportionate cost? No.
140. The remainder of the scheme can at any time be carried out without in any way jeopardising the efficiency of the work? Quite so.
141. As to the inner training-walls, I suppose they are all above high water, and also above flood waters? Yes. The flood waters at the entrance do not really rise higher than high water.
- 141½. According to the map, the worst water appears to be from the bar up to the western end of the proposed southern training-wall? Yes.
142. Consequently that is the difficult portion you have to deal with? Yes.
143. It is where you want to keep up your scour? Yes.
144. Above that the sand increases until you get off the mouth of Mangrove Creek? Yes.
145. Scott's Creek opens into the Farquhar Inlet? Yes.
146. How far is Scott's Creek from the entrance? Nine miles. The creek runs on each side of Oxley Island. The distance up the western entrance to Harrington is 14 miles.
147. Up to the junction of Scott's Creek there is good water? Yes.
148. If you confine the flood waters to the narrow space you propose to do, will they not have a tendency to make their way through Scott's Creek and discharge at the Farquhar Inlet? A large portion of the flood waters escape by Scott's Creek as matters stand.
149. At the present moment there is a large surface over which shallow flood waters spread;—if you confine them within the narrow channel you propose, will you not create a tendency for them to break through somewhere else? No; if the channel is open it will give a better discharge than you have had hitherto.
150. You view the narrow strip where the rubble stone facing is shown as a dangerous place? Yes; if the river goes through there it might be difficult to get it back again. I think it might be necessary, as I have

have already explained, to extend the rubble facing from the southern breakwater or southern training-wall practically to Mangrove Creek. It would not be a very costly matter.

C. W. Darley.
23 Mar., 1898.

151. You adhere, I presume, strongly to the principle that the completion of these works will increase the volume of the discharge? It will give a more direct and better discharge; it will be deeper and wider than it is at present.

152. If it were not so there would be a tendency for the flood waters to break through or to back up and inundate the land above? Yes; I have fully considered all those points. If the channel I point out is cleared it will be a much better discharging channel than it is at the present time.

153. Admitting that the carrying out of the work will give a depth sufficient for any steamer to carry away the produce of the district, will the work involve the country in any considerable cost on account of dredging the river in order to meet the circumstances of the increased traffic by larger boats? There are certain places where the river needs improvement, but I regard the improvement of a river of this kind very much in the light of the improvement of a public road. I regard the dredging of a river as being in the same category as the maintenance of a road. In any case it will only be a question of dredging a few shallow spots, in order to enable the larger steamers to go up.

154. That will not involve the country in any very large expense? Not in any serious expense. It depends, of course, upon how far you want to take the steamers up. If you are going to take the large steamers up as far as Taree, there will not be much to dredge. Taree is a distance of 18½ miles. If you want to take the steamers up to Wingham the dredging will involve a heavy cost. I think we should be satisfied at present to get the steamers up as far as Taree, and allow the work of the upper portion of the river to be done by droghers. It would not cost very much to make from 12 to 15 feet of water up as far as Taree.

155. Have you appliances on the spot for the carrying out of these works? The work at present being done is under contract. If the whole work were authorised we should take the work off the contractor's hands, and probably carry it out by day-labour, or let a fresh contract. The present contract is not drawn in a way to admit of our getting large stone, suitable for a breakwater. It is intended only for getting stone suitable for training-walls. We can stop the contract, however, by a month's notice.

156. The plant in such works is, as a rule, a costly item? Yes.

157. Could the plant used upon the Manning be made available for any other places where similar works are being carried out? We move our plant to a great extent from port to port. When we have finished one work we generally move the plant on to another, and credit the work with the then value of the plant.

158. You are satisfied that you have in the neighbourhood abundance of stone for the proposed work? Yes; there is abundance at Crowdy Head. It would be conveyed to the works by tramway.

159. You have found that you had to take some precautions in putting in the northern training-wall, owing to the scour at the end;—did it increase the cost very much, and do you anticipate an increase of that cost? I think it is economy to line the bottom of the tip-head with stone.

160. What is the greatest depth of sand you have met with in that vicinity? It has scoured out to 28 or 29 feet.

161. That would prove that a great depth of water could be obtained? Almost any depth—it is all sand.

162. Do you not think you might find reefs or boulders which would upset your calculations? I do not think it is likely.

163. At the extreme end of your breakwater, about how many feet of water will there be, under normal conditions? Opposite the point of the breakwater, if it were completed, I should expect to see something like 20 feet. Between the breakwater and the crossing inside there should be from 15 to 18 feet. There would be about 25 feet between the actual points of the breakwaters. On the crossing inside there would be about 15 feet.

164. Would that be deep enough to spill the scour into? Yes.

165. Would the wind which now creates a bar when the works are completed, offer so much resistance as to cause a precipitation of sediment near the mouth of your entrance? No; the wind acting against the current might cause a choppy sea, but it will not stop the scour from taking place.

166. You do not anticipate from wind, current, or any other cause, that the sand will set up a bar outside of your breakwater? I do not think so.

167. What is the set of the current at that point? From north to south, wide of the bight; the current in the bight is not very strong, but what there is of it is southerly.

168. The tendency would be for the sand to drift to the south? Yes.

169. *Mr. Wright.*] The proposed breakwaters are situated in a bight? Yes.

170. What is the set of the ocean current there? The main current is wide of the shore. Inside, it still has the same set—southerly.

171. Your northern breakwater would be free of any accumulation of sand? Yes.

172. And the silt from the river would work down the coast? Yes.

173. Do you think it will become necessary to close the Farquhar Inlet? I do not see any immediate necessity for it. If we found we could not get enough scour we might entertain the proposal at a future date. It can never let out any great quantity of water, because Scott's Creek and the other openings there are comparatively narrow. It is an outlet for big floods.

174. You think it would serve a useful purpose? Yes. At the same time I should like to see it closed, but I would not go to the expense of closing it at the present time.

175. Do you think your breakwaters are taken out far enough to prevent an accumulation of sand on the bar? They are sufficient to confine the channel in one position. They will give a channel of sufficient depth over the bar.

176. You feel satisfied that you have extended the breakwaters far enough to admit of the carrying away of the sand-banks shown upon the plan? Yes.

177. You said you regarded rivers as occupying much the same position as do roads in the matter of maintenance;—I suppose it is necessary to dredge the whole of our rivers to a greater or less extent? Yes. We have dredges on all the rivers now.

178. If they are to be kept in a navigable state, dredging is an absolute necessity? Yes.

179. So that the dredging upon the Manning River would be only in keeping with the dredging upon other rivers? There would be no more dredging than we have been doing in the past.

- C. W. Darley. 180. It has not been decided whether the proposed work is to be carried out by contract or day-labour? It has not yet been decided.
- 23 Mar., 1898. 181. Who settles the matter? I generally make a recommendation for the consideration of the Minister.
182. Have you heard that a number of men are assembling in the neighbourhood now with a view of entering upon these works? No; there is a contract already in existence.
183. What has been your experience upon works of this kind;—have you found it cheaper or more expensive to carry them out by contract or day-labour? In many cases it is cheaper to carry them out by day-labour, and it is far more satisfactory. Where there is a settled piece of work, where you have no doubt as to any change being required, it is, perhaps, better to carry out the work by contract.
184. Where no unforeseen contingencies are likely to crop up you prefer contracts? Yes; but in many cases there are unforeseen difficulties. It is especially in the case in harbour works, and immediately you ask the contractor to do anything which is not in his contract he wants an excess price. In works of this kind you must be prepared to meet difficulties day by day. You must have your hands free to meet unforeseen contingencies. There are works in which we find it a great advantage to proceed by contract.
185. Do you find that the men do as much work for the Government as they do for contractors? I think so. We pay the men well, and we also pick them.
186. You get a good class of workmen? Yes; and if they do not do the work they can go. If we were hampered, if we had to take certain men, and if we had not a free hand in sending them away if they were not doing their work, we should have to abandon the system, and do all the works by contract. But where the engineer has a free hand, where he can send a man away when he is not earning his money, I think the work can be done as cheaply and well by day-labour as by contract. We employ absolutely competent and experienced foremen who know what a man's work is worth, and if they report that a certain man is not earning his wages we let him go.
187. There is no political influence at work—it is a question of doing the work or clearing out? Yes.
188. You are getting all the stone for these works at Crowdy Head? Yes; there is no other suitable stone available.
189. All the stone used in the southern breakwater will require to be taken over in punts? Yes.
190. Would that add much to the cost? Yes; I have added one shilling to the price of the stone employed in the northern breakwater to meet the increased expense in the case of the southern breakwater.
191. How far is it your intention to line the bottom with stone ahead of the tip? Until we get up to the point where the river divides. When that point has been passed there ought to be no tendency for the current to run round our work.
192. I suppose you have made allowance for the extra cost of the material employed to prevent the scour to which you have referred? Yes.
193. You have made ample provision to meet all contingencies of that kind? Yes.
194. *Mr. Lee.*] How much will it cost to complete the breakwaters as far as the dotted red lines? The northern breakwater up to the end of the dotted portion will cost £23,602 10s., and will have a length of 1,100 feet; the southern breakwater will have a length of 1,400 feet, and will cost £54,257 10s., giving a total of £77,860. I have added to that £3,940 for supervision and plant, making a total expenditure of £81,800.
195. That is a contingency which the country may yet have to face? I think it is doubtful whether the work will be necessary.
196. If it should be necessary, the total cost of making the Manning River a good navigable river will have been a little over £200,000? Yes.
197. In your opinion, is the district of sufficient importance to justify the expenditure of nearly £250,000 of money upon the proposed harbour? I do not think that at the present time we are justified in expending more than £100,000; but on the other hand, if the entrance is improved, there will be a considerable increase of population in the district, and a larger expenditure may be justifiable hereafter.
198. There is a large area of valuable land about the Manning? There is a large area which has not yet been much cultivated.
199. *Mr. Hoskins.*] But if the works are carried out as you propose, do you consider that after they have been completed there will be exceptional difficulties in the way of steam vessels entering or leaving the Manning as compared with other rivers? No doubt there will be times in bad weather when it would not be safe to take it; but it would not last long, and it would only happen occasionally.
200. Do you consider the entrance to the Manning River more dangerous than that of any other river on the coast? At present, yes; but I do not think it would be more dangerous than the entrances to the Richmond and the Clarence, when improved.
201. *Mr. Black.*] Is it particularly dangerous to come out of the Manning? No; it would be safer to come out than to go in.
202. But is there any phase of weather in which it would be dangerous to come in? In certain classes of weather it would be dangerous to go in or to come out.
203. *Vice-Chairman.*] Has the western end of the constructed portion of the northern bank been injuriously affected up to the present time by the ebb tide getting behind it? Yes; both the ebb tide and current get behind it now.
204. Is that affecting the work injuriously at the present time? Only by making the work more costly by deepening the water.
205. Has it caused the training bank to sink? No; because the full depth is secured before we go ahead.
206. What is the depth of water at the present time along the constructed portion of the northern training bank? There is about 28 feet of water in front of it at present.
207. From your experience of the Clarence River, do you think it would be necessary to carry out the dotted portions of the breakwaters shown upon your plan in the Manning River? Not for some time to come; I see no necessity for it at the present time.
208. In considering the matter, therefore, do you think the Committee need have regard to the possible expenditure on that portion of the proposed works? No; I do not see any necessity for it. In no way will the work now proposed commit the country to the larger expenditure.
209. It was more with the view of the possibility of our having to extend the northern breakwater that I put the question? I do not think that it would be necessary.

C. W. Darley.
23 Mar., 1898.

210. Therefore we may confine our attention to the expenditure necessary to construct the western portion of the northern training-bank, and to complete the breakwater where the firm lines occur on the plan? Yes.
211. Will that work remove the whole of the sand-spit shown on the plan near the entrance? We may possibly have to help it a little by dredging.
212. What will be the cost of the necessary dredging to remove it? A great deal of it will scour away, but we may have to help it. It is difficult to say what may be required, but so far as the expense for dredging is concerned, it would come out of our annual vote for dredging on the river. We cut off a small bank in the Richmond River without any dredging. As the breakwater went out so the bank disappeared.
213. Do you think the other sand-bank shown upon the plan will scour away? Yes; the water there will have a tendency to deepen.
214. Then do you think the construction of the northern portion of the work will give a good permanent channel? Yes.
215. Of a greater depth than the depth likely to be obtained on the bar? There will be a channel of from 12 to 15 feet.
216. Are you of opinion that the construction of the works proposed on the southern side of the river may be postponed until the effect is seen of the proposed works on the northern side? I cannot see that any harm would result from doing so. The southern breakwater might be postponed until we got the northern works finished. At the same time, I consider the construction of a southern breakwater and works necessary to maintain and fix the channel.
217. You do not think it probable that you may be able to dispense with the expenditure on the southern side? No; I think it will be necessary.
218. To improve the bar entrance? Yes. As long as the south spit is allowed to move about it must be a source of danger.
219. May we assume, also, that it will be necessary to construct the barrier bank as shown upon the plan? Yes; if only as a means of getting to the southern breakwater.
220. You mean that you would be unable to construct the breakwater without first constructing the barrier bank? Yes.
221. I suppose there would be a tramway along there? Yes.
222. Therefore, you see no means of lessening the proposed expenditure of £100,000? I have cut the amount as fine as I safely could.
223. *Mr. Lee.*] What provision is made for maintaining works of this character? No actual provision is made. Of course, if any harm is done, we may have to get another vote to make good the works, but we do not find that any expenditure is necessary. If any expenditure is necessary a vote is taken.
224. What is your general experience with regard to these harbour works;—does it cost much money to maintain them? Practically nothing. Take the Newcastle breakwater. It was taken as far as it was necessary to go at that time some ten or eleven years ago. Nothing has been expended there until the expenditure under the recently adopted scheme.
225. The question of maintenance, therefore, is an inconsiderable matter? Yes.
226. Will you express an opinion as to how or by what means revenue could be provided from these ports, which are improved so that the State may be, to a certain extent recouped for its expenditure? That is a matter to which I have given some consideration, especially after my visits to a great many New Zealand and Queensland ports. I may say that I think there ought to be a local tax towards paying for a portion of the works. In New Zealand, and in every case, a certain district around the river or harbour, as the case may be, is taxed. In Queensland there are several harbour trusts formed now. The Government have given practically no endowments to the works. They say, "You can carry out these works when they have been approved by us, and you can raise the necessary money by taxing yourselves for them." That is the system in Queensland on the northern rivers. The system is not adopted in Brisbane. I presume it is considered that Brisbane is the main entrance to the Colony, and that it is the duty of the Government to carry out the necessary works there. But on the important rivers to the north they have either to tax the district or to tax the goods passing in and out of the ports. In New Zealand a circle is struck round a port, or sometimes there will be a series of circles. In some cases every property within a certain radius pays so much in the £.
227. Are they permitted to impose port dues? Yes; in some cases they have done themselves harm by overcharging. In Dunedin the charges are so excessive that they are driving trade away from the port. They have to make the charges, however, because they have gone to so great an expense.
228. Is there any limit of time fixed, or is the charge permanent? It is a permanent charge.
229. The system is not one under which a certain amount is obtained within a certain number of years? No. I think rivers, like roads, should be regarded as a sort of highway. At the same time, there ought to be a tax upon the district to pay interest on the cost of the work, or a portion of it. If the Government pay a portion I think the residents of a given district ought to be made to pay the other portion. It must be remembered that property is greatly benefited by the opening of these rivers.
230. Although the district is benefited the whole Colony would also be benefited to a certain extent? Yes, from the increased population and settlement upon the soil.
231. Would a tonnage imposition be possible or politic in connection with rivers of the kind we are considering? It would be quite possible.
232. Would it be politic, seeing that the trade is done by vessels which are registered in the chief port of the Colony? I see no reason why they should not be made to pay tonnage dues.
233. There is very little foreign shipping coming to these rivers? Very little. In Queensland, a charge of 2s. a ton is made in some cases upon every ton of goods entering or leaving a port. That is the practice at Rockhampton, Maryborough, Mackay, and Townsville. The dues are collected for the trustees by the Government Collector of Customs. He pays the amount to the credit of a fund at the disposal of the trustees.
234. At the present moment we have before us no less than five proposals for the improvement of entrances of rivers on the North Coast. If these works are carried out they will involve a very large expenditure;—do you not think that if the necessities of the respective districts demand the improvement of these ports a charge of some kind should be made? It has always been my opinion that there should be local taxation towards payment for works of this kind.

C. W. Darley. 235. Are you of opinion that it is a wise step in the interests of the Colony to preserve these waterways on the North Coast? I think it is a wise principle for the Government to act upon, to improve the waterways and to develop the districts affected. The works will have the effect of opening up large districts which are capable of settling a great many more persons than are now resident there. Of course, the more you settle people in these districts the better it is for the country. These districts are capable of maintaining a very much larger population than they now have. People are frightened to go there owing to the want of proper means of communication. Again, if you improve the rivers you must cheapen the means of bringing goods to and fro, and a portion of the cost, therefore, should, I think, be made chargeable in the form of a tax. The residents there pay a certain price at the present time on account of the risk and danger of getting into the rivers. Freights would be reduced, in many cases, if there were a perfectly safe access.

3 Mar., 1898.

236. In view of the fact that all the rivers on our northern coast are within a few hundred miles of the chief port of the Colony, and that behind all these rivers the richest land in the Colony is to be found, does it not appear extremely improbable that even if a railway could be constructed for less money, the produce from these districts would be conveyed by that railway at a less cost than by water? We must anticipate that produce will always go by water. It is so much cheaper than railway carriage. Even if there were a railway in these districts now, and if the present bad bars were allowed to remain, the produce would still go by water.

237. *Mr. Wright.*] If it be sound policy for the people on our coastal rivers to pay for the improvement of those rivers, would it not be equally sound policy for the people of the interior to pay for the construction of roads and bridges? I certainly think there should be taxation under Local Government for the maintenance of roads. But, as regards the northern rivers, you must remember that the Government are making roads in those districts as well as improving the rivers.

238. Do you not regard the improvement of the rivers as affording an additional road, enabling these people to get their produce to market? I do not think that argument would apply. If the Government were expending nothing in these districts in making roads it would be a different thing, but the Government are still making roads there.

239. If you make a charge upon these rivers at all should it not be a tonnage rate instead of a local tax? A tonnage rate would do, of course.

240. In that case, only those who use the rivers would be charged? The amount would come out of the residents' pockets after all.

241. *Mr. Clarke.*] In dredging the Manning River, would the sand be taken out to sea, or would it be put behind the walls? It is put behind the walls.

242. *Mr. Wright.*] You were asked to supply the Committee with certain information with regard to the watersheds of the northern rivers. I particularly desired to obtain it for our information in the consideration of these works? I have a statement showing the watersheds of all the northern rivers, the total length of the rivers, their navigable length, the width of the proposed entrances, and the mean annual rainfall. It is as follows:—

River.	Area of watershed.	Total length of river.	Navigable length of river.	Width of entrance proposed.	Mean annual rainfall.
	sq. miles.	miles.	miles.	feet.	inches.
Tweed	420	46	24	500	69·17
Richmond	2,680	149	68	1,000	51·47
Clarence	8,500	247	67	1,400	51·15
Bellinger	480	76	15	500	70·00
Nambucca	550	58	9	500	70·00
Macleay	4,580	219	39	700	46·33
Hastings	1,390	110	19	650	62·10
Camden Haven	240	18	13	400	62·10
Manning	3,160	141	29	800	47·46
Cape Hawke	510	46	.....	400	47·46 (?)
Hunter	8,270	288	49	1,200	32·16

In handing the return in, I should like to explain that it will be difficult without grave consideration to draw any conclusion from it. It must be taken with the greatest possible care if the Committee desire to draw conclusions, for instance, that because a river has a certain area, a certain rainfall, and a certain width, that ought to be accepted as a basis for designing other river improvements. The Committee must be extremely careful as to what inference they draw from any portion of it, or they may find themselves very much misled. For instance, the Tweed River has 420 square miles of watershed; the normal width of the proposed entrance is 700 feet, but I have quoted in all cases the choke width, which in this case would be 500 feet; the mean annual rainfall is 69 inches. Now, take the Clarence: It has a watershed of 8,500 square miles; it has a total length of 247 miles; the width between the entrance as proposed is 1,400 feet, and the mean annual rainfall is 51 inches. Now we will assume for a moment that these proportions in the Clarence River are exactly correct, what I want to impress upon the Committee is that they must not infer that if those particulars are correct as regards the Clarence the same ratio will apply to any other river, because nothing could be more fallacious. Suppose the proportions of the Clarence are correct, and that therefore you might find a constant, and that you applied it to the other rivers—the Tweed, for instance, what width do you think the Tweed should be? The entrance would only require to be 69 feet instead of 500 feet. In the same way, if 420 miles of watershed requires an entrance of 500 feet in width, the Clarence upon the same proportions would require to be 10,000 feet in width.

243. Is not that matter governed by the rainfall? To some extent; but the rainfall does not vary in proportion. On the Tweed it is 69 inches, and on the Bellinger and Nambucca it is 70 inches; upon the Clarence it is 51½ inches. The real point is this: the entrance is regulated more by the length of the river and the shape of the basin. The Tweed is a short river. The whole length from the sea to the source is only 46 miles. The Clarence is 247 miles in length, and 67 miles are navigable. When a flood comes down the waters are stored and are slowly given off, so that the smaller entrance does. An engineer in determining what width an entrance should be has to study a number of questions. He has to ascertain what is the width of the river at certain salient points, and that must regulate him in fixing the width of the entrance.

George Charles Yeo, Draftsman, Stock Branch, Department of Mines, sworn, and examined:—

244. *Mr. Lee.*] Can you give us any particulars as to the stock in the Manning River District? Yes; the following return has been prepared:— G. C. Yeo.
23 Mar., 1898.

DESCRIPTION of area in which the following Stock are returned.

Commencing on the shore of the South Pacific Ocean at the mouth of the Manning River, and bounded thence by that shore north-easterly about 20 miles; thence north-westerly about 45 miles; thence south-westerly about 50 miles; thence south-easterly about 45 miles to the shore aforesaid; thence by that shore north-easterly about 30 miles to the point of commencement.

Horses.	Cattle.	Sheep.	Pigs.
7,052	46,341	991	—
7,402	48,317	1,166	—
7,064	45,285	1,473	8,615

245. You told us the other day, in connection with another inquiry, how the stock drifted to market. Are you prepared to say now how the horses and the horned stock from the Manning River reach the market? They all go overland.

246. They are not conveyed by steamer? No.

247. The pigs would be sent by steamer? Yes; and also the sheep if there were any to send.

248. I suppose the bulk of the horned cattle find their way across to the Muswellbrook and Maitland markets? I should think so, but I could not say definitely.

249. How do the A. A. Company dispose of their cattle? They may go across to Warrah.

250. Could you say whether the stock is increasing or decreasing in the district, outside the period you have named? No; in making out the return I went back only to 1895.

THURSDAY, 24 MARCH, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

Samuel Boulden, master of the Steamer "Coraki," sworn, and examined:—

251. *Mr. Wright.*] You are master of the steamer "Coraki," trading to the North Coast? Yes.

252. How long have you been trading to the Manning? I have been going there in the "Coraki" two years and one month, but I have been going to the Manning on and off, but not continuously, since 1890.

253. What has been the condition of the entrance to the river since you have been trading there? It has varied a great deal. The channel shifts considerably. It has shifted a great deal during the last two years, sometimes to the north and sometimes to south. It shifts on the bar as much as a mile at different times. In March, April, and May of last year the water on the bar ranged from 6 ft. 6 in. and 5 ft. 9 in. to 7 ft. 6 in. at high water.

254. What is the lowest depth of water you have known on the bar during the last two years? Five feet nine inches.

255. What is the tidal range there? In spring tides 4 ft. and neap tides about 1 ft. 6 in. The north-easterly and south-easterly weather have also an influence on the tide. The south-westerly weather accelerates it, and the north-easterly weather cuts it down.

256. Has the work which has been already done there had any effect in deepening the river? I could not say whether the work has deepened it, but the bar is better now than it was last year.

257. There has been some freshes in the river during the last few months? Yes.

258. Would they not deepen the bar a bit? It was just as deep previous to the freshes of the last three or four months. The freshes, however, have made a lot of alteration inside.

259. Do you think the work marked on the plan with a black line has had the effect of deepening the river inside? I think it has deepened it as far as the wall has gone.

260. What effect do you think the proposal before us will have? I think it will keep the channel from going north as it used to do about two years ago. The channel at present runs right over the wreck of the "Murray."

261. Does not the river divide near the island shown towards the end of the northern training-wall, and is there not a channel from that point round by Harrington? Yes.

262. Does not the existence of that channel prevent the scour to a certain extent? Yes.

263. You think the confining of the waters by the construction of the training-wall across the entrance of that channel will greatly assist the scour? Yes.

264. Do you think the point to which it is at present intended to extend the breakwaters will have the effect of promoting a good scour? It may have that effect, but it would be necessary to construct the southern training-wall. The complete work would have to be carried out.

265. What is the set of the current outside the breakwater? In flood-tides usually northerly. With the ebb-tide it is inclined to run to the south. About 2 miles out to sea the current is to the southward.

266.

S. Boulden.

24 Mar., 1898

- S. Boulden, 266. Is it strong? It depends upon whether the winds have been blowing from the north-east for any time.
- 24 Mar., 1898. 267. I ask the question because the Departmental officers say that the set of the current is always southerly both inshore and out? We have proved that that is not so again and again. Going north, we have followed round the beach to get the set of the flood-tide. We have often found the current running north in the bight right up to Crowdy Head. It might run at times from 2 to 3 miles, but that would not be right inshore.
268. That is your general experience in connection with the whole of these North Coast harbours—there is a northerly set inshore, a kind of eddy? Yes.
269. Do you think the prevalence of the southerly current seaward would have the effect of keeping the mouth of the river open if a good scour is promoted by the confining of the channel by training-walls? I could not say. The breakwaters do not appear to me to be carried out a sufficient distance to meet the southerly current. There is not much strength in the current within a $\frac{1}{2}$ mile of the shore, especially to the southward.
270. The proposed works would probably have the effect of bringing a large quantity of sand down the river, and the engineering staff say that once you get that near the bar it will be swept away by the southerly current? It may be so. In my own opinion, there will not be enough current to sweep it away unless the breakwaters are carried out a considerable distance. What I have noticed is that as the present works have been carried out the bar has also gone further out to sea.
271. When the works are completed, they will have the effect of driving the bar out far enough into the ocean to bring it within the influence of the southerly current? I should think it is likely to have that effect.
272. You see the portion of the plan marked "rubble-facing"? Yes.
273. Do you think there is much danger of the river breaking through at that point? Yes.
274. Do you think the proposal to carry the rubble-facing up to the southern training-wall would make that neck of land secure? Yes, I think that should answer the purpose.
275. Do you think that the construction of a training-wall from Chinaman's Point, on the other side of the river, forcing the water into one channel, will have a certain effect in deepening the channel? I have always thought the work should have been started from Chinaman's Point, instead of from the Painted Rocks. The ebb-tide would act at once there.
276. The report of the Department shows that at the end of the wall the water is deepening fast? It may be so; but it is not so deep at the end of the wall as it was six or eight weeks ago. That is what I have heard from local residents.
277. You think then that the works proposed will have a beneficial effect? My experience in these matters is, that if the water is confined it will have a tendency to keep the channel clear. Every fresh which comes down cuts a certain amount away from the spit at the south of the entrance, and makes the bar wider than it was before. Since this plan was drawn nearly the whole of the sand-spit on the southern side has been washed away. Not more than two months ago the sand there was 2 feet above high-water, now, at spring-tide, it is 2 feet under high-water. The water has broken through the inner side of the spit near the proposed training-wall, and the last fresh we had, with a south-easterly gale, scoured it out, and left 5 feet of water. Since then the whole spit is under water at high-tide.
278. Showing that the effect of confining the water by the northern training-wall has already produced a considerable scour in the river? Yes; there is at times a strong current running down; it is as much as we can do to steam against it.
279. You think the proposed works will not only have the effect of deepening the river, but also the bar? When the southern breakwater is made; but at present the bar is at right angles to the existing wall. There is a sand-spit on that side which is nearly level with the wall, and it has not been scoured. In fact, there is more sand there since the wall was made than before. The spit runs out from the Painted Rocks down to the end of the wall.
280. The sand has accumulated behind the wall, while the southern side has been scoured out? Yes.
281. You think that when the southern training-wall is built the river will be entirely scoured out by the action of the water? Yes; the southern training-wall will certainly have a beneficial effect.
282. How far do you go up the river? Up as far as Wingham.
283. What sort of water have you there? It varies from 7 feet to 16 or 18 feet in holes. The lowest depth is 7 feet.
284. What is your draught? Eight feet loaded.
285. So that you cannot go either up or down the river fully loaded? I have not loaded deeper than 7 feet 8 inches since I have been on the river. When I start from the upper and shallower portion of the river I am only partially loaded. I am picking up cargo all the way down.
286. In going up I suppose you are discharging cargo? Yes.
287. As a rule, when you come down you draw more water than when you go up? Yes, as a rule.
288. What water do you generally draw? From 7 feet 3 inches to 7 feet 6 inches.
289. You can safely navigate the bar with that draught? At present, yes.
290. What is the longest detention you have had in going in or out of the river? I have always managed to get in; but I have often been detained. For the past two years the longest detention I have had has been four or five days. I do not take more cargo than I know I can get in and out with.
291. You regulate your freight according to the water on the bar, so that you can always get in? Yes.
292. Coming out of the river what has been the longest detention you have had? The longest detention I have had during the last two or three years has been four or five days. In May last there was only 5 feet 9 inches or 5 feet 6 inches, and with any sea on you could not get out with that depth of water.
293. That has been your longest detention in getting out? Yes.
294. Have you ever known the water to be so high as to give only 1 foot 6 inches at low tide? At high-water, with a 2-foot rise, there has been 5 feet 9 inches.
295. *Mr. Hoskins.*] If the proposed works are completed as they have been described to you, do you think the entrance to the river will be exceptionally dangerous and bad—that it will be worse than that of any other river on the coast? I do not think so.
296. Do you consider that at the present time the entrance is an exceptionally difficult one? Just at present it is a little better than it was. Last year it was very dangerous, especially as the channel was going over the wreck of the "Murray" for a considerable time. I go in now close to the wreck.

297. The works already constructed have greatly improved the entrance? I could not say that. S. Boulden.
298. Do you not find that you can get in and out with greater facility than before the works were constructed? I have got in and out with facility before any works were constructed. The bar shifts a great deal. If the channel had followed the breakwater, I should be inclined to say that it has had the effect of deepening it, but the channel is at right-angles to the breakwater. I believe the works already constructed have prevented the channel going north, and that alone would have a good effect. 24 Mar., 1898.
299. Do you think there is any danger, if these improvements were carried out, of the deposit of sand being shifted further out, and therefore causing an additional impediment to the entrance? That is a thing upon which I should not like to offer an opinion. I should say it would be a matter of carrying out the breakwaters until you meet the stronger current.
300. *Mr. Lee.*] I suppose you have been up to the Manning in all weathers? Yes.
301. Can you, at the present time, enter the port if there should happen to be sufficient water on the bar when there is a heavy gale blowing? When there is a very heavy gale blowing none of us can enter. It is left to the judgment of the pilot. If he thinks it dangerous to enter he runs up the signal, and it then rests with shipping-masters whether they will go in or stay out.
302. There might be water enough on the bar, but the wind blowing from a certain quarter might render it unsafe to take the bar? The wind would not affect me, and it would have to be a very heavy sea to keep me out. Coming out, of course, it would be different.
303. What is the worst wind you would have in getting in? From the south-east or south-west. We always know that if the wind shifts round from the south-east to north-west we should be able to get out in a day or so. Crowdy Head runs to the north-east, and it seems to make the sea smoother.
304. Supposing you were lying inside, loaded for sea, what conditions of weather would stop you from getting out? A heavy sea. There is now 7 feet of water at neap-tide and 9 feet at spring-tide. If we were drawing 7 feet, and we were to come down heavily on the bar, it would take the way off the ship and we would then turn round.
305. A heavy sea with wind from what quarter? South-east or south-west.
306. Have those winds the effect of piling up sand on the bar? As a rule, we find that it is the north-east winds which block up the bar more than any other.
307. That, as a rule, is not a strong wind? It is the prevalence of it which is the cause. It is a bad wind for shoaling, but it is not a bad wind for getting out.
308. If the proposed works were carried out you would have an entrance 800 feet wide;—would that, in your opinion, be wide enough? Yes, for steamers.
309. How would it affect sailing vessels? Sailing vessels would never be able to get in unless they had a fair wind. They would not be able to get in any more than they can at the present time. Supposing, for instance, the wind were coming from the westward, they could not get in. A tug comes out to them.
310. Is there a tug stationed at the Manning River? Yes.
311. Would a sailing vessel be able to take the entrance when there was a heavy flood running out of the river? It would be dangerous for even a steamer to tackle the bar when there was a heavy flood.
312. You are aware that it is proposed to narrow the entrance; the flood-waters now coming down can pass over the sand on either side; if you narrow the entrance, of necessity, there will be a stronger current of flood-water;—how will that affect you—will you be able steam against it? A great deal would depend upon the power of the boat. We never attempt any of the bars except on a flood-tide, with the exception of the Clarence River bar.
313. Under those conditions it is assumed that you always have an abundance of water under you;—would a strong current such as I have mentioned affect your coming in? Not with a powerful boat.
314. Take the boat you are commanding now? There would be a pilot there, and he would signal me if he considered the entrance dangerous. If he put up the stand-off signal it would rest with me whether I took the risk or not.
315. You have an entrance 800 feet wide, and gradually widening as you get into safer water; you will have double the depth that you now have, but you will have a stronger current against you;—would you, under those conditions, be able to take the entrance? I would not care to do so if there were a heavy sea.
316. Then, even if the proposed works are carried out, you will only be able to trade to and from the port at times when the weather is partially favourable? The flood-waters do not last long in coming out. We might be kept a day. If we were certain of the water of course we would go in. The question is, whether we are certain the depth of water is there. At Port Macquarie we used to go in at all times, as long as we knew that the water was there.
317. The assumption is that if the proposed works are carried out the water will be there? If that is so we can go in and out. At Newcastle there is plenty of water, but very often large steamers will not go in. It often happens that in a heavy south-easterly gale the stand-off signal will be run up, and often ships in ballast, with plenty of water under them, will not go in. Shipping-masters must use their own judgment.
318. But if the port is to be a good port you should be able to get in at night as well as in day time? If the entrance is made as good as the entrance to Port Macquarie was two years ago, we could do that. At least a dozen times last year I came out of the Manning River at night-time. I waited for the top of high water, and of course in winter-time the tides are highest at night.
319. Are there any sailing lights there? No; I did it at my own risk.
320. Would it not be necessary, in a port of the kind we are considering, to establish entrance and sailing lights? That is for the Marine Board to decide.
321. But you, as a master mariner, would not like to take the entrance on a dark night without sailing lights? No.
322. Therefore, if you could not do so the port would be valueless at night-time? At present we keep the river cleared, entering it by day-time only.
323. You time your sailing so as to hit the river at daylight, and on the flood-tide? Yes.
324. You can enter the Clarence under any conditions of weather at the present time? I think so. The Sugar Company's boat, a month ago, was bar-bound for six or seven days. Our boat came out; but the "Fiona" did not.
325. I suppose the steamer was weather-bound, but not bar-bound? She is a larger boat than ours, and she was probably drawing more water. I do not know what the reason was, but I know that she was bar-bound.

- S. Boulden. 326. Do you think that if a comparatively safe entrance were made at the Manning your company would be induced to send a larger description of boat there? It would rest with them.
- 24 Mar., 1898. 327. Would it be necessary to have the river deepened to enable the boats to proceed up as far as Taree? With the present draught we have, I can keep the river clear. My boat is as large as any which has ever traded there, and she is 160 feet long. I go up to Wingham, calling at each wharf as I go along, and I make on the average six trips a month.
328. Do you go right up every trip? Yes, under circumstances.
329. The produce is not brought down by droghers to deep water? There are droghers there which collect and bring the produce to the different wharfs.
330. If that be the case, the settlers are not put to any great amount of inconvenience at the present time? I cannot see that they are put to any inconvenience as regards the water-way. We take the produce when they are ready.
331. Does it happen that you take live stock—pigs and calves—and that when you get down the bar you have to land the live stock? I have never done that. In every case we get out when we can. I have brought pigs to Croki, and have watered and fed them, and have gone down again the next day. On one occasion I was lying inside the little wharf, and the tide fell so that I could not get up again as usual. I had about 100 pigs on that trip, and some poultry. They were about three days on board there. We had any quantity of water down there, and we fed and watered them just as we should do at any other time, and no harm resulted.
332. Had the pigs deteriorated in quality when they reached their destination? No; I think they were enhanced in value, because we fed them on maize. Of course, the farmers would have to pay for that.
333. It appears from what you say that you are just as likely to be weather-bound if the proposed works are carried out as you would be without them? If there were a heavy gale blowing I should be better off inside.
334. About how often would you be bar or weather bound in the course of a year? From June until February last we were only two days weather-bound.
335. Are you stuck up more than six times in a year;—how many times were you bar-bound last year—about nine days? Sometimes more than that in the course of a year.
336. I suppose there is a loss to the company from your being bar-bound? Of course, there is the men's wages, and the coal.
337. You are not burning coal all the time? If we were bar-bound three days we should go up and down the river three times.
338. Do you consider it a loss to the company for you to be bar-bound? There is a certain loss to them.
339. Are there any other steamers trading there now? No, there have been others at different times.
340. I suppose that in the busy season of the year, when freight is pretty plentiful, there might be an odd boat occasionally? There was only one boat last year to help us. The bar was bad then. But if the bar keeps as it is at present the "Coraki" will be ample to take away everything grown on the Manning. Of course, if the crossing got as bad as last year, we should have to go out with half loads.
341. Are there many sailing vessels going to the Manning? There are several; they go to saw-mills at Coopernook, Lansdowne, and Scott's Creek.
342. They carry timber chiefly? Yes.
343. Of which steamers do not carry much? We carry cedar usually; but we do not usually do the hardwood trade.
344. Sailing vessels bring down a lot of timber—a class of cargo you do not care about? Quite so.
345. I suppose they bring it more cheaply than you can do? Yes.
346. You say that you make about six trips a month? I averaged that from June last until January.
347. What inward goods did you average? The average would be 50 tons a trip.
348. What would be your tonnage from the Manning on the average? During the year I brought down about 80,000 bags of maize, 11,000 pigs, 9,000 cases of eggs, 2,000 bags of oysters, 4,000 kegs of butter, 2,000 cans of cream, also some poultry, hides, fruit, timber, and sundries. The busiest time is from April to November, and I should say that the tonnage would come to about 10,000 a year.
349. You think your tonnage coming down would average about 150 tons a trip? Yes; the boat will carry 240 tons. A great deal depends upon the crops. During the last three years they had good crops. If a flood were to come down we should not bring down more than from 30,000 to 40,000 bags of the maize.
350. Practically, that is all the traffic of the river? Yes, one way.
351. Are there many sailing vessels going to the Manning? For the last six or seven years there has been only one mill going; but at the present time there are two going, and there is another ready to start.
352. What would the sailing vessels carry usually? They would average from 20,000 to 30,000 feet of hardwood. Now and then they would carry down a little general produce; but they carry timber chiefly.
353. What is the freight? We charge 1s. a bag for maize, but what the other freight is, I could not say.
354. What are your passenger charges? £2 return saloon, or 25s. a single ticket; 25s. return steerage, and 15s. a single ticket.
355. *Mr. Black.*] What is the reason you prefer to remain inside on certain occasions when the weather is rough;—do you think your boat lacks power, or do you consider your deck cargo? The bar is like all other bars on the coast. If it is shallow, and there is a heavy sea, it is impossible to get out.
356. But you said that, even if the bar were removed, there would be some weather in which you would not be able to get out? That often applies to Sydney Heads.
357. But would it be because you have deck cargo? We do not study the deck cargo. If we can get out we do so. We seldom lose any deck cargo.
358. I suppose you carry a number of pigs on deck? Yes.
359. If you had a number of pigs on deck, and the weather were rough, you would stay inside? We seldom consider the pigs in the matter. If we can get to Sydney we get there, whether we have pigs or not.
360. It is for general reasons that you remain inside, and not because you carry deck cargo? Yes.

FRIDAY, 25 MARCH, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.
 The Hon. WILLIAM JOSEPH TRICKETT.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.
 FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

Thomas Robert Allt, Managing Director, North Coast Steam Navigation Company, sworn, and examined:—

361. *Mr. Hoskins.*] For how long have you had any connection with the North Coast Steam Navigation Company or with vessels trading to the north coast? Over thirty years. T. R. Allt.
362. This is a proposal to improve the navigation of the entrance to the Manning River;—do you think that the works hitherto carried out by the Department of Harbours and Rivers have improved the navigation of the river? I think the money expended has improved the entrance. 25 Mar., 1898.
363. Can you ship larger cargoes and can you ship them with greater regularity to the Manning River than you could do some years ago? Undoubtedly. I ought to qualify that reply by saying that the Manning is a river which alters very much. During the last year or two the entrance has been somewhat better than it was heretofore. Occasionally it goes back to its former condition. I have been absent in New Zealand for six or seven weeks, and I believe that while I was away the entrance shoaled up to about 5 ft. 6 in. That, however, is a very unusual thing.
364. What is the depth of the water there now? There is a fair depth of water there now.
365. Does your company use steamers of a larger carrying capacity than they used to do on the Manning River? Yes.
366. The presumption is that the navigation of the river has been greatly improved? That is not absolutely so. We are using a more adaptable class of steamers; they carry a larger cargo with a much lighter draught of water.
367. Are you acquainted with the improvements which it is proposed to make upon the river? No, I am not. I have been there half a dozen times, but Mr. John See is better acquainted with the river than I am.
368. Do the masters of vessels represent that the works which it is proposed to carry out are likely to result in an improvement to the navigation of the river? Personally, I have not questioned them upon that point; but, generally speaking, they express the idea that the improvements going on are undoubtedly of some benefit.
369. Is the trade of the river increasing? I do not think it is. I do not think the volume of trade at the present time is greater than it was four years ago.
370. Has the population upon the river increased? It has increased, but not materially. I do not know the absolute statistics, but from what I have seen, and looking at the quantity of cargo which comes out of the river, I do not think there has been any great increase.
371. The cargo brought by your steamers from the Manning has not increased of late years? No.
372. Then the improvements made on the river have not had the effect of increasing the volume of trade? I do not think they have.
373. Is it your opinion that the entrance to the Manning River is more dangerous than are the entrances to the other rivers on the north coast? Undoubtedly.
374. Why? I am not comparing the Manning with rivers like the Nambucca and the Bellinger, but with rivers like the Richmond and the Clarence. The entrance to the Macleay is better than that to the Manning. I would much rather go to the Macleay than to the Manning.
375. The reason that I ask the question is that there is a proposal before the Committee to construct a railway from Maitland to the Manning River, costing about £1,000,000, and the principal reason alleged for the line is that the entrance to the Manning is very dangerous and difficult;—the question is whether that should be considered? I cannot see how that question can come in, because the settlers on the river suffer little or no inconvenience. I think that if our secretary were to give you the statistics of the year's trade, it would be found that there were a few occasions upon which vessels have been bar-bound. At no time have they been bar-bound for any considerable period. I do not know any settler on the river who has suffered any loss from the detention of the vessels.
376. It may be inferred that the delays at the bar have been greatly diminished since the improvement works have been going on? Not greatly, but they have been diminished.
377. Communication by steam between Sydney and the Manning may be regarded as more regular than it was some years ago? Undoubtedly.
378. The argument, therefore, that the entrance to the river was so very dangerous would not apply, seeing that the navigation has been improved, and that vessels can enter and leave the port with greater facility than they used to do? That is undoubtedly the case. Of course a railway might be a convenience to myself and to gentlemen like yourselves if you wanted to get hurriedly to Sydney. You would get down in less time by rail than you would by steamer, because the steamer would have to wait for the tide; she cannot go out with the ebb tide. There is generally only one tide a day.
379. I presume that the passenger traffic between the Manning and Sydney is very small? Very small.
380. Do you think the Railway Commissioners would ever be able to take the produce of the district to Sydney as cheaply as it could be conveyed by the steamer? I do not think they could profitably do so. Of course they might take it. We only charge a matter of 10s. a ton for bringing the maize to Sydney, and we pay droghing out of that. We have a large droghing plant to keep up as well. You might safely take off 2s. a ton, and then the company's droghing plant would be a loss taking it all the year round.
381. Do the droghers you speak of take produce from the different wharfs? They have to collect it here, there, and everywhere—up the creeks and arms of the river which the steamer cannot reach.
382. The farmers have not to carry their stuff far to the droghers? No.

- T. R. Allt. 383. It would be more difficult for them to convey their produce to the proposed railway? Yes; unless there were a railway-station to the door of every farmer.
- 25 Mar., 1898. 384. From your experience of the more regular journeys made by steamers, you are of opinion that the Government would be justified in expending more money in improving the navigation of the river? Undoubtedly.
385. *Mr. Trickett.*] I understood you to say that the trade of the Manning had fallen off lately? It ebbs and flows. The volume of trade at the present time is rather low.
386. What is the reason for that? The seasons have a great deal to do with it. In one year we may run our vessels to the river at a heavy loss on account of the small cargoes. 1890 or 1892, was, I think, the flood year, when the farmers lost nearly all their crops.
387. Have you ever lost any vessel at the Manning River? No.
388. Seeing that the entrance is spoken of as about the worst on the coast that is rather to be wondered at? It is one of the worst places to navigate. It is a shallow bar, but you very seldom lose a vessel there; you may get ashore, and have to wait to get off. It is rather costly sometimes. We have had that happen to us. We have had one boat ashore there twice within the space of a year.
389. Do you look upon the district as one which is bound to progress and advance in the future? I think it will improve, but not to the extent people would like to make out. It ought to improve as the country gets opened up.
390. Do you regard the district as being as good a district as The Tweed? No.
391. I suppose you will have observed that it is always desirable to keep open these waterways and improve them rather than allow them to go back? I think so, undoubtedly.
392. Have you visited the Manning River lately? I was there six or seven months ago. I usually go up there once a year.
393. *Mr. Clarke.*] What is the freight now to and from the Manning? I think we are charging 12s. 6d. to the Manning, and 10s. from the Manning to Sydney.
394. The average freight either way would be about 10s.? Yes; we carry all dead weight.
395. Do you think that when the proposed improvements have been effected freight will be lower than it now is? It is very hard to say. I do not think it will be much lower than it is at the present time, unless the volume of trade is much increased. If you could ensure good cargoes up and down, you could do the trade for less; but you cannot ensure that. We often keep up communication with the district at a loss to ourselves.
396. I suppose the floods have been against any increase of traffic? The floods are a great barrier to people settling on the soil; they are frightened of them.
397. Would the proposed railway from Maitland to Taree interfere in any way with your trade? I do not think it would interfere with us at all. We could compete with the railway ourselves.
398. By that you imply that water carriage is always cheaper than is railway carriage? That is incontestably proved by facts all over the world.
399. I suppose the heaviest produce you would carry from the Manning would be maize? A great proportion of our cargoes is maize.
400. The live stock would probably go by rail if possible? I dare say it would; but I think there is not a deal of live stock there at any time.
401. I suppose the only live stock would be pigs? Yes; but as the factories are increasing the traffic is diminishing. They kill the pigs, and cure the bacon there. The pig traffic is decreasing.
402. You would have the traffic either as live stock or as bacon? Yes; but it makes a great deal of difference in the earnings.
403. I suppose other live stock would go overland? Yes.
404. Have the works already constructed improved the river much? To some extent. I can recollect the Manning River when you could not get a ship in there once in three weeks. That was in 1875 or in 1876.
405. Do you think a further expenditure of £100,000 upon improvements in the river would be justified? The improvements of course would make a great difference to the entrance, but the question is a very difficult one to answer. I am not an expert, and I cannot say whether the expenditure would be justifiable or not. A good entrance would, of course, very much benefit the river.
406. You say that there has been no improvement in population or traffic within the last few years? It is not appreciable.
407. Do you see any probability of an improvement in those respects? If you could keep the river free of floods, it would undoubtedly improve. Floods are a great drawback to the river; they not only destroy the crops, but kill the live stock. One heavy flood will throw the district back eighteen months.
408. *Mr. Lee.*] You have only one boat trading to the Manning? Yes.
409. Do the steamers of any other company trade there? No.
410. One boat practically carries the whole trade of the river? It is, taking the year all round, too much for the trade.
411. Making six trips a month? Yes.
412. The steamer has been proved for some time to be sufficient for the requirements of the river? Yes.
413. If the port were improved, and the river were so dredged as to enable you to get in at all times, and to discharge your cargo at all points, it would be a great convenience to your boats and a saving of expense to the company? It would be a saving to us.
414. It is proposed to expend £50,000 more upon the works;—if these works are carried out, do you think your company would be prepared to entertain the payment of port dues or a charge of some kind from which the Government could derive revenue to pay portion of the interest on the outlay? I think we should be perfectly willing to do that, provided the dues were not put on too strongly.
415. Presuming the contemplated works would give additional facilities for shipping, and would enable boats to carry larger cargoes at a reduced freight, the payment of dues might reasonably be expected? Yes.
416. If the settlers obtained a reduction of freight in consequence of the proposed works, do you not think it would be a fair thing to ask them to return a portion of the benefit in the shape of dues? No doubt it would be a fair thing, but the difficulty is to get the money out of the people.
417. Suppose you continued to charge the present rates of freight, which, of course, would be earned, you would be inclined to favourably consider the proposal that you should pay port dues? The chances are

T. B. Allt.
25 Mar., 1898.

are that if you give the river a first-class entrance, enabling us to get in and out at any state of the tide, we could run at reduced freights. We should have to do so, but the public would get the chief advantage.

418. If the port were made a good and accessible one, do you not think it possible that we might have some opposition on the river? That is very likely.

419. If that were the case, then, all the vessels competing for the trade should be called upon to pay port dues? Yes.

420. How would that affect you in this way: your vessels are registered in the chief port of the Colony, and are free to enter all the ports of New South Wales;—would your company consider it a hardship if port dues were imposed at the Manning and at other places where similar improvements had been carried out; would that appear to you to be too heavy a tax? It might take some years to carry all these works out. As far as my company are concerned, we have specially-built vessels, which you will not find in any other of the Australian colonies. They were designed to meet the particular requirements of these shallow-draught rivers. To a certain extent, when these rivers are deepened, those steamers will become obsolete, because they will not be required. That would mean an additional expense to us—not that I should hesitate to incur it—because the improvements to the river would be a benefit to my company. At the present time we have boats adaptable to all these rivers, such as no other company has.

421. *Mr. Black.*] Would not the boats be available for shallow-draught rivers which had not been improved? If you could find them, but I thought it was contemplated to improve all the rivers.

422. *Mr. Lee.*] Your company practically does all the shipping to the north coast? The larger proportion of it.

423. The entrances to the Clarence and Richmond Rivers have been improved, and it is proposed to improve the entrances to the Tweed, the Bellinger, the Nambucca, the Macleay, and the Manning;—the contention is, that in these rich portions of the Colony the settlers must have a better means of outlet than they have at the present time;—the question is, shall this means be afforded by improved ports or by the construction of a railway, and, if you improve the ports, are you justified in imposing dues? I certainly think some revenue should be derived from the improved ports.

424. Does it appear to you that if a railway were made along the north coast, and the ports were not improved, that the railway would entirely carry the produce of the district in competition with the water-carriage? I am quite sure it would not.

425. When you admit that, do you not admit that a great necessity exists for devoting attention to the improvement of the ports? Undoubtedly. I think the ports should be improved.

426. You would offer no objection to the payment of dues, provided that they did not amount to a serious impost, interfering with the progress of the district? No.

427. *Mr. Wright.*] I understand you to say that the trade of the Manning is not increasing? Just so.

428. Is it decreasing? I do not think it is; it remains about the same. The year 1897 was better than 1896; the year 1895 was a bad year.

429. That was owing to the floods? It was due to various causes—chiefly to bad weather.

430. You said your chief item of transport from the Manning was maize? Yes.

431. Is there a disposition on the Manning to abandon maize-culture, and to go in for dairy-farming? They can go in for the two things simultaneously. There is a lot of land adapted for pasture, and there is a lot of agricultural land.

432. If it pays people there better to go in for dairy-farming than for the growth of maize, that will have a considerable influence on your freight? Yes; an omnibus would bring it all down in that case.

433. Is there not a tendency on all the northern rivers to go in for butter rather than for maize-growing? I do not think so. I do not think people will abandon the growth of maize. It grows easily, and they get two crops a year.

434. You think the maize-culture will continue irrespective of the dairying industry? Yes; the farmers during the last twelve months have been exceedingly fortunate. They have had a better market than has been known for years.

435. Is the population increasing or decreasing on the Manning and its tributaries? I can only judge by the passenger traffic, and taking a superficial view of Taree, Wingham, Tinonee, and other places I have visited. I was there eight months ago, and I can see no difference in those places, as compared with what they were five years previously.

436. The population is not increasing? I cannot see that it is.

437. There is not much chance, you think, of increased production? No.

438. *Vice-Chairman.*] Have you kept separate accounts of your trade with these northern rivers? Yes.

439. Do you know the earnings of your boats running to the Manning and the Macleay? Yes.

440. Do you happen to remember the figures? I could not do that; and even if I could I do not think they would help you very much.

441. Could you furnish the Committee with a statement for (say) three years, showing the tonnage you have carried from Sydney to the Manning and from the Manning to Sydney? I could not give you the exact tonnage. All I know is what the earnings have been.

442. How could the Committee arrive at information upon that point? I could not give you information as to earnings. I regard that as being of a private character.

443. How many trips does your steamer make to the Manning a month? Six.

444. And to the Macleay? They are very erratic. During the maize season we sometimes run two steamers there. We run the steamers as quickly as we can to get the maize away. They grow more maize on the Macleay compared with the Manning. The Manning maize is a mere bagatelle compared with the Macleay maize.

445. How many trips do you make to the Macleay in the course of a year? I suppose about 100 trips.

446. What is the tonnage of the steamer? About 200 tons.

447. What is the tonnage of the steamer running to the Manning? About the same tonnage.

448. Upon the average, would your steamers be half loaded? Not more than that. I have the "Burrawong" running to the Macleay, and I received a telegram this afternoon with reference to her. She will carry 2,200 bags of maize, and the captain sent me a telegram to the effect that he had 1,300 bags. The reason he cannot bring the larger quantity is that there is not water enough to bring the vessel out, and they have good tides.

- T. R. Allt.
25 Mar., 1898.
449. Would half-cargoes be a fair average? Yes; I think half-cargoes each way would be a fair estimate, but we have only one boat running to the Manning, and she would make about sixty-six trips a year.
450. Mr. Lee asked you as to port dues—as your boats call in at most of the northern ports, you would have the dues to pay at more than one port—what I want to know is, whether you have a direct service to each port? Yes.
451. Have you any intermediate service? Yes; to Nambucca, to Bellinger, and Port Macquarie.
452. Is not that a branch in connection with the Macleay River? No.
453. You have a steamer running direct? Yes; when the water allows us.
454. Take the Manning, the Hastings, and the Macleay;—there are three different entrances, and you have a direct service to each port? We have a broken service at Port Macquarie.
455. But the others are direct services? Yes.
456. If port dues are imposed, therefore, you would only have to pay one set of dues on account of each service? Yes. But you must bear in mind that we have a steamer which always makes a duplicate voyage, it brackets either Port Macquarie with the Nambucca, or Port Macquarie with the Bellinger. She sometimes brackets the three.
457. If dues were charged at Port Macquarie, and none at Nambucca or Bellinger that would be all right? Yes.

Captain Francis Hixson, R.N., President of the Marine Board, sworn, and examined:—

- Capt.
F. Hixson,
R.N.
25 Mar., 1898.
458. *Mr. Trickett.*] You know the Manning River? I know the entrance.
459. Has it occupied the intention of the Marine Board from time to time? The entrance has been a troublesome one, inasmuch as there have been frequent delays in getting vessels in and out in consequence of the obstruction to the bar.
460. What supervision has your Board over the Heads? We have a pilot station there, and there is a lighthouse; but we have no supervision over the works in the locality.
461. What are the duties of the pilots? To sound the bar, and to move the buoys into proper positions as changes take place. Also to bring in or take out such vessels as require a pilot's assistance, and perform the general work in connection with the station.
462. I suppose they have also to hoist a signal when it is unsafe to enter? Yes, and also to show the state of the tide always.
463. Have there been many casualties at the entrance to the Manning? Not many—there have been several.
464. When was the last? I could not say from memory. There has been none recently.
465. The bar at the entrance to the Manning shifts very much? Yes.
466. The depth of water is constantly changing? Yes.
467. Could you tell us what expense is incurred by the Marine Board in connection with the Pilot service? The establishment costs about £600 or £800 a year; that includes the light at Crowdy Head. The light is not exactly at the entrance of the Manning, but is at Crowdy Head, about 3 miles to the north.
468. Has the Marine Board at any time brought under the notice of the Government the insecure entrance to this port? Not specially in the case of the Manning. In fact, we have been accustomed to the Manning so long that we look upon its insecurity as a matter of course. The bar has been so troublesome that we quite accept the fact of vessels sometimes not being able to navigate it. We have a tug there to assist vessels in and out—a subsidised tug.
469. You recognise this as being one of the worst of our bar harbours? Yes.
470. Is the tug service an additional expenditure? Yes.
471. What does it cost a year? Between £400 and £500.
472. What is the name of the tug, and what is her tonnage? The "John Gollan," a tug of between 50 and 100 tons. We have so many of these tugs in various ports that I cannot remember this particular case at the moment.
473. Is she used only for towing-in sailing vessels, or does she render assistance to steamers? She helps steamers as well. It is optional with both sailing vessels and steamers whether they employ her services or not. She frequently helps both classes of vessels.
474. Is the chief difficulty at the port experienced in coming in or going out? It is more in going out. As a rule, vessels coming in are light; the difficulty is, in getting vessels to sea after they have taken their cargo on board.
475. It is chiefly owing to the sandy bar which forms and shifts at the entrance? Yes.
476. Do vessels sometimes get stuck on the bar? They frequently stick; not so much on the bar as on the spits jutting out from the shore.
477. Do they remain there as a rule until the next tide? They are often got off at the same tide. We have a good plant of salvage gear there, and immediately a vessel is in distress the tug and pilot render all the assistance possible. Sometimes, however, a vessel will remain there for two or three days.
478. You see that Sir John Coode's plan shows a wave-trap on the northern side, with a breakwater at the entrance, and a training-wall of limited extent; there is also a training-wall on the southern side running along towards Mangrove Swamp; the Departmental scheme, as shown on the upper plan, is similar. The portion of the present wall marked in black has been already constructed. There is a proposed continuation of the training-wall on the southern side of the sandspits right up to the bend in the river; but the scheme omits the wave-trap on the northern side. That is practically the only difference between the Departmental scheme and that of Sir John Coode, with the exception of the continuation of the training-wall. Do you think the Departmental plan with the continuous training-wall, designed for the purpose of creating a scour, would be more effectual than that in which the training-bank stops short, allowing the water to work in among the sandbanks? I am much in favour of the Departmental plan.
479. Have you been consulted about it? No.
480. You never saw it until to-day? No.
481. From your experience, you think that a continuously close channel, such as indicated by the Department, would more greatly conduce to a perfect scour, than would the channel indicated by the plan below? Yes; a glance gives the Departmental plan the preference, to my mind, instantly.
482. Are you able to say whether the work which the Department has already carried out at the Manning has been of some advantage in improving navigation? I am not prepared to say that it has been of much advantage

Capt.
F. Hixson,
R.N.

25 Mar., 1898.

advantage up to the present time, except that it has prevented the channel from opening to the northward, as it used to do. The breakwater has overlapped that, and has saved a great deal of trouble to which we were subjected in times gone by. I have known vessels go along the beach and make a right-angled turn to enter the river. The training-wall has had a beneficial effect in that respect.

483. The peculiarity of this port is, that the Painted Rocks are considerably inside;—the real entrance to the port is outside the Painted Rocks; and a large mass of sand, until the portion marked in black was constructed, enables the current to cut in and form a new channel at varying periods? Yes.

484. The construction of the training-bank has helped to do away with that, and to keep one channel? It has made the channel more regular, and it has done away with the objectionable channel that used to open out parallel with the beach.

485. When were the Marine Board last at the Manning River? We have not been there within the last eighteen months.

486. Do not the Marine Board inspect the lighthouses periodically? They have not done so latterly. There is a proposal to upset the Board's practice of going to these ports annually. The Public Service Board have recommended that an inspector be sent; since then the Board have not gone.

487. Therefore, you have not an opportunity to see these works? Not as I should have done a year or two ago.

488. Were you consulted with reference to these works when Sir John Coode was here? He had some casual conversation with me on the subject, but I do not know that he consulted me with reference to his design. It was more with a view to obtaining information than as to the actual design of the work.

489. As far as your experience goes, do you think that it is desirable that a work of this kind should be carried out? I think so. I am always an advocate for trying, as it were, to assist nature in any of these works. I never like opposing nature. But when the work is designed with a view of following up what nature has done, I am in favour of it. The carrying out of the breakwater beyond the Painted Rocks is, to my mind, a very good scheme.

490. Mr. Darley explained yesterday that the wave-trap designed by Sir John Coode had the object of preventing the waves from running right up the channel, but he seemed to think that the trap was not so very necessary at the Manning River, seeing that there was no settlement at the entrance, and that ships were not required to lie alongside wharfs or piers there? Quite so; there is no settlement there. As to the sea, it would run along the training-wall, and after a vessel negotiates the entrance I should not think anything of that. I do not believe very much in Sir John Coode's wave-trap. I do not think the waves in the scheme prepared by the Department would be of any moment directly vessels got inside the bar. The weight of the sea is spent upon the bar.

491. Do you think if the entrance were improved as suggested there would be likely to be a considerable deposit of sand outside the breakwaters;—would the sand accumulate there to the detriment of navigation? I think not. I think the sand would be likely to back up into the bight, but I do not think it would extend beyond the breakwaters. I think that if the stream is narrowed in the way indicated by the plan it will scour the entrance. The sand might back up behind the breakwaters, but that would have rather a good than a harmful effect.

492. Have you had enough experience to say whether you think training-walls constructed of loose rubble stone will be likely to stand? The Clarence River has been much improved by the training-walls. They have stood there very well.

493. Have you seen the walls there recently? I have not been there for the last eighteen months.

494. About what size are the stones? They are not very large.

495. They have stood well? As a rule.

496. And there is a considerable rush of water down the Clarence and Richmond occasionally? A great rush.

497. *Mr. Wright.* Are you acquainted with the ocean currents in the neighbourhood of the Manning? To the extent to which I gained experience of them when surveying the coast.

498. If it is stated by the Department that there is a southerly set in the current both inshore and off, would that be correct—we are informed by captains of vessels that there is a southerly set off shore with a northerly set inshore? I do not think there is any positive rule as regards the current. I believe the captains are correct. As a rule, there is a southerly current in the offing, but if you get close inshore there is a little eddy in the opposite direction.

499. The Department say that there is a southerly set right in to the proposed breakwaters? For my part, I am inclined to agree with the captains of vessels who have expressed the opinion you have indicated.

500. You think that in this particular bight, as in most other bights on the Australian coast, there is a northerly eddy? Yes. We found the currents most fickle. Instead of taking a straight line, we often had to zigzag, sometimes for a northerly and sometimes for a southerly current.

501. What effect would that have upon the entrance, if by narrowing the course of the river you succeed in deepening it;—would the sand be carried away or would it be likely to accumulate? I think it likely that the sand will back up behind the breakwaters. In some instances it would be carried away. The sand in many of these places makes most extraordinary changes. At the Macleay River the entrance at one time is wholly different from what it is at another. For some reason we cannot understand, the sand shifts very rapidly at times.

502. It has been stated to the Committee that the Manning River bar will shift suddenly,—that is, within a few hours;—would you infer from that that there is no definite current—that the shifting of the bar is accounted for by the changes in the current? There are constant changes; you never know what some of these bars are going to do; they will be one thing to-day, and quite a different thing this day week.

503. Do you not think the shifting of the bars is accounted for by the changes in the currents? I think it is likely that that and the rush of water at a time of fresh, together with gales and heavy seas, produce the changes.

504. We have it in evidence that the Manning River shifted half a mile in a few hours? I would not be prepared to go to that extent; but I know that it shifts a great deal.

505. What effect do you think the construction of the proposed works will have upon the bar? I think the changes we have been discussing will probably be mitigated by the works proposed. The sand will probably be carried out into deeper water, and will have a less detrimental effect than it has at the present time.

- Capt. F. Hixson, R.N.
25 Mar., 1898.
506. We are told that the construction of the northern training-wall has deepened the water very much—in some cases to 25 and 26 feet; the deepening of the water has removed the sand further out to sea. Supposing the whole of the channel from the mouth to Chinaman's Point is deepened by 6 or 7 feet by the construction of the proposed works, what is to become of the sand taken away;—do you think it is likely that it will lodge at the mouth of the proposed works? I think it will go further out into the ocean than it otherwise would do, and will have a less objectionable effect.
507. You do not think the tendency will be to pile up a still bigger bar of sand than now exists? I do not think so.
508. You think the ocean currents, whichever way they go, will disperse the increased accumulation of sand? Yes.

Captain John Jackson, Manager of Public Wharfs, made an affirmation, and was examined:—

- Capt. J. Jackson.
25 Mar., 1898.
509. *Mr. Clarke.*] What is the practice on our coastal harbours as regards the imposition of port dues? There are no port dues charged excepting at Sydney and Newcastle.
510. Upon none of the rivers? No.
511. Are there not wharfage rates charged on some of the rivers? Only at Coff's Harbour and at Woolgoolga.
512. Are there no charges at Byron Bay? The wharf there is leased. I think they charge a trifle there now; but it is optional with the lessees.
513. Does it not seem rather strange that harbour or wharfage dues should be charged at these three places, and at no other part of the coast? The expenditure at Coff's Harbour and Woolgoolga has been pretty heavy; there is a great deal of wear and tear. The revenue obtained will only pay the caretaker.
514. Is that the reason why charges are made at those particular places and not elsewhere? I presume so.
515. Are there not charges at some places to the south—at Wollongong, for instance? There are no wharf dues charged at Wollongong now; only tonnage dues and pilotage.
516. What is the rate charged? Ten shillings per diem upon a vessel under 240 tons, or a halfpenny per ton per diem on vessels over 240 tons; that is, on vessels coming in for the purpose of loading.
517. Are there no charges at Eden? No.
518. Or on the Clarence or Richmond? No.
519. Considering the amount already expended upon the improvement of the Manning River, and the additional amount which it is proposed to expend to render the river navigable, do you think it fair that tonnage or wharfage dues should be imposed there? I think it would be very fair, having regard to the benefits derived by the public from the improvement of the ports. The residents will be greatly advantaged. I think it is only fair that tonnage dues should be charged upon vessels taking away produce.
520. You would not charge the residents of the district? The residents will pay the dues; the steamship companies will not pay them.
521. You could get at the residents better than by charging the vessels? No; the company will charge 6d. more for freight, and that will cover the lot.
522. *Mr. Lee.*] The wharfs on the Richmond and Clarence are Government wharfs? Yes.
523. Are any charges made? No; unless they are proclaimed public wharfs under the Act. The Government can impose wharfage, but they do not do so. It would not pay to impose it. On the Richmond there are thirty-six small Government wharfs, all constructed by the Government. The Government has to keep them in repair. It has been my policy since I have been in the Department to lease these wharfs to private individuals at a nominal rental, upon condition that they keep them in repair. I try to get rid of them as opportunity offers, to save the Government the annual expenditure, which is very heavy.
524. How many wharfs are there on the Clarence? A great many. I could not say how many, speaking from memory.
525. You have some wharfs on other rivers, and also some on the South Coast;—what is the total number? I tried to arrive to-day at an estimate of what they have cost, and I think they have cost somewhere about £150,000. That does not include Kiama and Wollongong.
526. Then there has been the cost of maintenance? Yes.
527. Does it amount to 5 per cent.? After a few years it would do so.
528. I suppose these wharfs were built to facilitate the shipment of the produce of the districts? Yes.
529. Has there ever been a charge by the Government upon any of them? Not on most of them. In 1881 or 1882 a charge was made at Kiama, Eden, Wollongong, Morpeth, and Newcastle; but it was cancelled after the first year. I do not think it was seriously intended.
530. Can you give us any idea why the charges were abandoned? No.
531. It is not within your recollection that any wharfage charge has been made upon any of our rivers to recoup the Government for the outlay? I am sure of that.
532. The Government build the wharfs and have to maintain them for the public convenience? Yes.
533. Would the letting of the wharfs carry with it the right to make a charge? Yes; but, as a matter of fact, they would not do so. These wharfs are very small places, only about four piles, costing from £150 to £500 each. There is a cluster of farmers around them, and the farmers bring their produce there. There is a shed, and the farmers use it for the storing of their produce.
534. The majority may be small wharfs of that description, but still there are large piers; for instance, take Ballina and Lismore? The Ballina pier is let, and the one at Lismore is handed over to the municipal council. The Coraki wharf is also let.
535. I presume the lessees do make a charge? They do in some cases; but at Coraki they do not. It is added to the freight. The wharf is in the hands of a steamship company.
536. The Government hand over the wharfs to get rid of the maintenance? Yes.
537. But if the respective local bodies make a charge, how is it that the Government do not do the same thing? It is only at Lismore that a charge is made, I think, by the municipal authorities.
538. I suppose it has become the custom upon these rivers so long that it is a difficult matter to alter it? Yes; you could not very well alter it.
539. Are you still building wharfs on these rivers upon the same principle? Yes.

Capt.
J. Jackson.
25 Mar., 1898.

540. The wharfs are under your charge? Not unless they are proclaimed under the Act.
541. And the moment they are proclaimed, a charge is made? The charge can be made.
542. It is proposed now to improve five or six rivers on the northern coast. Would you with your experience of shipping business, think it in the interests of the State, having regard to the necessity for maintaining the works, that a charge of some character should be made (say) in the shape of port dues? I have a strong opinion upon that point. I do not think the State should construct such costly engineering works without being recouped to some extent. Of course, we cannot get the interest on the total expenditure, but I think that those who benefit by the expenditure should contribute towards the interest.
543. And you think port dues would be more easily collected? Yes.
544. It would in reality be the payment for services rendered? Yes.
545. There is no doubt that the boats which now trade to these harbours would have an easy time if these works were carried out? Yes.
546. They will carry a third more cargo than they do at the present time, and they will be under no greater expense? Yes, and there will be no detention.
547. You think, therefore, that the traders could well afford to pay the extra money? Yes.
548. *Mr. Hoskins.*] Is it your experience that in other parts of the world where wharfs are erected for the public accommodation a charge is invariably made to the persons using them? I never knew a port anywhere, excepting in this Colony, where wharfage charges were not made.
549. *Mr. Wright.*] What dues are charged in Sydney at the present time, exclusive of the wharfs? Harbour and light dues, tonnage dues, and pilot dues. The harbour and light dues are included in the tonnage dues.
550. Your experience of other countries is that there are charges in every harbour? I know of only one place where no such charge is made, and that is Hongkong.
551. Are there any harbour dues in the port of Newcastle? I think that what is charged in Sydney holds good for six months in Newcastle. But there are pilot dues in Newcastle, and vessels loading there pay a halfpenny a ton while loading. A great many vessels do not pay pilotage dues at all at Newcastle—they are exempt.
552. But if a vessel does not fly the exempted flag she must pay pilotage dues? Yes.
553. Upon the northern rivers the Government subsidise a tugboat and there are pilot-stations? Yes.
554. Is it compulsory upon vessels trading there to take a pilot and tug? Most of the captains trading there have exemptions.
555. They do not take a pilot or tug? Sometimes they may be compelled to take a tug.
556. The Committee are to understand that the Government keep special tugboats and pilots on the northern rivers, and that there is no compulsion on vessels to pay pilot or port dues? Quite so.
557. Do you know why the wharfage dues were discontinued at Newcastle? I think Mr. Watson was Treasurer at the time. There was then very little importation at Newcastle. The port was used chiefly for its export of coal. Since then things have altered considerably, and the import and export trade of Newcastle other than coal is now very large.
558. Is it not contended at the present time that wharfage dues at Newcastle are contained in the freight paid to the Railway Commissioners for the use of the railways and of the steam-cranes? Yes.
559. There is a charge of 10d. upon every ton of coal shipped at Newcastle for the use of the railway and cranes, irrespective of the distance from the wharf from which the coal is brought? That is so, I believe.
560. The statement of the coal-owners is that this heavy charge of the Commissioners includes not only the railway charges, but also the wharfage dues? Yes; but I do not consider that they pay wharfage at all.
561. You regard the payment as being solely for railway rates and the use of the steam-cranes? Yes.
562. You said you believe in wharfage dues upon all our coastal harbours, and that owing to the smallness of the trade it would be impossible to collect them, the salary of the collector amounting in some cases to more than the amount collected;—might not the difficulty be met if you charge tonnage dues? Yes.
563. They would be very simply collected? Yes.
564. Do you think it would be fair to the country and to the trading community upon these rivers that such a charge should be made? I do.
565. What would you consider a fair tonnage charge for the northern rivers—take the Clarence River, for instance? I am not prepared to say what should be charged; I have not thought much about that point.
566. Do you think you could collect enough to pay interest on the outlay? No; but we could collect a good deal towards it.
567. Do you think you would collect enough to pay the salaries of pilots, the tugboats, and light-houses? Yes.
568. By that means a considerable saving would be effected in the annual expenditure of the State? Yes.
569. *Mr. Hoskins.*] What charges are imposed in British ports, as a rule; take Glasgow and Liverpool, for instance—I am not referring to the dock charges, I mean the port charges? I could not say from memory, but I know that they are heavy.
570. You think that a moderate charge might, with justice, be made upon these northern rivers? Quite so. I would not advocate anything oppressive. I would propose only a fair charge for services rendered.

Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department, sworn, and examined:—

571. *Mr. Wright.*] Have you prepared a statement with regard to the proposal under consideration? I have made out a statement in two different forms. In the first instance, the statement applies to the district from which we consider the trade goes to the Manning; the second statement relates to the whole of the Manning electorate, which goes rather farther to the north. The statements disclose the population,

H. Spondly.
25 Mar., 1898.

H. Spondly. population, the area occupied, the different forms of occupation, the area under various crops, the quantity of the chief crops, live stock, and the production of butter. They are as follows:—
25 Mar., 1898.

Manning River District and Manning Electorate.

	River District. acres.	Electorate. acres.
Estimated population on 31st December, 1897.....	8,100	9,130
Total area.....	1,477,500	1,641,000
Occupied area—		
Crown lands	88,500	95,000
Alienated lands—		
Freehold	219,000	241,900
Private leasehold	121,200	130,600
	340,200	372,500
	428,700	467,500
Area under crop—		
Wheat	460	500
Maize.....	17,540	20,030
Other grain crops	1,150	1,280
Lucerne and sown grasses.....	120	140
Sorghum	210	240
Root crops.....	310	350
Tobacco.....	30	35
Sugar-cane	6	7
Vineyards and orchards.....	270	300
Market gardens	60	70
Minor crops	170	195
	20,326	23,147
Under permanent artificially-sown grasses	3,000	3,450
Production—	bushels.	bushels.
Wheat	7,020	7,700
Maize.....	624,930	713,880
	tons.	tons.
Hay	770	860
Potatoes	1,160	1,320
Live stock—	No.	No.
Horses	6,270	7,050
Cattle—		
Dairy.....	6,920	7,670
Ordinary	26,570	29,320
	33,490	36,990
Sheep.....	980	1,110
Swine	4,340	4,690
	lb.	lb.
Production of butter	199,500	221,050

TUESDAY, 29 MARCH, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and examined:—

- H. R. Carleton.
29 Mar., 1898.
572. *Mr. Hoskins.*] How long is it since you were last at the Manning River? A year or eighteen months.
573. Works have been going on there since you visited the place—works undertaken by the Harbours and Rivers Branch for the improvement of the entrance to and of the general navigation of the river? Yes; the contract that was then let has been running ever since.
574. Is there an officer of your Department down there looking after the work? Yes; we have a resident inspector there.
575. Is there a tug kept to tow in vessels? There is a subsidised tug; but it is under the control of the Marine Board.
576. Sir John Coode reported upon the question of improving the entrance to and the navigation of the Manning River? Yes.
577. But the department is not following out his recommendations? Except that we are extending the northern training wall, and omitting the wave trap, the scheme is practically Sir John Coode's.
578. What is the primary object that the Department have in view—the improvement of the entrance or the improvement of the navigation of the river? The improvement of the unstable portion of the river.
579. Has the carrying out of the northern training-wall improved the navigation of the river by giving more water at the entrance, or stiller water? I doubt if there is any permanent improvement yet. The wall

H. R.
Carleton.
29 Mar., 1898.

- wall has hardly been carried far enough. Still, the inner crossing has been improved slightly.
580. Can steamers ordinarily trading to the river enter more easily now than they could before the works carried out by your Department were commenced;—is there less detention? I think so. The periods of detention are shorter.
581. Evidence has been given to the effect that the entrance to the Manning River is about the worst upon the coast;—is that your opinion? It is as bad as any of them.
582. But in your report you say, "The Manning entrance, in comparison with most of our east coast rivers, is, therefore, remarkably free from reefs and other obstructions of a rocky nature"? I made borings at the entrance in 1888, and I ascertained that there would be no difficulty in obtaining a scour. I proved that there was practically no rock down to a depth of 30 feet below low water.
583. The difficulty at the entrance is caused by the collection of sand there? Yes.
584. And you anticipate that you will be able to get rid of that sand by causing a greater scour? Yes; by concentrating the tidal and flood-waters upon the bar.
585. The Committee have before them a proposal to construct a railway from Maitland to Taree, one of the most urgent reasons in favour of which is the argument that the Manning entrance is exceedingly dangerous, and that steamers are frequently delayed there, and many of them have been lost;—do you think that the proposed work will improve the entrance? I think so. I think that if the scheme is carried out it will give a fairly safe port.
586. The navigation of the Manning would not then be exceptionally dangerous? I think not. There will always be times when it will be advisable for steamers to stand off; but that happens all along our coast during easterly gales.
587. And it happens in England too? Yes. However, if the proposed scheme is carried out, those times will be fewer, and the detention will be less.
588. Will the depth of water obtained be sufficient for the class of vessels trading there? I think we shall be able to get a boat drawing 12 feet or 15 feet up to Taree. Once inside the entrance there would not be much dredging required to get a boat of that draft up there now. There are only one or two shallow places in the river, and they are of no great length.
589. The difficulties lie at the entrance? Yes.
590. By causing a great scour at the bar and by dredging you will be able to get rid of them? Yes.
591. Have you a dredge there now? Yes.
592. Is it a sand-pump dredge? No; it is a bucket dredge. The sand-pump dredge has been removed.
593. Would not a sand-pump dredge be better for dealing with sand? Yes, if the water was sufficiently smooth; but for a sand dredge you want a wall behind which to pump the sand; otherwise the sand gets washed back into the channel.
594. The first work the Department would take in hand would be the training walls? Yes.
595. The southern training-wall would not be so long as the northern training-wall? It would be only about half as long.
596. *Mr. O'Connor.*] What is the distance from the entrance to Taree? Eighteen and a half miles.
597. *Mr. Fegan.*] What is the draft of the vessels going up the river now? About 7 feet.
598. *Mr. O'Connor.*] About 500 tons burden? No; about 350 tons.
599. *Mr. Fegan.*] There is a greater depth of sand above the rock than was first surmised? Yes; by keeping away from the rocky point we shall be able to get nearly any depth we like.
600. It is not intended to charge any toll for the use of the river? I believe not.
601. What amount has already been expended at the Manning? £23,000. We have a balance of about £19,000 left.
602. Is that upon the votes for several of the rivers? No; that is the amount of the unexpended votes for the Manning. £17,000 was voted in 1894, £10,000 in 1896, and £15,000 in 1897, or £42,000 altogether. Of this amount £23,000 has been expended.
603. *Vice-Chairman.*] Upon the completion of the proposed work will the annual expenditure in connection with the river be lessened? Yes.
604. What is the present annual expenditure? Upon dredging?
605. Upon dredging, tug service, and so on? I do not know what the tug subsidy is; you would have to obtain that information from the Marine Board—but probably £500 or £600 a year is paid.
606. What is spent upon dredging operations? The expenditure varies very much.
607. What has been the average expenditure for the past four or five years? £3,500 a year.
608. Apart from the cost of the work now being carried on? Yes.
609. Upon the completion of the proposed work what would be a fair provision to make for the keeping open of the river? It would be necessary to keep one dredge always upon the river. That would cost from £1,500 to £2,000 a year.
610. The saving effected would be approximately £1,500 a year? Yes; there would be that saving. We should also save the whole of the dredging done at the entrance. Some £15,000 has already been spent there in dredging.
611. Are you of opinion that it would be possible to dispense with any part of the proposed scheme and still obtain a sufficiently good channel? I hardly think so. Mr. Darley has cut the estimate as fine as he could. There were other walls included in the first scheme which he has cut out.
612. You are of opinion that it will be necessary to carry out the whole of the work shown upon the plan in firm red lines? Yes.
613. I suppose you share Mr. Darley's opinions that the breakwaters will not be necessary for some years? It will be many years before they are required.
614. When the work is completed, without the breakwaters, what will be the average depth of the river? From 12 to 15 feet.
615. There will be from 12 to 15 feet where the bar is now? Yes; there are only one or two bad places between the entrance and Taree.
616. *Mr. Hoskins.*] Are you of opinion that when the proposed works are completed there will be no necessity for any large expenditure to further improve the navigation of the river? Yes; there will be always a certain amount of maintenance to be paid for; but that will be comparatively small.
617. *Mr. Fegan.*] Will the amount you have in hand complete the scheme in view? No.
618. How much more will be required? £81,000. We shall require £100,000 altogether.

WEDNESDAY, 30 MARCH, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).
 The Hon. JAMES HOSKINS. | JOHN LIONEL FEGAN, Esq.
 The Hon. DANIEL O'CONNOR. | FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and examined:—

C. E. Rennie. 619. *Mr. Wright.*] You have brought a plan with you? Yes. I place before the Committee a map, which I have had prepared, showing the tenure of land within a portion of the Manning River watershed.
 30 Mar., 1898.

620. Will you describe the area to which you refer? It comprises the eastern portion of the watershed of the Manning from a point about 2 miles east of the village of Nowendoc to the sea-coast.

621. How far does it extend from Taree? Roughly speaking, about 50 miles.

622. And how far north and south of the river? We have taken the borders of the watershed on the north and south sides, but we have not gone further back than Nowendoc, because the country west of that place is served by the New England railway.

623. The borders of the watershed of the Manning north and south would embrace country lying within 15 miles of the river on each side? Within 15 or 20 miles of the river on each side.

624. The area you have described embraces all the land on the Manning River and its tributaries which is suitable for agriculture? Yes, east of the village of Nowendoc.

625. What is the explanation of the various colours shown on the map? The area tinted blue represents alienated land, which comprises 364,200 acres. The area hatched blue is part of the Church and School lands under lease, and amounts to 25,200 acres.

626. Is this good arable land? There are some agricultural and some pastoral leases upon the Church and School Estate; but I could not tell you the character of the land. Reserved land is tinted green, and comprises 135,200 acres. Crown land is tinted brown, and comprises 637,400 acres.

627. Am I right in assuming that most of the Crown land shown on the map is only fit for pastoral purposes? A good part of it is not fit for pastoral purposes. It is thickly timbered, rough country, and very slightly grassed. About 259,000 acres are held under occupation license.

628. Is the rest of the land unoccupied? Yes.

629. Then it is practically worthless? Yes, for settlement purposes, though there is some good timber I believe.

630. It is what is known under the Crown Lands Acts as inferior land? Yes.

631. It might be leased if a very low rental were charged? Probably. I do not know the country myself; but I believe that it is poor. There is a very large reserve near Tinonee.

632. Do you know anything about the quality of that land? No.

633. Is the reserve far from Tinonee? It runs up to within a quarter of a mile of the town.

634. And almost down to the coast? It goes down to the coast, and as far as the southern limit of the area shown on the plan. There is another large forest reserve, containing about 15,000 acres, just south of the village of Giro. It is quite possible that we have gone a little far back there. The country west of that point goes to the New England line.

635. How much Crown lands, as shown on this plan, would be west of a north and south line 20 miles west of Taree? I suppose, roughly, about 350,000 acres.

636. About one-third of the Crown land of the district? About one-half of the Crown land. We did not know in the office what the trend of the traffic was; but I think I include all the country from which traffic goes to the Manning.

637. Is there any likelihood of much of this land being thrown open for settlement shortly? Pretty nearly all the land coloured brown is open for conditional purchase now.

638. There is very little occupation there? Very little.

639. Will the Committee, therefore, be right in assuming that the land is comparatively poor? Yes.

640. Have you been on the northern rivers at all? I have been on the Manning once or twice; but I have not travelled there to any large extent.

641. I suppose you are aware that the agricultural land upon the Manning, as upon many other coastal rivers, is in narrow strips? Yes, along the banks of the river.

642. Therefore, the Committee will be right in assuming that there is not much possibility of a large increase in population? Not so far as the agricultural and pastoral industries are concerned. There may be an increase of population in connection with the timber traffic.

FRIDAY, 1 APRIL, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).
 The Hon. JAMES HOSKINS. | JOHN LIONEL FEGAN, Esq.
 The Hon. DANIEL O'CONNOR. | FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

George Walters, General Manager, Australasian Timber Company, sworn, and examined:—

G. Walters. 643. *Mr. Fegan.*] Have you any mills on the Manning? One.

644. How many men do you employ? Between sixty and seventy.

1 April, 1898. 645. What is your weekly output? About 60,000 feet. We have the machinery for a large mill ready in Sydney. We intend to erect that mill on the Manning. I have had a mill on the Manning for seventeen years.

646. Have you ever found the river there unnavigable? Yes; and I have been put to great inconvenience by it. G. Walters.
647. Recently? No. 1 April, 1898
648. How long is it since there has been an improvement? Since the breakwater was made.
649. Were not the works there stopped for a considerable time? I think they were stopped for a short time.
650. You do not know why they were stopped? No.
651. Did not the training-walls give way? I do not think so.
652. You desire to give evidence to-day chiefly as to the value of the timber trade of the Manning? Yes. We have a company, floated in London, with a capital of £50,000, and the Manning is the chief place where we have mills. We have also two mills at Camden Haven. On the Manning there are forests second to none in the colonies.
653. What timber do you get? Blackbutt and tallow-wood are our chief timbers. We have ironbark, but we do not cut much of it. We have nearly 500,000 feet of timber on the Central wharf now ready for export.
654. You have gone largely into the export trade? Yes, very largely. We export both for Scotland and for England.
655. Do you find the home market a good one? We have had a hard fight, and have spent a lot of money in getting our timber into the market. At the present time we are only making a very small interest upon our outlay; but we have great hopes of improvement during the next year or two.
656. What has made it so hard to get into that market—is it because the timbers are unknown? That is the whole secret. When we sent our Mr. Scott from Sydney, they told him, "We do not dispute the goodness of your timbers; but lay them down and prove them. We are not going to the expense of proving them." We had to give many thousand feet of timber away in order to prove its value.
657. *Mr. Hoskins.*] Has not the Jarra Company of Western Australia been more pushing than you, and thus supplanted you in the English market? They got the start of us with their jarra; but we have a timber here called red mahogany which can hardly be distinguished from jarra. If we had it in large quantities we could pass it off as jarra; but we have not much of it. We have sent our blackbutt to England and we had to prove that it was equal to the jarra. Now, however, we are getting very large orders from the Caledonia Railway Company. I was the first man to introduce timber tramways on the north coast. The trams are drawn by horses; but we intend shortly to go in for locomotives such as they use in Western Australia. Along the north coast the forests have only been tapped for a few miles inland, whereas the best timber lies 10 miles or more back. The timber that has been taken out up to the present has come from the outskirts of the forest, and is the stunted growth. Further back you get an altogether superior timber.
658. Have you much tallow-wood? We have just put down 26 chains of tramway, and our foreman tells us that along this line of tramway we shall get 500,000 feet of tallow-wood.
659. Tallow-wood is a superior timber? Very superior.
660. Do you find any market for it? We have not tried it in England; we have only tried to push the blackbutt there. We can get a very fair price for tallow-wood out here.
661. Do you find the Home market better than the local market? If we threw up the export business, and supplied only the local market, we should glut it in a month.
662. You are finding a footing in the Home market which you believe you will be able to hold against all-comers? Yes.
663. I suppose the improvements to the river really mean the saving of your trade? They will save it wonderfully.
664. What is the longest time for which vessels have been bar-bound in the river? The mills which we have on the Manning we let for the last eighteen months. Previous to that, I ran a mill for fifteen years there single-handed.
665. You are going in now chiefly for the export trade? Yes. We have refused city orders altogether. We are cutting expressly for the Home market.
666. I suppose this gives a large amount of employment? At the present time we are employing 150 men in the three mills that we are running, and we have machinery for another mill ready in Sydney which will employ about 120 men more.
667. Is there much ironbark? There is a good deal of ironbark on the Manning.
668. I suppose you supply the Sydney market with ironbark? We have done a little with ironbark; but we are not sending it out of the Colony.
669. When these works are completed, larger steamers will be able to go up the river? I do not know that we want larger vessels. We were the first to go in for scows. They carry all their cargo on deck, and only draw about 5 ft. 6 in. If the entrance were better, the vessels could often get in and out when that is impossible at present.
670. The present difficulty would be overcome? Yes, to a great extent. Of course, there will always be heavy seas at times; but our position would be greatly improved. In the opinion of most people the breakwaters should be carried out on both sides.
671. Do you send planed timber Home? No.
672. Only rough timber? Yes. We are also dressing chairs and keys for the railway company. If both breakwaters are carried out it will give a better scour. There is a narrow spit upon the south side, and if it were to break through, the work that is now being done would be useless.

FRIDAY, 13 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

Charles Macleay Boyce, solicitor, sworn, and examined:—

- C. M. Boyce, 13 May, 1898. 673. *Vice-Chairman.*] You are a solicitor now practising in Sydney? Yes.
674. You are familiar with the nature of the proposed scheme to improve the entrance to the Manning? Yes.
675. *Mr. Lee.*] How long did you reside in the Manning district? About fifteen years off and on. I practised there for six years, and two years ago I bought in in Sydney and came down here.
676. During your residence there did you give much attention to the question of improving the harbour? It was much considered, and, of course, I went into the matter with the others. I had the advancement of the district largely at heart, and I went into the matter rather fully.
677. Was there a committee, progress or otherwise, to advocate the improvement of the harbour? There have been local committees at different towns on the river, but there was not one general committee. Taree and Wingham are incorporated towns.
678. What do you think would be the effect of the proposed works, not including the two breakwaters, if carried out? I certainly think the effect of concentrating the stream in so narrow a place would cause the flats both inside the river and at the entrance to scour away. There is a large flow of water, and if it were concentrated in that space—1,000 feet I see it is—it certainly would have that effect.
679. Under what conditions have you seen the bar? Under very many conditions. I have crossed it, I suppose fifty times, and on various occasions I have been at the head on each side of the bar.
680. What is the chief difficulty in connection with the bar from the navigation point of view? The difficulty is that the channel is hardly the same from one week's end to another. On one trip you cross in probably on the north side, but a month afterwards you go in by the wreck of the "Murray" to the south of the proposed breakwater. It is a shifting channel, and it varies in depth from one week to another.
681. That I presume was largely in consequence of there being no headland on either side, and a large deposit of sand outside the Painted Rocks? That is the chief reason of it. The sand shifts backwards and forwards.
682. Were you in the district when the piece of training-wall tinted black on the plan was built? I was there when a great deal of it was built. I was solicitor for the contractor, and I went over the work with him.
683. Had it the effect of causing the sand to pile up behind it? Certainly it did.
684. Did it have any marked effect on the depth of water in the immediate vicinity and further out on the bar? It had right up against the wall, but as to its effect further out I could not say.
685. Seeing the short distance it is intended to carry out the north training bank, do you think it will be sufficiently far to set up a scour to give the depth of water required to accommodate the steamers which are going there? I should think so, in conjunction with the south training-wall.
686. At the present time there is a sand bar on the south side reaching almost across to the northern portion? Yes.
687. In time of bad weather I presume the sand is piled up at this particular point, and makes the entrance so difficult? After any spell of bad weather the channel alters.
688. The constructed work terminates inside the sand bank, and the question is does that go out sufficiently far to set up a scour to remove the whole of that matter? I should hardly like to say that it would absolutely. I think it would take off the northern end effectually.
689. Did anything occur during your residence to lead you to suppose that the constructed work does not go out sufficiently far? I cannot say that I did.
690. When you spoke of the deepening of the water by the construction of the training-wall, I suppose you meant that the water had deepened immediately underneath the wall? The deep water extended to a distance of 20 or 30 feet from the wall. It may have extended out a little further.
691. You are prepared to accept the Departmental proposal? Certainly.
692. And if the works which the professional officers of the Department have designed will have the effect of giving a secure and permanent entrance, you think it will be quite sufficient? Yes.
693. What, in your opinion, is the position of the farmers or other producers in that district? The position of the farmers at present is an improving one. They have had various fairly good seasons, but if that work were carried out it would wonderfully enhance the value of property in the district as well as the position of the farmers. At present the farmers are under a great disability as to anything which is perishable. For instance, their eggs always command 1d. a dozen less than eggs from the south coast, and 2d. a dozen less than eggs which come down by rail. Their eggs are delayed occasionally at the bar, and therefore they have got a bad name in the market. It is also the case with their pigs. I think it is the best pig-producing district in the Colony. On an average, I suppose, £250 or £270 worth of pigs come down every week.
694. In what way would property be largely improved? Simply because you have a readier transit to market for the produce, and your yearly income from your produce is greater from the fact that you can take advantage of better prices in the market.
695. But the chief product is maize? The chief product has been maize; but sometimes they put the maize into pigs.
696. Is not that likely to continue to be the case? Not so largely as heretofore. They have gone in for dairying a great deal more during the last year or two.
697. Are they likely to convert their cultivation lands into grazing lands? They are doing it in a great number of instances. One reason is that, with maize, if they have a drought or a flood they lose the whole of

of their year's work. They have only one crop of maize a year, and if they lose that crop they lose everything, whereas if they get cows and have a dairy-farm, one flood does not affect them very much. C. M. Boyce.

698. Do your remarks apply to river-bank land or to land lying back from the river? The land lying back at any distance from the river is not suitable for crops of maize. The land which is out of reach of flood is not usually good agricultural land. 13 May, 1898.

699. Is it rich land on the river banks which is going out of cultivation and going into grass? To a large extent, yes.

700. If dairying should supplant maize, there may be a more valuable product to carry, but there would be very much less freight? I do not think so.

701. You could not expect to get the same tonnage of butter as of maize? I do not suppose there would be, that is, if the whole of the land were put in grass.

702. Have any of the settlers been seriously inconvenienced by being unable to get their produce to market? Undoubtedly they have.

703. How did it arise? Suppose there were a good market for maize or pigs or any other product, and they wished to catch the market, they would bring their produce down, it would be delayed at the bar a week or ten days, or three days, and thus they would miss a good market which others could take advantage of. It has often happened that the farmers on the Richmond and further north have taken advantage of a market, and that the farmers on the Manning could not get their produce to that market.

704. They have had to get their produce to market when they could, irrespective of market value? Yes.

705. You think that if they could take advantage of a rising market, like the people on rivers with better entrances can do, it would be a means of improving their position? Undoubtedly.

706. I presume all the land suitable for cultivation in the district is pretty well secured? The best of the land has been taken up. I do not think there is much cultivation land to be taken up.

707. Where could extra settlement take place? In the upper part of the river, and at the top of some of the tributaries, but not along the main river.

708. Although some of these rivers are not so navigable as the main river, yet on the banks there is very rich land? Yes.

709. But the land is not so extensive? The good land does not run so far back.

710. But still it is equally good in quality? Most of the tributaries have what they call second-class agricultural land, but still it averages in value from £8 to £10 an acre when cleared and prepared fit for the plough.

711. During your long residence, did you notice any considerable progress in the district? Undoubtedly. The settlement has become thicker, the farmers are buying their own farms, instead of being under landlords to a certain extent, and some of the old holdings are being broken up. The Taree Estate is being broken up; the Cundle Estate is broken up, and the Mundrook Estate is being broken up. Taree, the chief town, is double the size it was, and the buildings are of a far better nature. For instance, instead of having the ordinary four-room weatherboard cottage, or plank cottage, they are going in for something artistic.

712. If the chief town has progressed, it is an indication that the district generally has done so? Yes.

713. You look upon it, I presume, as a live district? Yes.

714. As a district which has not seen its maximum settlement, but which is capable of very large expansion? Yes.

715. If the place has progressed during the last few years, in spite of the existing disabilities, how is an impetus to be given to its further progress by the construction of the proposed works;—you have shown that it has progressed, notwithstanding the bad entrance to the bar? It must progress more if you give the settlers greater facilities to get the whole life and substance of the district (the produce) to market.

716. I suppose the people would like to have an entrance which would admit a decent sized steamer, offering reasonable accommodation for passengers? Yes; I know lots of them who will not take a sea trip, simply because they are afraid of the entrance. They either remain there, or go overland, which is a long trip. The distance overland to Hexham is from 120 to 130 miles. It is a very long tedious journey, and the fare by land is twice the fare by steamer.

717. The greater portion of the stuff is droghered down to near the entrance to the river? It is droghered to the different wharfs and picked up by the ocean-going steamer.

718. You have heard of an agitation, which has existed for many years, for the construction of a North Coast railway? Yes.

719. If it became a question of improving the port and having no railway, or neglecting the port and having a railway,—which do you think, in the interests of that district and of the Colony generally, should be carried out? I have no doubt about the improvements of the port being the better scheme.

720. That will always be of more importance than a railway? It will be of more local importance; I do not know about the national importance.

721. Will not the settlers be able to make use of the water carriage at a much less cost than they could use a railway? Undoubtedly.

722. Does not that fact alone determine the question of a railway *versus* a port? That is how I take it.

723. Have the shipping community complained of the excessive rates of freight they have to pay? They have been complaining for a very long time, and they have got up an opposition on various occasions, but it has been too weak for the present company.

724. They naturally suppose that the improvement to the entrance would give them cheaper freights? Yes, and the state of the bar is the reason which the present company gives for maintaining its freights. It charges just the same from the Manning as it does from the Richmond, which is about twice the distance.

725. How does the Manning River rank among the rivers on the North Coast? I think next to the Clarence and the Richmond it is regarded as the most solvent and the best river with which to do business, and the best for settlement too.

726. In your profession you would have a very fair opportunity to know the position of the people? Yes.

727. Do you think the financial position of the district is solid? Generally, yes.

728. It has not suffered more than other districts in proportion during the late crisis? No; I think it is the best district up north, excepting the Clarence and the Richmond. I happen to know the Port Macquarie and Macleay districts well, and it is certainly before those districts financially.

729. It is possible that some slight improvement in the river might meet the requirements of the present population, but in view of largely increased settlement taking place there as a consequence of a large scheme

C. M. Boyce, scheme of harbour works, do you think it presents a case which would justify the State in spending a large sum in carrying out such works? Knowing the value of the district as I do—the fertility of the soil and the resources of the district generally—I certainly do.

13 May, 1898.

730. Possibly, in the future, when the improvements to all these rivers have been completed, it may be considered by the Government advisable to impose some rate of tonnage on the northern rivers for the purpose of obtaining some revenue to meet the interest on the outlay;—suppose it were a general scheme, which applied to all the northern rivers, do you think that there would be any serious objection to it? I would not like to answer for that, because there is always an objection to taxation.

731. The improvement of a harbour of that character differs very much from the construction of a railway, because from a railway you get a revenue, be it much or be it little, while from an improved port you get nothing;—under these circumstances, if very largely increased accommodation is given to the people, and they thereby obtain a large reduction in freights, do you not think it would be a fair thing to impose some rate of tonnage? I certainly think it would be a fair thing.

732. If the case were presented in that way to the public generally, do you think that they would accept the proposal? I do not think the better class of the community would raise any objection.

733. Is there room in that district for the present population to quadruple itself? I would hardly like to say that. I think there is room for the population at least to double itself.

734. Are the river-bank lands held in large areas—that is, large areas for the Eastern Division? Yes.

735. In areas of 640 acres? No; in smaller areas as a rule.

736. Are they nearly all conditional purchases? They have been conditional purchases, but a lot of them have been paid up.

737. Was it alienated in that way in the first instance? A good many of them away from the towns were, but the towns are mostly situated on old grants. They have been subdivided into farms and sold.

738. But the land generally in the district is held under conditional purchase tenure? Yes.

739. What would be about the average area? I suppose it would be from 50 to 150 acres. Of course, when you go up higher into the grazing parts, up to the high lands of the river, some of them have miles of land.

740. If there is no room for a large population it becomes apparent at once that there cannot be any very large export? There is no doubt that the export could be doubled in time.

741. I suppose that might fairly be expected from the land which is already held? Yes; and you would get a better class of farmers up there too.

742. The utmost is not taken out of the land by the farmers as a rule? No; they are the old style of farmers as a rule. Just now there are a few good farmers coming up from the South Coast—a better class of farmers, with more experience.

743. But the settlement which will take place will be above Taree? Some of it above Taree, and some on the tributaries below—up the Landsdowne, and in different parts.

744. On the north, how far is the nearest river to the Manning? The Camden Haven, which, I suppose, is distant about 20 miles. There is no steam communication to the Camden Haven; it is only supplied by sailing craft.

745. How do the settlers on the Camden Haven get their produce to market? Some of them bring it into the Manning, and others send it down by sailing-vessels as they come down with timber—ketches and schooners of from 60 to 80 tons.

746. How do they get their stuff to the Manning? They cart it over the main road to Cooperook.

747. Do you think that an improved Manning River would attract much of the stuff from the Camden Haven District? It would open up the lands between the two places considerably more than they are opened up. There is a great deal of land available for settlement between the two rivers.

748. Naturally, the Manning would be the port for that country? Yes.

749. The settlers immediately within the influence of the Camden Haven would possibly avail themselves of the small sailing craft trading there;—is there any land in that direction the trade from which would be influenced by this port if it were made available? Yes. The land, for instance, on the Upper Camden Haven is exceptionally fine dairying land, but it has not been utilised at all, simply because there is no carriage from Camden Haven, and they cannot rely on the steamer from the Manning. They cannot bring in butter and milk, and store it on the wharf.

750. It has been suggested that the Manning would become to a certain extent a shipping dépôt for all the trade from a considerable distance around it? Yes.

751. It has not been shown yet where it would come from, and I wish you to show me where the settlement is or can take place? The Johns River, an arm of the Camden Haven River, which runs towards the Manning, is open to a great deal of settlement. The land there is very good; but the few settlers who are there complain of the distance they are from any port of shipment. They also complain that the shipment to Sydney is precarious, and a few of them are thinking of throwing up their holdings.

752. Simply because they cannot get an outlet? It is simply because they cannot rely on getting their produce to Sydney when they want to send it away. They are away from intelligence as to the steamer; they do not know how to catch her; they cannot rely on her trips being regular; they do not know when to bring their produce in to send it to market; whereas if the bar were alright the steamer could make regular trips on regular days, and they could always rely on catching her. It would give a great deal more satisfaction, and lead to a great deal more settlement.

753. It would be a serious thing if these people brought in live stock, fowls, or cows, and missed the steamer; but that objection would not apply very strongly to maize? No.

754. Inasmuch as the settlers depend very largely on their pigs and fowls, they must have a certainty of getting them away when they bring them in from a long distance? Undoubtedly, or else they lose a great deal by it.

755. In some cases it means a total loss? A man who drove in 200 or 300 pigs would find that the steamer had either just left, or that she was bar-bound, or that she had not completed the trip, and he would have either to leave his pigs there, and pay for their being fed, or to take them all the way back. On the south the Wollomba is the next river. It is about 18 miles to the south.

756. You are aware that pig-raising is not an indication of a high state of farming, that it is generally resorted to by districts which are unable to go in for a higher class of farming, in consequence of being unable to get to market? Yes.

C. M. Boyce.
13 May, 1898.

757. By giving the settlers an opportunity to get to the outside world when they like, and with a degree of regularity and celerity, do you think that this state of affairs is likely to pass away, and that there will be a better class of settlement in the district? I certainly think so.

758. *Mr. Roberts.*] Have there not been numerous wrecks of steamers and sailing vessels in their efforts to enter the Manning River? Yes; the "Brunswick," the "Murray," and the "Fire King" steamers and the "Amy," and the "Trusty," small sailing vessels, were wrecked. Other vessels have got on the bar and got off again. I think the "Murray" was the latest steamer to be wrecked there.

759. Owing to the shallow water on the bar and the really perilous voyage which the people of the Manning feel that they have to undertake, it prevents them from journeying to Sydney to transact their business? Undoubtedly.

760. For that reason an agitation was got up to construct a North Coast railway? Chiefly.

761. Was the piece of training-wall, tinted black on the map, regarded as a success by the people with whom you conversed during your visit two years ago? Different opinions were held as to the effect it would have. Some persons thought that it would be a success, and others did not.

762. Did they give any reason for thinking that it would not answer the expectations of the designers? No, except that they did not perceive any great benefit accruing just at the time. The work had not been sufficiently advanced to enable anyone to form an opinion.

763. Is it not a fact that the pilot has to signal to masters of vessels which entrance they had better take? Yes; it certainly is a shifting bar. At the present time the steamer cannot get out till the bar is sounded and the channel defined. The captain does not know where the channel is at present and he is waiting till the bar is defined.

764. Is it not regarded as one of the most dangerous entrances on the coast? Certainly. Next to the Brunswick I think it is the most dangerous.

765. There is no shelter on either side from any of the prevailing winds? No.

766. It has sandbanks on the north and sandbanks on the south? Yes. The rocks on the north side lie too far back to afford any shelter to the bar.

767. When you are approaching the entrance the steamer appears to be going straight on to a beach? Yes; you always have to take a turn.

768. The entrance is scarcely discernable except to an expert? The only way you can tell is by watching the leading marks on the shore, otherwise I could not tell which was the entrance and which was not.

769. Is it not a common occurrence for steamers to be hard and fast on the bar when going in? You very often strike the sand on the bar. I have been on the steamer dozens of times when she has struck the sand and staggered.

770. The steamers have to wait on the sand-bar till the tide rises to enable them to get in? There have been instances of that.

771. Is it not really a frequent occurrence on the bar? Not so frequent now as it used to be, but sometimes they do stick there. The steamer usually waits for the tug; she will not go in by herself now.

772. After they get over the bar which is the next difficulty they encounter? After they pass the Painted Rocks they encounter the Narrows, about a quarter of a mile further up the river. These sandbanks carry a small depth of water.

773. Do the steamers often get blocked there? Very often. Sometimes they have to come down half loaded, to get over the Narrows, and they complete their loading on the outer side of the Narrows; they bring a drogher down all the way with the rest of the cargo.

774. That causes great delay? They lose a tide. It means twelve hours delay, and if there is only one tide in the day it means a day's delay.

775. They cannot always tell when they leave Taree whether they will be blocked at the Narrows, and the passengers and the produce are frequently delayed there for twelve hours? Yes; often. I have been delayed there a day and a half, and at other times I have gone back to Taree in the steamer.

776. You anticipate that by the erection of the training-wall that difficulty will be removed? Yes.

777. Where is the timber shipped at the Manning? The sawn timber is shipped from Cooperook and Tinonee. The railway sleepers and girders are shipped from various parts of the river.

778. How far is Cooperook from the Manning Heads by water? It is from 8 to 10 miles. It is about a mile and a half up the Landsdowne.

779. Is the Landsdowne River navigable? For sailing vessels beyond Cooperook. They can go up to Saville's wharf, which is some distance up the river.

780. Is not a good deal of maize grown on the Landsdowne? Yes.

781. Is not the land on the banks of the Manning amongst the finest land to be found in the Colony? Undoubtedly the land on the banks is.

782. It is remarkable for its fertility, and it is capable of growing anything? Yes.

783. Is the land on the Landsdowne of similar character? Yes.

784. On what part of the river is dairying going on? It is carried on right along the whole length of the river now. They have separators up Callaghan's Creek, above Wingham. They are carrying on dairying right along the whole length of the river to the Heads.

785. Are many of the farmers giving up growing maize? No; they are keeping on maize-growing, and dairy-farming to a large extent.

786. Which pays them better? They consider that dairying is paying them better than maize just now. They get their returns every month, and always have some ready money, whereas with maize they get their returns only once a year.

787. Is all the good land on the Landsdowne taken up? No, there is land available there yet.

788. I suppose the land on the banks of the river is taken up? Yes; right up to the top of the Landsdowne—as you go back towards the mountains.

789. Do you think settlement will follow the construction of these harbour works? I think that with increased prosperity to the district other persons will be induced to go there and take up the land which is available there, even with a little more carriage to pay than those who are there now have.

790. What sort of timber do they send from Cooperook and from Tinonee? Hardwood, such as blackbutt and tallow-wood.

791. The Manning River enjoys a reputation for the quality of its timber? The Manning and Camden Haven, and the ridges in between.

792. Is there a sawmill at Cooperook? Yes; and one is being erected at Hanging Rock, 4 or 5 miles above Cooperook.

- C. M. Boyce. 793. Is there not a saw-mill at Tinonee and at Scott's Creek? Yes.
- 13 May, 1898. 794. A large quantity of timber is sent from the Camden Haven? Yes; there are five mills on the Camden Haven.
795. What towns are there on that river? Laurieton and Kendall; Kew is on the main road, about half a mile from the river.
796. With the exception of the timber, all other produce is sent by way of the Manning? Either by way of the Manning, or in the trading cutters or small vessels.
797. These harbour works, if carried out, would be a great convenience and advantage to the residents of Camden Haven? Undoubtedly. All the passengers and all the perishable produce come over to the Manning from Camden Haven.
798. There is a large amount of good agricultural land in Camden Haven? Yes; the famous Comboyne Scrub is at the top of the Camden Haven, where they say hundreds of families could settle if it were thrown open.
799. Is there not a good quantity of wine produced in the Manning River district? A fair quantity.
800. The land is well adapted for the growth of the vine? Excellently.
801. Coopernook would be the shipping-place for the Camden Haven produce? Yes.
802. Going up the Manning from Coopernook, which is the next town? Croki.
803. There are a good many towns on the Manning with a fairly large population in each of them? Yes, five or six.
804. Is not Croki the centre of a very large farming district? Yes; there is an exceptionally large area of farming-land around Croki, and very high-class land too.
805. Is Jones' Island somewhere near Croki? Croki is on Jones' Island.
806. There you find some of the finest land in the Northern district? Undoubtedly.
807. What is the highest price you have known that land to be sold at? I have known farms of about 20 odd acres to be sold for £600—that is, nearly £30 an acre.
808. What would be its value to-day? I think it is fully worth that, if not more.
809. Going still further up the river, which is the next important town you come to? Ghinni Ghinni, at the other end of Jones' Island.
810. That is also a very important farming centre? There are good farms around it? The Motto and Cundle Plains are around it.
811. The next town is Cundle, where there is a fairly large population? Yes.
812. And numerous farms? Farms all around it.
813. Is that where the well-known Cundle Plains are situated? Cundle Plains are part of the estate on which Cundletown is built; they run to the back of it, and down along the river.
814. Do you know the area of Cundle Plains estate? It was originally one of the very largest grants in the Northern district? It measured 10,000 or 15,000 acres originally, but it has been subdivided and sold to a large extent. I do not know the area of the estate at the present time.
815. Was it not used for pastoral purposes many years ago? A great deal of it is so used now, and a good deal of it is under cultivation.
816. Is the land well adapted for agriculture? It is splendid land; it only wants a little draining.
817. There are very fine farms on what is known as the Upper Landsdowne? Yes there are good farms out there. They draw to Cundle or to Savill's wharf. They send all their produce by way of the Manning.
818. From Cundletown you come to Taree? Yes.
819. Which town is regarded as the capital of the Manning? Taree.
820. Do you know the population of Taree? I think it is from 800 to 1,000.
821. How many banks has it? Two—the Commercial Bank and the Bank of New South Wales.
822. For many years Taree was the head of navigation? For a great number of years.
823. How far do the ocean steamers go now? Up to Wingham, which is about 32 miles by water from the Manning Heads.
824. These harbour improvements, if carried out, will be an advantage to people along the banks of the river, and further up for a distance of 30 miles by water? Yes; but Wingham is the shipping port for people at least 25 or 30 miles above that. They come down all the way from Tiri.
825. All along this river the land is capable of growing anything a farmer may wish to grow? Certainly.
826. And all along the river is a settled population? Yes.
827. And every few miles you come to a township? Yes.
828. After leaving Wingham, there is very fine land on the Upper Manning? Some of the best land is up Woodside way. Perhaps the most productive soil on the river is comprised in the Woodside and Maryville Estates.
829. Are there any very old estates up there which have been devoted to farming for very many years? The Woodside Estate, Maryville Estate, and Mount George.
830. When entering the Heads, which are the most dreaded winds that have to be encountered? The south, south-east, east, and south-west winds.
831. There is no shelter of any kind? There is no shelter of any kind from those winds. You do not want shelter from the west winds, because they are usually calm winds.
832. When a steamer from Sydney is unable to enter, where does she take shelter? It all depends on the wind. With a south wind she would take shelter at Cape Hawke, or if she had got past there, not knowing that she could not get in, she would take shelter at Crowdy Head, which is 5 miles away.
833. She could only get shelter there in a southerly wind? If it came on to blow from the east she would have to go. It is a straight headland which shelters a vessel from the south wind only.
834. The steamer could not get in at Cape Hawke? No; the bar is too shallow.
835. Do the people expect both the railway and the harbour works to be carried out, or would their interests be served by carrying out the harbour works? I think their interests would be served if this scheme were carried out, and it were effectual.
836. If given a good entrance, it is fair to assume that all the produce, at any rate, the produce grown on the banks of the river, would go by steamer? Yes; except when there is a gale such as we had during the last few days. As a rule it would go by steamer.
837. Do you know the other rivers on the North Coast? I know the Hastings, the Macleay, the Wollomba, and the Camden Haven.

838. Do you not think the time has arrived when something ought to be done for the settlers in these districts? Certainly I do. C. M. Boyce.
839. What other rivers run into the Manning? Ghinni Creek, the Dawson, Scott's Creek, the Cedar Party, and Dingo Creek. 13 May, 1898.
840. Is the Dawson navigable? No; vessels do not go up the Dawson.
841. To which shipping place do they bring their produce? On the Cundle side, to Cundle; and on the Taree side, to Taree.
842. All along the banks of these creeks there are very fine farms? Yes; for a good distance up.
843. And all round Tinonee, between Taree and Wingham? Yes.
844. Do the ocean-going steamers call there? Yes.
845. Going from Hexham, and crossing the river at Tinonee, about how many miles is it from the other side to Taree? Tinonee is 3 miles from Taree.
846. Does not a very large traffic cross there? Yes; it is the main North Coast road.
847. Is there a bridge over the river? No; a punt.
848. They have been asking for a bridge for many years to accommodate the large traffic along the road? Yes.
849. When you get across to Tinonee, is not the land from the Manning River up to the town of Taree of a very high-class character from an agricultural point of view? Yes; that is the Taree estate. It has been subdivided and sold lately.
850. Used it not to be leased to farmers? Yes; they used to get a rent of from £1 to 30s. an acre for it.
851. Was it sold by auction recently? Some of the estate was sold by auction during last month. I do not know the price it fetched then, but I know it fetched £25 an acre some time ago.
852. *Mr. Black.*] How large is Jones' Island? Driving across the island, it is from $3\frac{1}{2}$ to 4 miles across one way, and I suppose it is from 2 to 3 miles the other way.
853. It is all fit for farming? I think it is the best bit of grazing land on the North Coast. It is exceptionally fertile. It is one fine alluvial flat surrounded by water—the Lansdowne, Ghinni Creek, and the Manning.
854. The estimated cost of the complete scheme is £223,500, but Mr. Darley thinks that by reducing the length of the breakwaters and the training-walls, the cost might be reduced to £100,000, in addition to the £20,000, which has been spent on the northern training-wall;—do you think there is any justification for expending that large sum to improve the entrance to this river? I do. There are a considerable number of settlers up there. I have travelled over a great deal of the Colony, and I really think the land up there is about as fertile as any land in the whole of the Colony.
855. Do you think that these works, if carried out, would merely afford an entrance and an anchorage for the steamers, or would it permit them to go up the river and collect their freights? They go up the river as it is. It would not make any difference, so far as that matter is concerned, except that they would be able at all time to cross the Narrows.
856. I understood that there are several shallow flats on the river? There are; but the steamer manages to get past them. The worst sand flat is between Pelican Bay and the entrance; it is one mass of shifting sand, and occasionally a steamer cannot go over it until she is lightened.
857. How do you account for the presence of the Narrows there;—where does the loose sand come from? It is owing to the sandy formation of the country.
858. Do you think it is caused by the scouring action of the tide over the sandspits? They have been there for years. I think it is owing to the nature of the country.
859. Where did it come from? I think the sand was there before the river broke out. I do not think that this is the old entrance to the river; it has two entrances.
860. You have had a flood many times, which would have cleared it out;—it must have been renewed surely? The flood would carry it out to a certain extent, and the sand on the bar too, but a heavy easterly wind draws that sand in and increases the Narrows.
861. You think these shallows inside are caused by the easterly gales? They are kept up by them. I could not say they are all caused by them. It must be from a quarter to half a mile across there. It is one vast deposit of sand. The river flows over the top of it to a depth of only 2 or 3 feet in places. In some places it is dry at low tide.
862. The Department are of opinion that by the erection of these training-walls which would narrow the channel, the tide would not only scour out the channel, deepening it, and removing the shifting sand banks in the Narrows, but would also effectually remove the bar? It would narrow the rush of water to at least a quarter of the space it occupies. If the tide is confined to a small space it should have the effect of scouring the entrance and the Narrows.
863. Does the water break over the part where you see it is proposed to put a rubble stone facing? I do not think so. As far as I can see the object of the engineer in proposing to put a rubble stone facing there is to break the rush of water coming down the river in flood time. Certainly the water does not break over there.
864. Have you formed an opinion as to what kind of works are necessary for the improvement of the river? I think that is the best class of work which is shown on the plan.
865. Do you think these training-walls will be effectual without the breakwaters? That is a matter entirely for an engineer to say. I should not like to hazard an opinion on that matter.
866. You could not say whether, without breakwaters, there would not be a danger in times of heavy weather of sand which accumulates at the entrance, and which is covered at high-water being scoured away by the tide and deposited in the channel? No; I think it would be scoured and carried too far off to be any danger there. The great rush of water would scour the sand out for some distance.
867. That which is caused by the gale may be immediately removed by the floods, but they may not occur coterminously? They may not come together.

TUESDAY, 17 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

H. R.
Carleton.
17 May, 1898.

868. *Mr. Hoskins.*] Have you visited the Manning River recently? Yes.
869. Did you find that the works which have been undertaken by the Department were answering well? Yes, fairly well. The inner portion of them was rather successful. There was rather a large sandspit accumulating on the southern side of the northern training-wall.
870. Is that large sandbank between the training-wall and the entrance increasing? No; it is much about the same. I reported the matter to Mr. Darley, and asked him to put on a dredge to dredge along the wall, and endeavour to induce the current to follow the line of the wall.
871. Do you think that when the works at the entrance are completed, you will be able to remove absolutely that obstruction to navigation—the sand-bank—between the proposed breakwaters? I think we will get it out long before the work is completed.
872. Had it diminished a little before the last gale? I do not know that it had. It extended in a southerly direction from the present north training-wall across to what I may term the channel, to about half-way over to the wreck of the "Murray."
873. Do you think that the sand-bank must be dredged away; that the scour caused by the training-walls will be sufficient remove the sand? I think it will be desirable to assist the scour by dredging, at any rate, along the wall, and induce the current to run that way, and having once put a cut through there, I think the current will remove the rest of the spit.
874. When the sand has been disturbed by dredging the probability is that the flow of the water of the river will carry away more? Yes; once a channel is dredged along the wall parallel to it, and a cut is made through there, I think the tidal action will remove the rest of the stuff on the southern side.
875. The opinion has been expressed by Mr. See and others that the entrance to the Manning is about the worst on the north coast;—can you say, as the result of your recent visit, that the work which has been undertaken has made the entrance more easy of access and more safe; that it has given a greater depth of water? It is not sufficiently far extended to improve the bar yet. It has improved the inner crossing decidedly.
876. Where did the recent gales cause damage to the works? The waves went right over the wall, and washed some of the top off.
877. Do you intend to prevent that from happening again by increasing the height of the wall? I think that will be the best thing to do.
878. If you do increase the height you will back it up by filling in with the sand dredged from the river? Yes; anything we dredge there will be pumped over the wall, and will help to support it.
879. Did your recent visit confirm you in the opinion that by the expenditure of this money the entrance to the river and the navigation of the river would be improved? Yes; I think we are working on the right lines to create a fairly safe and navigable entrance.
880. And to give a fair depth of water in the channel up the river? Yes.
881. Have you received any report from the local officer as to damage caused by the recent gales? We had a telegram in regard to the Manning, in which we are informed that the sea came right up to the entrance, and cut some of the top off the training-wall. About 1 foot of the wall is already replaced.
882. Have you heard whether, during the recent storms, vessels were afraid to enter in consequence of the roughness of the sea at the entrance, that the work which has been carried out did not offer them a sufficient guarantee of a safe entrance? I do not think any vessel would have attempted to enter the Manning during that gale, especially when they are so close to Port Stephens.
883. *Mr. Roberts.*] Will you explain the difference between the work suggested by Sir John Coode, and the work which is now proposed by the Department? We do away with the wave-trap which he proposed. Instead of continuing the north training-wall as shown on the plan, and forming a northern breakwater in that way, he proposed to go off the northern beach with his breakwater, and form a wave-trap over that portion of ground marked by the wreck of the ketch "Amy." Our present proposal does not extend either of the walls nearly so far as Sir John Coode proposed to do in his scheme; but the completed scheme is very much on the lines of his scheme. The greatest variation is the omission of the wave-trap. Another very important difference is the extension of the inner training-wall up stream. That is not included in his scheme. It is a very important part, I think, in connection with the harbour works, because it prevents the current running along the northern bank, it contracts the river channel.
884. What is the Department's estimate for the completed scheme? £99,800.
885. How much money has been spent there by the Department? About £23,000.
886. How much is it now proposed to spend? Practically £100,000, in addition to what has been spent.
887. Does that include the cost of the two breakwaters? No; to construct the two breakwaters we would require £81,800.
888. The entire scheme would cost about £180,000? Yes.
889. Will these two breakwaters be found absolutely necessary in the near future? I think not. I think we will get a sufficiently good entrance by the construction of the walls shown by full red lines on the plan.
890. What depth of water is there on the bar, and what increased depth do you expect to get? There is very good water, so far as the walls have been constructed, right along them all the way and for some distance

distance beyond the ends of them, but the bar is no deeper now than it was when we commenced the work.

891. How deep was it when you were there last? I went out at high-water. I daresay there were 8 or 9 feet at high-water. H. R. Carleton.
17 May, 1898.

892. What depth do you think it would be fair to expect that you would get for the works? Twelve or 14 feet. Probably we would get that depth at low-water.

893. That would give ample water for a larger class of vessel? Yes, for a better class of vessel than is running there.

894. Is not the Manning one of the most difficult entrances for shipmasters to negotiate? It is a nasty one. The headland is on the northern side, and there is no protection from the southward. It is at the northern end of a bay also, and it receives the full sweep of the sea across that bay.

895. Is it not just like approaching a beach? Yes; it is somewhat similar to the Richmond in that respect. Each of them has a headland on the northern side, and both are equally bad bars.

896. Is it true that the pilot has to signal to masters of vessels telling them which entrance to take if there is more than one entrance;—does it not shift about in a mysterious way? Yes. The pilot finds out where the best water is, and he erects leading marks on the shore for the guidance of vessels entering, but a great many of them use the tug now.

897. An entrance does not remain stationary for any lengthy period? That is quite correct. It fluctuates, but not so much since the northern wall has been constructed. I recollect when the entrance was to the north of where the wall is at present. It can never come there again; we have driven it further south.

898. Do the Government subsidise a tug for the Manning? Yes.

899. There is a large traffic in timber by sailing crafts? Yes, to all the rivers. I think thirteen sailing vessels came out of the Camden Haven only the other day.

900. *Mr. Lee.*] How long had they been there? They were detained there by the late bad weather.

901. They must have been there for a fortnight? Fully that.

902. *Mr. Roberts.*] In anything like an easterly gale, it is a common thing for vessels to be detained for two or three weeks in the northern rivers? Only in case of a gale like the one we had last week.

903. That was an exceptionally heavy gale? Yes. They do not have any very long periods of detention now.

904. Having got over the bar at the entrance to the Manning, is there not some difficulty in getting past what is called the Narrows? I explained I think just now, that our work inside the bar has decidedly improved the inner crossing, but is not sufficiently far advanced to improve the depth on the bar. The Narrows are decidedly better than they were.

905. Having got over the Narrows is there a fairly good depth of water in the river? You can go straight to Taree then, a distance of 19 miles.

906. From Taree can you go to Tinonee and Wingham? You can go to Wingham. It is not quite so good above Tinonee; it is rather bad at the back of the island off Taree. There are one or two bad spots up the river. The coastal boat goes to Wingham.

907. Constantly? I think she goes invariably now, and if she does not, it is not from lack of depth of water; it is simply to make the round trip in a given time that it stops at Taree. The river has been well dredged between Tinonee and Wingham.

908. *Mr. Lee.*] A question has arisen as to the probable cost of the stone for these works. You have estimated what the cost of the stone is likely to be per ton; but so far we have not been able to find out that the stone can be obtained for that money. Will you explain where you propose to get the stone to carry out these works, and under what circumstances you put it down at not exceeding 4s. 6d. per ton? The stone for the Manning River works is obtained from Crowdy Head, a headland about $4\frac{1}{2}$ miles north of the entrance to the river. It is excellent stone, and there is any quantity of it.

909. To which head will you have to make a tramway? There is a tramway in existence; it is the property of the contractor. Our contract rate for depositing stone there at present is 3s. 9d. a ton.

910. Is that the price for landing it, or for placing it on the works? That covers everything. We pay 3s. 9d. a ton when the stone is deposited in the wall, and not till then. It has to be up to a certain standard. Every ton of stone is passed over a weighbridge, and weighed in a truck.

911. Of course it is supplied in sizes, according to your instructions? That is regulated by the inspecting officer. If it is not up to our standard he rejects it, or puts it into a lower class.

912. Your arrangement is to pay so much a ton for suitable blocks placed in position, not so much a ton for what is taken out of the quarry? No; we pay for the material deposited in the wall.

913. That price will include the use of the tramway? It is a contract at the Manning, and the contractor has to find the plant himself.

914. Suppose you could not get on with the contractor, and you had to make other arrangements, where would you be then? We would start in and do it ourselves a little bit cheaper than he is doing.

915. There would still be a tramway to construct? It is probable that we would have to take over the present tramway from the contractor at a valuation, or let him take it out, and we would put in our own.

916. Suppose that by subsequent events you were compelled to take it over, would it necessitate any large addition to your estimate? No; it would be covered by our rate per ton. That rate per ton covers the cost of all plant, the construction of lines, the quarries, or the construction of punts and steamers if we find it necessary to bring the stone by water.

917. For some portions of the work you will have to take the stone by water? Yes, and you will find in the estimate that the rate per ton is increased for the double handling. The rate for the material in the southern walls is somewhat higher than the rate for the material in the other work.

918. As a matter of fact, one rate is only 2s. 5d. per ton for a length of 1,287 feet? That is our actual rate with the present contract for similar stuff used in the wall. If he can do it we can do it at the same price.

919. You are estimating that these works will take so much stone at so much a ton; but suppose you are out in your calculations, and you find that owing to the depth of the sand, or to your getting into deep water, it will take 50 per cent. more stone? I do not think the depth of the sand has anything to do with it, because as soon as we find that it scours down to a certain depth, we take care to prevent it going any further.

920. You cannot prevent a certain quantity of stone being swallowed up? Our estimate is a very liberal one. We allow for scouring down to 12, 14, and 16 feet; in some places, 22 feet, perhaps.

921.

H. R.
Carleton.
17 May, 1898.

921. Your object is to get a certain depth, 12 feet, and possibly 16 feet? Yes; but in preparing the estimates there are many places where we allow for the wall scouring very much deeper than that.
922. At times there is a very great displacement of sand;—what percentage of stone have you allowed over and above what would be sufficient if there was no displacement? We had a line of soundings along the line of the wall, and then we estimate that perhaps, 2, 3, 5, 10, or 15 feet of sand along the line of this wall may scour out, and we allow for filling up from that up to our level of 2 feet above high-water, or whatever the wall is fixed at.
923. That is as deep as you think the scour is likely to be? Yes; they are always very liberally made. We allow for scouring out deeper than it generally goes.
924. Do you think it is possible for a work of this character to involve an expenditure similar to that which happened at the Hawkesbury when, instead of, as they thought, a few thousand tons of stone filling it, it took nearly 1,000,000 tons, owing to the displacement of the mud? I do not think a similar thing is likely to happen in carrying out harbour works. I do not think such a formation could exist in any of the rivers. If we had such soft material as that, instead of having a deposit of silt it would all scour out; you would have a big hole there. In the case of the Hawkesbury River there was no tidal action, and therefore there was no scour to remove the mud. There is not the slightest probability of our meeting with such a thing in carrying out these harbour improvements. If there was such material in the rivers, we would have deep water instead of the bars we have.
925. You are prepared to give the Committee your assurance that a very liberal estimate has been made over and above actual requirements, to provide for a contingency of that sort? Yes; we estimate to scour down to at least the depth we hope to get in the channel.
926. What do you allow in your estimate to cover contingencies—10 per cent.? No; it is the estimate of quantity which is taken out very liberally. There is no percentage added in that way. After having estimated that it will scour down to, say, 15 or 20 feet below low-water, we take out the solid contents of a wall constructed over that line, and then we deduct a fifth from that for voids. That gives us the quantity of material in that wall. As a rule, we find the scour is not as great as we anticipated, consequently we save a deal of material.
927. I presume there would be conditions in some places where the scour would be very great? Yes; and when that occurs it is never of any great length, because we immediately check it by putting the small stone from the quarry over the bottom, coating it and preventing any further erosion.
928. Can you draw a comparison between the works which have been completed on the Tweed River, and the proposed works on the Manning River;—are they in any way similar? In the case of the Tweed and the Manning they are very similar.
929. You are aware that training-walls of great length have been constructed on the Tweed with very small stones, and those walls appear to have stood remarkably well? Yes.
930. Are you in a position to say whether there will be as much or more scour here than there is in the Tweed River? There will be more scour. I do not think we will be able to put the stone in the work as cheaply as we did there. We had a remarkably good quarry at the Tweed.
931. Do the conditions on the Manning differ so much as to lead us to suppose that works which have been successful on the Tweed will not be successful there? No; we will get exactly the same results on the Manning if we construct the walls.
932. Is it a fair assumption that if the work on the Tweed has stood well and answers its purpose, a similar work will also do so on the Manning? Yes; I think, if anything, we can allow for a somewhat better result on the Manning, because the watershed is bigger and the river is larger, and we have more flood-waters to assist us.
933. I presume you will use medium stone for the inner portion of the training-wall and larger stone for the rest? Exactly; we will never be able to put in the stone and maintain the works as cheaply as we did on the Tweed. On the Tweed, the quarry was simply a heap of road metal, and we only had to take it out. I think it ranged from 1s. 11d. to 2s. 1d. a ton for the work in the walls at the Tweed.
934. Can we safely take that as an evidence of what can be done by using small stone for inner training-walls? You can rely on that.
935. Would the peculiarities of the configuration of the stone in any way account for the success of the work on the Tweed? It would be a great mistake to use the water-worn material in any of the walls. It would be a mistake to use any boulder-shaped stone at all.
936. The stone which would come out of your quarry would be blasted out, and, consequently, it would have irregular faces? Yes; it is a solid mass of rock at Crowdy Head.
937. The stone will not be dressed in any way? No random stone.
938. You find that the best for the purpose? Yes; it interlocks itself.
939. Is it basalt at the Tweed;—what is it at Crowdy Head? Vitrified sandstone.
940. Will it fracture in the same way? We shoot it up. We take the large blocks to the large works; and the small stuff which is made by the shooting goes to the inner wall.
941. Do you think the Committee will be on solid ground if they take the works at the Tweed River as an object lesson as regards the design, the class of the effectiveness of the works? Yes. We will get deeper water in some cases than we got at the Tweed. We will get a better scouring power. They have a fine rainfall at the Tweed, but the watershed is not the same there as it is in the case of other rivers.
942. You are obtaining excellent results inside the bar of the Tweed? Yes.
943. By carrying the training-walls down to a certain distance, but not to the rock? We could not get out on the bar with that material; we would have to go to another quarry to do so.
944. Is it not a fact that in heavy weather a tremendous sea beats over the walls in the lower portion of the Tweed? Yes.
945. Yet they have stood it? Yes; but it would not do to go much further out on that assumption.
946. Do you propose to go closer to rough-water than you did at the Tweed? We do not allow any stone under 4 tons in the north wall at the Manning. At the present moment that is our contract.
947. You ought to obtain similar results here by using larger stone? Yes.
948. Do you think that the design could be improved upon? I could not improve upon it. Mr. Darley thrashed it out as fully as it could be done. I do not know whether anybody else could make any other suggestions.
949. Are you satisfied that it is a design which, if carried out according to the proposal, will give permanent

permanent results? I think we shall get a fairly stable entrance to the Manning, if the work is carried out on the plans before the Committee.

950. *Mr. Black.*] The position of the Manning somewhat resembles the position at the Tweed? It is very similar. The headland is on the northern side in each case. H. R. Carleton.
17 May, 1898.

951. It is not such a bold northern headland at the Manning as at the Tweed? No; it is nothing like the magnitude of the Tweed headland. At the Manning there are only two small headlands on the northern side, and these are some distance in from the bar.

952. Is it because the bay which you intend to enclose with training-walls is so near the entrance that you have not left an opening as you did in the works at the Tweed? No; it is because we do not expect the shipping to stop down there, it will go up the river. At the Tweed there is a township on the northern bank, and we had to make provision for vessels to get in there. A vessel which goes into the Manning goes straight up the river.

953. How is it that you did not think it necessary to have wave-traps at the Manning, as you have at the Tweed? Because I do not think that the shipping will lie down there. The object of a wave-trap is to intercept the waves and to enable a ship to lie easily at the wharf without any great range.

954. Do you not think that there will be any waves to trap there? There may be waves, but there will be no vessels there for them to hurt.

955. I thought the object of the wave-trap was to protect the training-walls? No; it is to protect a vessel lying at the wharf in front of the training-wall.

956. But when the vessel lies behind the training-wall, what then? There is no necessity for a wave-trap in that case. The object of the wave-trap at Newcastle is to make it very much easier for vessels lying at the Queen's wharf.

957. Do you think the northern training-wall at the Manning is absolutely necessary? I think it is one of the best portions of the scheme.

958. You think it is necessary for narrowing the channel and increasing the scour? Yes; to prevent the river running along the rough northern foreshore.

THURSDAY, 2 JUNE, 1898.

[The Committee met at the Court-house, Taree, at 11 a.m.]

Present:—

FRANCIS AUGUSTUS WRIGHT, Esq. (TEMPORARY CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

John Thomson, storekeeper, and Mayor of Taree, sworn, and examined:—

959. *Temporary Chairman.*] You are aware that there is a scheme before the Committee to construct certain works at the entrance to the Manning River;—have you ever examined a plan of the works as proposed by the Engineer-in-Chief, partly Sir J. Coode's scheme, but with a modification of it? I have visited the place, and I have a personal knowledge of the work now being carried on. J. Thomson.
2 June, 1898.

960. I suppose that during your long residence in Taree you have had occasion to go occasionally to Sydney by steamer? I have.

961. Have you ever experienced any difficulty in going out of the river and coming in? There is considerable delay at times, and the crossing of the bar is always carried out with a large amount of difficulty and considerable danger, and there is always an amount of uncertainty.

962. What class of steamers visit this place? The "Coraki" is the regular trader. She is one of the fleet belonging to the N.C. Co., and she is exchanged at times for other boats as occasion arises.

963. Do you know what water she draws loaded? About 7 ft. 6 in. loaded, I think.

964. Could a vessel of larger tonnage come into the port with safety? Not now.

965. What are her freights from here to Sydney? Maize is carried at the rate of 10s. a ton

966. Including drogherage? Yes.

967. And the return freights from Sydney? Dead-weights, 12s. 6d.; other weights are calculated on the basis of 15s. per ton measurement. The measurement rates are most unsatisfactory. They are very erratic, and consequently a great deal of friction arises about the charges. They never book any parcel at less than 1s.

968. What do they charge for crates of poultry and things of that kind? For poultry they charge 4d. per pair, the consignees providing their own coops. You can put as many in a coop as you like.

969. Eggs, and things of that kind? Eggs, 1s. and 1s. 3d. per case, according to size. A 1s. 3d. case would hold about thirty-six dozens.

970. Do you consider those freights high? As compared with the freights from other rivers they are high; but I have every reason to believe that in the event of better facilities being introduced they would be reduced.

971. Do you think that if the bar were deepened and a better class of vessels could visit the river, you could obtain a reduction of the freights? Yes; I have it on the authority of the company.

972. Is a reason for the comparatively high freights the difficulty of navigation? Yes; and the rate of insurance.

973. Can you tell the Committee the average depth of the water on the bar? We have two difficulties at the entrance to the river. There is what is known as the bar which is the direct crossing from the ocean into the river, but half a mile further up there are the narrows or sand flat inside, and when the bar is deep the narrows inside, as it is now, are very shallow. Last week there were 11 feet on the bar, and only 6 ft. 9 in. on the narrows.

974. Is that occasionally reversed? It is always reversed. When the narrows are deep the bar is shallow.

975. Can you mention any assignable cause of that? Only the effect of the wind; and there is a considerable quantity of drift-sand on the place occasioned by the tugs and tides.

976.

J. Thomson. 976. It arises from various causes of which you do not know all the details? Yes.

2 June, 1898. 977. The portion of these works which it is now proposed to carry out is to cost, practically, £100,000, which is a large sum of money to spend on the improvement of the river;—supposing that the people of the Manning had their choice of having £100,000 spent on the entrance to the river or having the proposed railway constructed, which do you think they would select? The question is hardly a fair one, because £100,000 spent on the bar, I presume, would mean the completion of the works at the bar.

978. Yes, to make an entrance with 12 feet of water? That being so, £100,000 would go no way in the construction of a railway.

979. It is not a question of respective cost, but supposing that the alternative were put to the people of the district, "Would you prefer a railway constructed to Taree or your river made navigable with a depth of 12 feet of water on the bar," which would they select? Taking the district as a whole, and the intermediate districts which a railway to Taree would serve, I think that the greatest good for the greatest number would be given by the railway.

980. There can be no doubt that, whatever may happen to the Manning and this district, the Government of New South Wales are morally bound to give a proper outlet by the river for its traffic; I think that is inevitable;—do you take the same view as I do, that no matter what else may be done, that work should be carried out? Yes. I said this morning, when giving evidence with reference to the proposed railway, that there are a number of people on the river who can be served only by water, and our present situation is that we are entirely cut off from any centre when the bar impedes navigation.

981. In fact, all the lower part of the river—Cooperook and around there—can be served only, as things now exist, by water? Yes.

982. And considering that aspect of the question alone, you think that the Government are justified in spending the money at the entrance to the river, and the people are perfectly justified in asking for a fair means of access, so that there may be no obstacle in the way of communication between them and the metropolis of the Colony? Yes.

983. I suppose you know nothing technically about the works—you do not profess to be an expert in any way? I know nothing further than what I have noticed as a layman and what I have heard from other people.

984. What are the general comments on the proposed scheme? The general comments from persons whose opinions I think are worth considering are to the effect that the works being carried out at the Heads at the present time, being on the northern side, are not likely to be efficient, and that no complete entrance will be made, and the improvements will not be anything like effective until the southern breakwater has been constructed.

985. That is the contention of those people whose business it is to watch the place? Yes, pilots and other men continually on the spot.

986. They contend that without the construction of the southern breakwater a perfect entrance cannot be made? Yes.

987. Why do they assert that? Because all our bad weather comes from the south and south-east, and when the wind comes from the south or south-east it backs in sand and closes up the entrance. The south beach is more exposed than the north. We have a natural breakwater on the north in the "Painted Rocks." I may say, though, that the beach extends very much further east than the "Painted Rocks," and the works on the northern side have done this amount of good—the channel does not work northward at certain seasons of the year, when the winds vary, as it used to do. The wall, so far as it has been extended, has had the effect of stopping it, and now the same service is required on the southern side. The easterly gale two or three weeks ago had the effect of carrying away a large amount of the south beach, and some of the timber that had grown on it was swept away, and there is every probability of another channel breaking out, which will mean that instead of being as it is now even, a wide entrance and shallow, it will be still wider and consequently more shallow.

988. The present idea is to confine the river within certain training-walls, and thereby affect a scour by having a narrower body of water with more velocity and greater force of current, so as to permanently keep the bar scoured out? That idea is accepted by all gentlemen watching the matter here too.

989. But local residents think that will not effect the entire object unless the southern breakwater be carried out? Yes. The water cannot be confined without the southern breakwater.

990. Do you know that the complete scheme is estimated to cost £220,000 if all the works be carried out as shown on that plan, but the officers of the Harbours and Rivers Department assure the Committee that by the expenditure of £100,000 a good permanent entrance with about 12 feet of water will be obtained;—you say that the local people who know something about it are doubtful about that? I say that it depends on where the money is to be spent.

991. It is not going to be spent on the breakwater on the southern side? Then I am of opinion that though it will help materially it will not give a perfect entrance.

992. As far as your knowledge goes, by the inside works you will not obtain the satisfactory result which the Departmental officers anticipate? Just so. The work as it is being proceeded with shows that the scour is forced on the southern side, which is always considered the most dangerous part of the navigation.

993. Your contention is that the breakwaters, especially the southern breakwater, must be extended to make the entrance a perfect one? That is my contention.

994. You tell the Committee, from information you have received from people resident on the spot and also from captains and others, that unless the southern breakwater especially be carried out they do not think that the object of making a good entrance will be secured? Quite so.

995. *Mr. Black.*] Do steamers of any size ever come up to the town of Taree? The boat that trades to Sydney always comes to Taree.

996. The "Electra," is it? No, she does not come to Taree now; she had to go away on account of the shallowness of the water. The "Coraki" is coming here now.

997. What does the "Electra" draw? I think 8 feet or 8 ft. 6 in.

998. And the "Coraki" draws about 6 feet, does she not? About 6 ft. 6 in. She can carry 1,000 bags of maize, I think, and draw 6 ft. 6 in.

999. Do you know that we have it on the sworn evidence of an engineer that with a little dredging you could have 12 feet or 14 feet of water all up the river as far as Taree? I have not heard that, but I

submit

submit that that evidence does not bear on the case, because the proposed work will not affect the navigation of the river farther than a mile from the entrance. J. Thomson.
 1000. If, with a little dredging, a steamer drawing from 12 feet to 14 feet could come up the river, and if with the construction of harbour works, the bar be so removed and the channel deepened that a vessel drawing 12 feet or 14 feet could enter almost at any state of the tide, then, obviously, if your trade warrants it—the bar being removed and a dredge being, as I understand it will be, permanently kept in the river—you will have vessels drawing from 12 feet to 14 feet coming up to your town if those improvements be made;—do you not think that, under such circumstances, the passage by sea would lose many of its terrors for passengers, and that your goods would be more speedily and more certainly taken to market than they are now? Certainly they would. As part of my evidence, I should like to submit a copy of a return of the exports of the district, as compiled from a reliable source, showing the importance of the trade and the exports from the river. These have been carried away by steamers, and are a fair example of what the exports are each year. This return is for 1897:—

EXPORTS.

Place.	Year.	Passengers.	Cattle and Horses.	Pigs.	Tallow.	Butter.	Cream.	Eggs.	Hides.	Poultry.	Chaff and Grain (maize excepted).	Fruit.	Oysters.	Maize.	
Manning River.....	1896	In 1,181 Out 1,124	164	8,100	Casks. 35	Tons. 67	Tons. 14	8,300 cases 207 tons	3,590 89 tons	26,100 prs. (say) 2,000 cps.	Tons. 20 chaff 67 grain	Cases. 1,900	Bags. 2,000	Tons. 6,260	
Do from Gloucester Camden Haven.....	1896	226 400	By road, 300	200
Hastings.....	1897 10½ mos.	In 500 Out 350
Macleay	1896	In 1,800 Out 1,500	9,260	63	1897. 53	160	2,900 cases 72 tons	3,500 87 tons	S17 crates	14,200
		7,881	3,464	18,560	98	120	174	283 tons	178½ tons	2,882 cps.	20 chaff 67 grain	47 tons	3,300	20,660	
Steamer rates, 25s. .	.....	.....	Cattle 20s. Horses 30s. Calves 6s.	2s. 6d. to 5s. accord- ing to weight.	18s.	40s. by box, 20s. return empties.	37s. 6d., 12s. 6d. return, same as butter.	50s.	20s.	4d. per pair without coops.	Chaff, 30s. Grain, 10s.	40s. per case.	12s.	10s. per ton.

George Ricketts, master mariner, Taree, sworn, and examined:—

1001. *Temporary Chairman.*] You are the local manager for the N.C.S.S. Co. ? Yes. G. Ricketts.
 1002. *Mr. O'Connor.*] How long have you been on the river? I have been stationed on this river as manager for the steamship company twenty-five years last April. I had been trading here previously. I came here first in the year 1862, whilst I was trading on the coast. My first trip to this port was in command of a sailing coastal vessel. 2 June, 1898.
 1003. Have you been connected with the port ever since? I first traded here for ten months in 1862, and I traded here off and on afterwards.
 1004. Are you the local manager for the company of which Mr. John See is one of the directors? Yes.
 1005. Would you kindly, with your experience, give the Committee the benefit of your opinion with regard to the proposal now before us? I think that the training-wall has gone out sufficiently far at the present time on the north side, but I think it will be totally useless unless the southern breakwater be constructed.
 1006. Will you say why? The water coming down from Pelican Point at the present time is cutting away the dry sand-spit on the extreme end of Mitchell's Island on the south side, and I believe that when a flood comes down it will cut away a great deal more. I have seen all that sandy point disappear before. Then there is a possibility that both the northern breakwater and the inner training-wall there now will be sanded up.
 1007. What is the effect of the work already completed? The effect of the outer breakwater has been to bring the channel a long way south; it has brought it into its original position years ago, and I believe it has deepened the water on the outer bar.
 1008. If the proposed training-wall on the south side be carried out to the extent of the firm red line, will not that be most efficacious for the present? Yes; the sand-flat on the north end of Mitchell's Island, on the south side of the channel, is a dry sandbank, and at the present time it has gone into a flat, and the high water flows right over the point into the river. Where it used to be a high sand-flat previously it is cutting away. In almost all bad weather we have had it has been cut away before, but it makes up again into a dry flat.
 1009. The gist of your evidence is that that northern extension would be altogether useless unless the southern work be completed? I think it would be useless without the southern portion.
 1010. But if the southern training-wall be erected to the firm red point, that would produce something like the results anticipated by the Department? I believe it would.
 1011. And it would be safe for the navigation of steamers up to 300 or 400 tons? Yes; I think it would command at least 12 feet of water.
 1012. *Mr. Fegan.*] What is the average depth there? At the present time there is about 9 feet on the bar; sometimes it is only 6 ft. 6 in. on the bar. We have had for a long time 6 ft. 6 in. and 6 ft. 9 in., and have had to go out only partly loaded.
 1013. Is any dredge working there at present? No.
 1014. Therefore it is allowed to silt up? It shifts every day; in fact, the inner flat shifts at the present time almost every hour. A vessel can now get to the flat point opposite Mitchell's Island, but then drops into 6 ft. 6 in. or 7 feet of water at high water.
 1015. How do you manage to get up at low tide? The ocean steamers cannot cross anywhere there at all at low tide; it is only the river boats that can cross then. There is about 6 ft. 9 in. this morning at high water at that particular spot.

- G. Ricketts. 1016. But the ocean steamers can come up to the flat opposite Mitchell's Island at low tide? Yes, just inside—up to the training-wall.
- 2 June, 1898. 1017. After crossing that, how far from there can you come up towards Taree at low tide? If you cross it you can come right up to Taree with plenty of water.
1018. What is the width of that? It is an immense sand-flat, with little channels. There is one little channel running down to the Heads on the east side of that flat. It is all in little crooked channels. There are no defined channels at present.
1019. There is half a mile of sand-bed there? Yes.
1020. In reply to Mr. O'Connor, you said that the work that has been carried out by the Department up to the present time has made the channel much deeper? Yes, on the bar itself.
1021. Or, in other words, it has given a better scour than there was previously? Yes, on the bar.
1022. But the work will not make a good approach until the southern training-wall be completed? Yes; and the northern training-wall requires to go a long way farther to the westward—the inner one. It ought to go up three-quarters of a mile further to the southward and westward.
1023. What place would that be nearer to? Nearer to the land on the west side of the channel above Harrington—what they call Fresh Water Creek; the creek that drains the swamps.
1024. Do you think that if that were done first it would be sufficient to made the stream much better than it is at present? Yes.
1025. What are your reasons for saying so? I think we would have a straight run of tide. By confining the water between those two walls it would confine the tide, and consequently would scour out the sand, and would secure a uniform depth of water. Inside the river it most certainly would do so; but possibly it might carry the outer bar farther out.
1026. Without constructing the southern wall? By constructing the northern training-wall farther out you may carry the sand-flat out with it.
1027. Do you think, as a man of large experience, that there is a probability of doing that? No; I do not think it would. In my opinion, to set to the southward would carry the sand away.
1028. Do you think that that result might be obtained by extending this northern wall? The inner wall, with the south wall too.
1029. You wish the southern wall to be done in any case? Yes. It will never arrive at anything without the southern wall, in my opinion.
1030. What is the distance across Mitchell's Island? About 400 yards.
1031. How far do you feel the stress of weather up the river? The last gale we had came right across the point of Mitchell's Island, where there is a dry sand-spit. It came right across the top of it, and there was a big sea inside the harbour; it caused a vessel to go ashore.
1032. Which vessel? The "John Gollan," tug-boat.
1033. What was her tonnage? About 50 tons.
1034. *Temporary Chairman.*] As to the bar shifting farther out, what depth of water have you outside the present entrance? It drops off gradually from the bar at the present time. It is 9 feet, and in a few casts you get 18 feet, until you get to 3 or 4 fathoms.
1035. It drops very sharply? Not very sharply; but from 9 feet it will drop down 6 feet for about 200, and it drops very rapidly after that.
1036. Is there a southerly set in there? Yes; sometimes a very strong one.
1037. So any sand driven out of the river will be carried to the south beach? Yes; down the Manning Bight.
1038. Out of the way of the river? Yes.
1039. But there is a danger, with a strong south-easterly gale, of that being driven back again? Yes.
1040. And hence your contention that the southern breakwater is a necessity? Yes.
1041. That is, to prevent south-easterly gales from driving the sand across the mouth of the river? Yes, and to prevent the sea from washing it in over this bank.
1042. You think that, with the construction of the southern breakwater, that is a danger always likely to happen? Always will occur.
1043. That a strong south-easterly gale will force the sand back, and so form a bar? Yes.
1044. *Mr. Black.*] The Harrington bar is considered one of the most dangerous bars on the coast? Yes, I think it is about the most dangerous. It and the Richmond bar are about equal—being open to the ocean.
1045. Sailing vessels cannot very well come in without the assistance of the Government tugs? They cannot now, but they used to do it before there were Government tugs.
1046. You mean to say that if there were no tugs they would be able to come in? They would be compelled to come in. So long as there is wind enough to let them in they are bound to come in.
1047. But it is not very safe for them? With the assistance of the tug it is, of course, safer for them.
1048. Does that northern headland give any protection from north-easterly gales? Not a bit. Crowdy Head shelters the bar somewhat from the east with true north-easterly weather. Crowdy Head standing out to the eastward of the Harrington Bar shelters it somewhat, and there is not quite so much sea there as there would be with the same amount of wind round to the south.
1049. But the south and south-east winds are the most dangerous to the entrance, are they not? No. Easterly gales bring a bigger sea in as a rule, but a heavy south-westerly gale is the worst for this bar, because it brings down with it a cross sea and a heavy ground swell. I have had worse seas there with a south-westerly gale than I have ever had with any other wind—more difficult to come in with, because you have to let go your anchors inside and track them up.
1050. It is, then, very dangerous to make the entrance in south-westerly weather? Yes; with a sailing vessel, with the assistance of a tug, it is dangerous.
1051. You have to keep well off the north point, I suppose? You have to take the vessel as far south as you can, and if you have not a tug-boat, and your vessel will not stay, she goes ashore. I have assisted a great number off that beach under the same conditions.
1052. The entrance to the river is fairly free from rocks, I believe? No rocks at all at the entrance to the river.
1053. Then, if you have a good scour, you may get any depth of water? Yes; you may get 34 feet or 36 feet of water. I think you go down pretty well to the bed-rock then—on the bar itself.
1054. Do the easterly gales ever cut through the sand-terraces opposite the oyster-beds? To my knowledge the sea may have spread over, but never cut through. 1055.

1055. Then I presume that the portion of the southern training-wall which stands by itself is intended to receive the current as it comes down the river, and throw it into the centre of the channel? Yes. G. Ricketts.
1056. In order to prevent the scouring or cutting away of the sand terraces on the southern side? That portion marked there is the oyster-bed rocks, and that is where it would have to be commenced. It has a solid bottom, and that is the place I would start from. 2 June, 1898.
1057. Can you add anything to what you have already said? The only thing to be done now is to go on with the present work—the inner training-wall—and to start the southern one as soon as they possibly can.
1058. *Temporary Chairman.*] In the event of these works being the success predicted by the officers of the Harbours and Rivers Department, and a permanent depth of from 12 feet to 15 feet of water being obtained on the bar, and in the river also, do you think that the North Coast Steamship Company will be likely to reduce their freights? Seeing that it will possibly be twenty-five years before you get the southern training-wall completed, I hardly know what to say. Another generation will have sprung up by that time. I cannot form an opinion.
1059. The southern breakwater cannot be constructed until the southern training-wall has been constructed to give them a means of access to it? Certainly. You would have to commence with a training-wall, and the breakwater to follow.

Thomas West Dugdale, storekeeper, Taree, sworn, and examined:—

1060. *Mr. Black.*] What evidence have you to offer? I have been a resident here for a long time, and I know that there has been a great loss to the district through the detention and destruction of property, especially perishable produce, on account of the shallowness of the bar; and on account of the difficulty and danger in passing in and out, we have suffered great inconvenience and loss for many years. I have been a resident in this district for about forty years, and I have seen it, you may say, from its infancy, and have seen how things have gone on since I came to the river, and the amount of loss sustained has been enormous—the loss of property and perishable produce. The want of a proper entrance has been felt to my knowledge for a great many years. Sometimes the bar is passable, but on other occasions it is very dangerous. I think it is one of the most dangerous bars on the North Coast. An attempt has been made to some extent, and some work has been done at the northern training-wall, but my individual opinion is that they commenced on the wrong side altogether. They should have commenced on the southern side. My knowledge of the bar is pretty considerable. I have watched it for many years, and my impression is that the southern training-wall ought to have been commenced first, because the south winds, which are the worst winds we have on the coast, and the south-east winds carry the sand which crosses the bar and fills up the entrance. There will be scarcely any good effected unless the southern training-wall be constructed. I believe the money will be wasted that has been already expended unless the southern training-wall be carried out, and I think that the inner training-wall if continued up the river along the south side along by Mitchell's Island is very necessary. These works are necessary for the river improvement, and if it be possible that we shall not get the railway, I am sure that a still greater necessity exists for the harbour works. T. W.
Dugdale.
2 June, 1898.
1061. Have you considered the relative advantages of the railway, and the improvement of the entrance to the river? For the general advantage of the whole district and of the Northern districts, I believe the railway would be the better, because there is a very large extent of country to be tapped by the railway. Of course the Manning River taps only the lands adjoining the river, but the railway would be of great advantage for the sake of the whole of this district, and the districts to the north of us.
1062. Is there not as much good land, and perhaps more good land, adjacent to the river throughout its course, as there would be to the railway, taking mile for mile? Yes; of good land, but it is localised.
1063. Do you think that £1,000,000 could be more advantageously spent on the proposed railway to Taree or £100,000 on the improvement of the river? At the present time I think the expenditure of £100,000 on the harbour works would be more advantageously spent.
1064. You bring your goods by steamer from Sydney now, do you not? Yes.
1065. How much per ton do you pay? I think 40s. per ton measurement and 12s. 6d. per ton dead-weight.
1066. You trade with Sydney then? Yes.
1067. If a railway were constructed to Taree, would you continue to use the river or would you use the railway? I think that for perishable produce the railway would be preferable.
1068. What perishable produce do you import from Sydney? My shipments are very small just now, and cannot be taken as a criterion.
1069. What perishable produce do you get from Sydney? In store-goods we get a very good supply.
1070. But they are not perishable are they? Not from Sydney, but I mean the exports.
1071. In the event of the railway being constructed, would you continue to trade with Sydney by steamer, or would you use the railway? I think the railway would be preferable.
1072. You would use the railway yourself? I think so.
1073. Do you think there is any likelihood that the railway would carry your goods at 12s. 6d. per ton dead-weight and 40s. for goods that are measured? I do not know. I do not know their tariff. I have had no experience with the railways.
1074. Suppose that you were charged double or perhaps treble by the railway, what would you do then? I do not think the goods would be conveyed by the railway then. I think the water-carriage would be the cheaper.
1075. In that event the railway, so far as you are concerned, would be used only under exceptional circumstances? I think it would depend greatly on the charge for freight.
1076. If the cost of carriage by railway were two or three times the cost of water-carriage, you would use the railway only in exceptional cases? Yes, I think so. I think the water-carriage would be preferable under those circumstances; but that refers principally to the Manning River and Manning River Districts.
1077. Do you think that the perishable products you were speaking about just now—and I suppose that when you speak of perishable products you mean dairy produce and eggs, and articles of that kind—would bear the cost of railway transit to Sydney or Newcastle? I cannot answer that question.
1078. You do not know? No.

T. W.
Dugdale.
2 June, 1898.

1079. But if they would, that would be the preferable route because of the quickness of transit? Yes; you have to compete with other districts in regard to that kind of produce, and there is great loss in that direction.

1080. How often do the steamers arrive here? Sometimes twice a week. On the average, I believe, once a week. I cannot say exactly; I have not taken particular notice.

1081. Do you not think that, for your trade and township, that is a sufficiently regular service? No, I do not, because the detention at the bar is very great sometimes.

1082. But when the steamer is arriving twice a week there can be no great detention at the bar? Yes; but sometimes there is a great detention and a great loss in consequence.

1083. Supposing that, through the improvements to the river you had a tri-weekly service and no detentions, excepting such as were caused by great gales, when it was impossible for vessels to venture either in or out, do you not think that you would have a fairly good service? Yes, I believe there would be a good service.

1084. Now, supposing that, through the construction of these training-walls and the scouring caused thereby which removed the bar, you had from 12 feet to 14 feet of water there, and that the dredging of two or three flats which lie between here and Harrington, gave you a depth of 12 feet or 14 feet of water throughout at high tide, and that in consequence of that a larger type of vessel could trade with the river, and supposing that, as a result of this you had a more frequent service, and in consequence of the increased size of the vessel and the increased safety of the bar lower freights, do you not think that land competition would be well nigh impossible? Yes, I think it would, unless there were a corresponding reduction in the freight by rail compared with the water-carriage. We are all living in hopes that that will be the case.

1085. I suppose you are aware that on the northern rivers, in consequence of the dangers of the entrances, insurances are very high? Yes.

1086. If the entrances were made safe, entailing a reduction of insurance charges, that would mean a corresponding or almost a corresponding reduction in freight? Yes, it would.

1087. Supposing that you got such a reduction, say of 5 per cent., do you think it would be asking too much if the State were to impose as an annual charge a tonnage due of about 1 per cent on the expenditure incurred in improving the river? I do not understand your question.

1088. Supposing that through this improvement of the river at public expenditure you had a 5 per cent. reduction in freights, would it be too much for the State to ask that 1 per cent. of that should go into its coffers as tonnage dues to recoup the State Treasury for the expenditure which would have caused the reduction in freights? I think that the risks would be very nearly the same.

1089. Would you not give 1 per cent. in order to get 5 per cent back? Yes, I would.

1090. Do you not think you would have a long way the best of the bargain? Yes, I believe so.

1091. Do you not think it would be a good investment? Yes.

1092. You do not think that the people of the district are so economical as to grumble at being asked to donate 6d. where they get 2s. 6d. as a consequence of the donation? I do not think the people would be very well pleased. I think that the district is entitled to the expenditure without any refund to the Government for the works done. We have been, to my knowledge, for forty years asking, and until lately we never had £1 spent on the entrance to the harbour.

1093. Do you not know that they make such charges in other parts of the world? There may be such charge; but I do not think that a charge for tonnage dues should be imposed on the Manning River district.

1094. Then, you would rather go without the improvements to the river? No; I think we are entitled to the improvements without any charge being made by the Government, and I think it is nearly time we got them.

1095. Do you know that all the vessels that go into Sydney Harbour pay heavy wharfage and tonnage dues to the Government for the money expended there? Yes; I know that.

1096. Why should any exception be made in the case of the Manning River? I do not think it would be very pleasing to the population. I think there would be a general outcry against tonnage dues. I think we are entitled to have the harbour improvements if we do not get the railway, and to have the improvements free of any expense to the people, seeing that we have had nothing done for so many years, and there is a large population settled here.

1097. Supposing it were made a condition that you should not have the improvements to the harbour unless you consented to the payment of tonnage dues—what then? Of course, we would have to submit.

1098. *Temporary Chairman.*] Are you aware that if the railway were constructed—the distance being 220 and odd miles from Sydney—and if you were to pay the ordinary railway freights, you would be charged about 50s. per ton for the goods you now get for 12s. 6d.? I do not know that.

1099. That would be the ordinary rate for goods, such as wine and spirits, drapery, packed ironmongery, and goods of that sort—between 50s. and 60s. a ton—that is if the same rates were charged as in other parts of the Colony; sugar, salt, and iron you would, perhaps, get at half those rates. The lowest rate on our railways is for grain, and the freight from here to Sydney would be 13s. per ton. Therefore, the freights generally would be from 13s. to 70s. per ton? We are paying 13s. per ton by water.

1100. You pay 10s. for maize? About that.

1101. The railway freight would be 13s., and according to the class of goods the freight would go as high up as 70s.;—do you think, in view of those circumstances, that if a railway were constructed to Taree, you would be likely to patronise it? I think so. Perhaps those people living adjacent to the river banks would prefer the steamer under all risks; but the larger population would avail themselves of the railway.

1102. *Mr. Hassall.*] Supposing if it were to cost you £2 10s. to get goods to Sydney by rail from Taree, and you could get them by boat for 12s. 6d., which mode of transit would you patronise? The boat, of course.

1103. If you could get your goods cheaper by a bullock-team from Newcastle than by a boat, you would patronise the bullock-team, would you not? Yes.

1104. You have lived in the district a long time? Yes.

1105. Does much of the produce of the district go through your hands as a general storekeeper? Not much of it now.

1106. With regard to your own business, are you pretty well satisfied with the mode of transit of your goods at the present time? No; I am not.

1107. Then, to remedy that, you say that certain improvements might be effected in the river? Yes.
1108. And you think that the country would be justified in expending a certain amount of money on the improvement of the river, and thereby to remove whatever impediments there are now to the navigation of it? Yes.
1109. If the railway were constructed, do you think that it would compete successfully with the water-carriage? I cannot express an opinion upon that. I think that a large quantity of perishable produce would go by train.
1110. Where are the general public who are going to be benefited by this railway if it be constructed? If you were to reside in this district you would soon find that out.
1111. The population is distributed along the various water-courses and the little valleys running from them, the people utilising the land, I presume, for agricultural and grazing purposes? Yes.
1112. And doing their best to make a living in that way? Yes.
1113. The population being scattered and able to cross the water-courses only at certain points, it must of necessity be that a considerable amount of road-carriage would have to be done even to reach the railway? Yes.
1114. Therefore, if the residents could reach the water, perhaps having to travel a few miles farther, and then have the benefit of the water-carriage, would they not patronise the water in preference to the railway? I think so.
1115. I suppose there is a considerable amount of business done in and about Taree? A fair business.
1116. How many times does the steamer run in here a week? Once, and sometimes twice, according to the state of the weather.
1117. Pretty well loaded every trip? Yes.
1118. Does only one steamer come here? Yes.
1119. Does that steamer meet the requirements of the trade? Sometimes.
1120. And sometimes you have to wait for an order to be executed? Yes.
1121. But if there were no hindrance at the mouth of the river, either coming in or going out, you think that one steamer could meet the requirements of the district so far as the carrying traffic is concerned? Not the present steamer, but a larger boat might do it.

T. W. Dugdale.
June, 1898

FRIDAY, 3 JUNE, 1898.

[The Committee met at the School of Arts, Cundletown, at 10:30 a.m.]

Present:—

FRANCIS AUGUSTUS WRIGHT, Esq. (TEMPORARY CHAIRMAN).

The Hon. DANIEL O'CONNOR.
JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

William Mills, boatman, Cundletown, sworn, and examined:—

1122. *Temporary Chairman.*] Already the sum of £23,000 has been spent, and it is proposed by the Harbours and Rivers Department to spend an additional £100,000, so as to take the southern breakwater out 900 feet, to run the training-wall shown by the firm red line, and to continue the other training-wall as shown on the map;—what is your idea of the effect of these works? I think it would be very good if the southern wall were there.
1123. If the departmental officers say that the construction of these works, at a cost of £100,000, will give you at all times 12 feet of water on the bar, and they propose to dredge the river so as to allow a boat drawing 10 feet to come up at any time, do you think that will be of some advantage to the Manning River? Yes; and the result will be cheaper freight.
1124. And if that work were carried out, you think the river would get all it wants in the shape of transport? Yes, for the present.
1125. Vessels could come in and go out at any time? Yes.
1126. With that work constructed, and with boats of the "Electra" type able to trade here, you think the wants of the district would be fairly met? Yes, I do.
1127. Can you tell the Committee what effect the piece of work already done has had on the river? It is not yet up to the mark; there is not enough done yet to show what the effect will be.
1128. But we are told that along the wall already constructed the river is rapidly deepening? At this end it is, but not at the mouth. There is nothing to protect the entrance to the river.
1129. The south-easterly gales drive the sand up into the mouth of the river? Yes.
1130. And until the southern breakwater be partly constructed you think that that will always happen? Yes.
1131. But if the southern training-wall be built—and that is the first work to be carried out, you think that that will protect the entrance of the river from south-east winds? Yes.
1132. How long have you been employed as a boatman on the river? About ten years.
1133. And your occupation as a boatman has made you fairly familiar with the river, and you have known times when vessels have been bar-bound and could not get out, and other times when they could not get in? Yes; I have seen the steamer stuck on the flat two or three days.
1134. It is proposed to carry out those works I have spoken of, and when they are completed the contention is that, with the assistance of a little dredging in the channel, a natural channel would be scoured out and kept scoured out by the construction of those works; and you believe that would be the case? Yes; I believe that will be the best thing for the district, for the present, at any rate.
1135. *Mr. Hassall.*] Is there not a place on Mitchell's Island where the sea-water and the river-water are very close together? There are 200 or 300 yards between them.
1136. Is that the narrowest portion? About the narrowest, I think. I do not think the river will break out, but the sea might break over.
1137. The river is never high enough to carry its water over? No; I have not seen it go over there.

W. Mills.
June, 1898

- W. Mills.
3 June, 1898.
1138. There is so much vent for the water at the back that there is no danger of its going there and breaking out and assisting to make a new channel? No.
1139. The breakwater, to make a good harbour entrance, should be carried out at the entrance as proposed? Yes; that is the proper place.
1140. You think that some protection might be required where it is proposed that a rubble-stone facing shall be erected? I do not know that it wants anything there; but it wants a southern wall, as I have said, to prevent the sand from silting up.

FRIDAY, 3 JUNE, 1898.

[The Committee met at Croki, at 2.45 p.m.]

Present:—

FRANCIS AUGUSTUS WRIGHT Esq. (TEMPORARY CHAIRMAN).	
The Hon. DANIEL O'CONNOR.	THOMAS HENRY HASSALL, Esq.
JOHN LIONEL FEGAN, Esq.	GEORGE BLACK, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

George Allan, farmer, Oxley Island, sworn, and examined:—

- G. Allan.
3 June, 1898.
1141. *Temporary Chairman.*] How long have you been residing in the district? Fifty years on the 16th January next.
1142. You are one of the oldest residents? I believe I am the oldest now.
1143. Do you know anything about the scheme before the Committee for deepening the bar and improving the navigation of the river generally? I have had a good deal of experience of the bar.
1144. Do you know anything about the scheme before the Committee? I do not know much about that.
1145. It is proposed to run a training-wall along the southern bank of the river down to the sand-spit, and to carry out a breakwater 900 feet long at the end of it, and it is also proposed to run another training-wall along the northern side of the river down to the work already done, and it is said that by the construction of these works the flow of the river will be narrowed and the scour will be increased, and that with the assistance of a little dredging the channel will be deepened, and the bar will be permanently removed;—what is your idea of that scheme? I believe it will greatly improve it. Many times I have assisted vessels that have got on the southern spit. We had to unload them, and remove the cargo to the northern side and reship it there after the vessel had floated in off the southern spit.
1146. It is supposed by the engineers that carrying that southern training-wall down, and carrying the breakwater out 900 feet beyond the sand-spit, will prevent the south-east winds from driving the sand into the mouth of the river? You will be past all danger beyond the southern spit. I was wrecked there twenty-five years ago in the "Fire King." We were disabled on the outer bar, and the vessel drifted on to the northern spit and became a wreck.
1147. Was she totally lost? Yes.
1148. It is proposed by the Government to spend £100,000 on this work; the completion of the northern breakwater is not included in that, and only a portion of the southern breakwater; but the engineering staff say that the expenditure of £100,000, in addition to what has already been spent, will make a fairly good harbour, giving 12 feet of water on the bar at all times, and that with the assistance of a little dredging there will be the same depth of water in the river; if that is accomplished, will it meet the wants of the river? Yes, I believe it would.
1149. If you have a bar and river capable at all times of admitting boats of the size of the "Electra," will that be sufficient for the trade of the place? It will be sufficient for such trade as has been done during all my lifetime here.
1150. Do you think that the proposed works are likely to be useful? Certainly they will be useful. I believe that the northern training-wall will not be of much use unless there be something done on the southern side. There has always been more danger on the southern than on the northern side.
1151. By reason of the south-east winds heaping the sand up on the bar? Yes.
1152. If the southern breakwater and the southern training-wall be constructed, you believe that will be stopped? Yes.
1153. The original proposal was to spend £220,000 on the harbour works; £23,000 have already been spent, and the engineers say that if an additional £100,000 be spent, they think that the works will answer all the purposes required of them—that they will give you 12 feet of water on the bar, and that with a little dredging and the natural scour of the river, you will have a river navigable all the way to Wingham, with a fairly good depth, and always a good bar;—if that were done, I do not suppose you would want a railway? No; not for the lower part of the river anyway.
1154. The river banks are the richest part of the district? Yes, they are by far the richest.
1155. And the bulk of the settlement is on the banks of the river? Yes.
1156. And therefore the people there would be served better by a river with a good entrance than they would by the railway? I believe, honestly speaking, that 1 acre on the banks of the river below Taree is worth 10 acres above Wingham.
1157. The railway would serve only that portion of the river—it would not serve the lower portion? It would not serve the lower.
1158. And as the railway is estimated to cost £1,000,000, and to entail an annual loss of £31,000, do you think the Government had better spend money on the lower part of the river in making you a good harbour? Yes; it would certainly improve the lower part of the river.
1159. And it would do more good, I suppose, to the majority of the people than the railway would? It would, in my opinion. It would give facilities for freight of all kinds.
1160. It would be cheaper to the State and better for the people? Yes. A railway would be only for passengers and live stock.
1161. For carrying heavy goods the railway would be too expensive? Yes.
1162. Therefore, even if the railway were constructed, and if you were to have a good harbour, the bulk of the trade would go by sea? Yes; it is the cheapest freight to send all produce by.

1163.

1163. Do you know anything of the mountains at the head of the river, towards Gloucester? Yes; I have been there often.
1164. A great deal of that country is very rough, is it not? Yes.
1165. Unsuitable for settlement? There may be some of it about the Barrington and other places suitable for settlement, but the greater part of it is not fit for settlement.
1166. On the Barrington and about Gloucester there is some good land? Yes.
1167. But that all belongs to the A.A. Co.? Yes.
1168. And the proposed railway would pass through their land for 52 miles? Well, they should give whatever of their land is required for the construction of the railway.
1169. Do you think the taxpayers of this country would be justified in spending £1,000,000 to bring a railway to Taree, and then suffer an annual loss of £31,000 besides? I cannot see it.
1170. You think that they had better devote their attention and money to making your natural port better than it is now? Yes. If they can improve it as much as they have improved Newcastle Harbour the last fifty years it would be of great benefit to everyone.
1171. The engineers tell us that they could get from 12 feet to 15 feet of water on the bar and all the way up the river under this scheme, and you think that if they do that it will be a good permanent work, and beneficial to the district? It would.

G. Allan:
3 June, 1898.

Izra Perrett, farmer, Croki, sworn, and examined:—

1172. *Mr. Black.*] You heard the evidence given by the previous witness? Yes.
1173. Do you confirm it? I can confirm it.
1174. Is there anything that you would particularly like to add? I hardly agree with him so far as the railway is concerned. I think the railway would be a great blessing to the people on the river. The expenditure would be enormous, and consequently that would be a detriment; but, at the same time, I think that the railway would open up a large area of country that would be fit for the production of fruits, vegetables, and such things. There is one thing to be borne in mind. This North Coast is not subject to heavy droughts as many parts of the Colony are, and consequently I believe that in times of drought this North Coast will be a great blessing to the metropolis and people in general. It is well known that in times of drought Sydney suffers very much from want of vegetables, and many other things, which have to be brought from Melbourne and Hobart and other places, and I believe that we could supply these things quite as well in times of drought. I think that many thousands of acres could be brought under fruit cultivation. I believe we have some of the finest land between here and Port Macquarie that there is in the world for growing fruit, especially oranges. It has been said that the country lying between Taree and Port Macquarie is the home of the orange, and it is a well-known fact that Manning River oranges are now inquired for in Sydney, and have been for a good many years, and I think the railway would be very serviceable in this respect. Not only so, but I think you would derive a large revenue between the various townships and the rivers, such as the Macleay and Port Macquarie, and other places, leaving out altogether the revenue to be derived by the railway to Sydney and Maitland. There is a large traffic along the North Coast; in fact, you can scarcely look out without seeing some one travelling one way or the other, and I think that many people would dispense with the use of their horses and would use the railway.
1175. Do you know that the freight to Maitland by train would be at least twice as much as the freight to Sydney by water, and that the freight to Sydney by train would be about four times as much as the freight to Sydney by boat? I suppose it would—a great deal more, at all events.
1176. Under those circumstances, do you think the people would be likely to use the railway when they have water carriage so much cheaper? I think they would for perishable goods.
1177. Why for perishable goods? Because very frequently they deteriorate in value in going from the rivers to Sydney, and very often they are altogether spoilt.
1178. How—through delay? Yes; for instance, fish.
1179. There is a scheme proposed for the removal of the bar and the improvement of the river which will take away the cause of the delay;—if you were to have an improved entrance, and steamers of a more powerful character going up and down the river, they would be able to run to Sydney from the mouth of the river in about eight hours; you could not get round by the railway as quickly as that? I suppose it would be quicker, would it not? It is not the length of the passage by steamer, but the delays at the bar of which we complain.
1180. But this scheme is for the removal of the bar;—supposing that the bar be removed, and you get 12 feet or 14 feet of water at the entrance, and steamers are able to come in and go out in all weathers, excepting gales, and you have a larger class of boat than is now trading here, and supposing that this larger class of boat, through the dredging of two or three shallows on the river, is able to go as far up as Taree, do you think that, with such a convenience, you would have any need for the railway or be likely to patronise it at all? That would do away with the necessity for a railway to a very great extent, I believe. So far as I am concerned, I may say that the steamer would suit us best on the lower part of the river; but I cannot speak for the people of the district generally.
1181. *Mr. Fegan.*] How far do you live from here? Just across the paddock.
1182. I believe you were one of the men who started the dairy industry here? My son did.
1183. Is he making that business a success? Yes, quite a success.
1184. So much a success that he has given it up? No.
1185. I mean personally, and is devoting his energies to something else? He is keeping that on.
1186. Not by his own labour? Not altogether his own labour. He is here sometimes.
1187. It has been such a success that it has enabled him to employ men instead of doing the work himself? Yes.
1188. How many cattle has he? I cannot say how many.
1189. I suppose you are interested in it? Not in his dairy; he rents land from me.
1190. What is your area? I own about 200 acres altogether.
1191. How many cattle are there on that 200 acres? Some 200.
1192. That is a beast to the acre? It will carry more than that.
1193. Without having to drive them elsewhere during portions of the year? Perhaps in time of flood you have to remove them.

I. Perrett.
3 June, 1898.

- I. Perrett.
3 June, 1898.
1194. But in ordinary weather? In ordinary weather you can keep that number of cattle there.
1195. What did you grow on that land previously? Principally corn.
1196. Which pays you the better? The dairying—a great deal.
1197. So you found out that easy work is not always the best-paying; maize-growing is easy work, is it not? Oh, no. You have to work early and late to earn anything at all.
1198. But since your land has been cleared, it is comparatively easy work? Not at all.
1199. There is no necessity to get up at 3 or 4 o'clock in the morning? Perhaps not.
1200. But you have to do that with dairying? We get up about 4 o'clock.
1201. And must be at it late again at night? Sometimes.
1202. But it pays much better than maize-growing? Yes; I think that of the two, the dairying is the easier. We have longer hours, but we have a long spell in the middle of the day.
1203. Well, if it pays better, and is easier work, so much the better for those who carry it on? Yes.
1204. Whatever produce you have, you ship from here? Yes; at the wharf.
1205. How many butter factories have you here? Only one, and several creameries.
1206. How many creameries have you? Four belonging to this company.
1207. Does the butter factory take all the cream of the various farms round about here? The factory here does generally, but the other company comes here sometimes.
1208. So you do not send a great deal of the cream out of the district? We do not send much cream out of the district, but we send butter.
1209. The farmers individually do not send their cream out of the district, but to the butter factory? Yes, generally; but I think there is an exception or two.
1210. The owners of the butter factory take the cream from the farmers and ship the butter to places where they have a market? Yes; to Sydney generally.
1211. What is the price of butter here at present? I think 1s. 1d.
1212. That is a fair price for butter, is it not? Yes; but the supply of milk is very small now.
1213. Owing to the cold weather? Not only that, but we have had a heavy gale and very high tides which destroyed the grass.
1214. But you have no doubt that the dairying is preferable to any other industry which you have been carrying on on these rivers? Yes.
1215. Is the 12s. 6d. freight by boat the average freight which has been paid on these rivers? I cannot say. We have not sent anything for many years. Before we took to dairying we fattened cattle, and found that that was better than growing maize.
1216. To where did you send your cattle? We sold them on the rivers. Sometimes they were bought and sent to Sydney.
1217. And sometimes they were sent to Maitland? Yes.
1218. But not very often? Not very often.

Edward Albert Sheather, fisherman, Jones' Island, Manning River, sworn, and examined:—

- E. A. Sheather.
3 June, 1898.
1219. *Mr. Hassall.*] You see the plan of the river showing from Pelican Point down to the entrance at Harrington;—it is proposed to carry out certain works in connection with the entrance to this river, by running a training-wall along the eastern side of the river and out to the southern entrance, and then carrying a breakwater out 900 feet to protect the entrance from the south-easterly winds and the drifting sands; it is also proposed to run a training-wall along the western bank of the river, following right round past the township of Harrington to the pilot station, and continuing it out to the northern breakwater; the black line shows what work has been done, and it is proposed to extend that work out on the north and form a breakwater, and then to continue the training-wall along the sand-flats right up to nearly opposite Pelican Point; you have seen where the work has already been done? Yes.
1220. Has the erection of that wall had the effect of deepening the channel in any way? It has had the effect of improving the bar greatly.
1221. The work already completed has had the effect of materially improving the bar? I believe it has benefited me personally to the extent of £50 by the steamer getting more direct communication.
1222. By being able to come in better than she did before? Yes. After Christmas, and from that to midwinter, the bar generally shoaled up and split into three small channels, but since the training-wall was put there it has not done so.
1223. It has kept the one channel open the whole of the time? Yes.
1224. That is of great advantage to the steamer coming in or going out? Yes. That channel shifts to and fro, but a very small distance compared with what it used to do.
1225. But it still retains the one channel only? Yes.
1226. If this other proposed work were carried out, what do you think the effect of it would be—say, commencing at the southern sand-spit? At the present moment the water strikes the present training-wall just below the pilot station, and that has the effect of diverting it across to the southern point of the entrance.
1227. When the current is diverted in that direction, what effect does it have on the low sand-spit at the southern entrance? According to my recollection, it has never been as deep along the spit there as it is at the present moment. It was always shallow previous to the construction of the training-wall.
1228. But since the training-wall has been completed below the pilot station it has had the effect of putting the channel over what was formerly a shallow sand-flat? Just so.
1229. Does the steamer come in and go out over that channel? Yes.
1230. Comes in where it is proposed to construct the breakwater? No; I think according to the plans the channel would come inside of the breakwater.
1231. Do you think it is necessary to construct the training-wall along the western side of the river and down to the east of the line previously mentioned, and to extend the breakwater the distance proposed into the ocean? Well, the prevailing seas here are southerly, and that makes the bad bars and prevents communication.
1232. So that breakwater would be a protection against it? Most certainly.
1233. And would be the means of creating a strong scour in the river, which would have the effect of keeping the channel open practically at all times and in all seasons? I believe it would have that effect.

E. A. Sheather.

3 June, 1898.

- 1234. Do you think that that work will be beneficial to that river? I have no doubt it will, judging from the effects at the present wall.
- 1235. You feel confident that an extension of the work would result in very largely increased facilities for getting in and out of the river? Certainly. That has been proved already by what has been done.
- 1236. Is it very difficult to get in and out there at the present time? It is. I believe it is one of the most dangerous bars on the North Coast, but it has not been nearly so dangerous since the wall has been put there as it was previously.
- 1237. That shows the money spent has not been wasted? It has not.
- 1238. You depend entirely on the steamer as your means of communication between here and the market? Entirely.
- 1239. Do you think that if the bar entrances were improved, there perhaps would be more traffic in and out of the river? I have not the least doubt of it.
- 1240. Does the present steamer traffic meet all requirements? At times, but not always.
- 1241. Do you mean, then, that with a better means of getting in and out of the river an additional steamer would have to be put on? I have not the least doubt of it.
- 1242. To convey the produce from the farms lying along the banks of the river? There are farms lying idle in some places. The farmers are handicapped. During some portions of the year they can get their produce away; but, when the price rises, they are sometimes handicapped because they cannot get their produce away, and take advantage of a rising market.
- 1243. I suppose the bulk of the farms are situated along the course of the river, and the creeks going into it? Just so.
- 1244. And nearly all are served by water-carriage? Yes.
- 1245. They have only a short distance to go to get their produce to the water? Yes, with a very few exceptions.
- 1246. So, practically, the opening up the river entrance, and making it available in all seasons, would be of distinct benefit to the people of the district generally? It would.
- 1247. Have you also heard of the proposal to construct a railway to Taree? I have.
- 1248. Do you think that the railway would serve the district as well as the river? I think the rates on the railway would be too high.
- 1249. And the cost of construction being so high, the annual loss would be too great? I think so.
- 1250. But you think money might be advantageously spent in improving the entrance to the river? Yes.
- 1251. Now look at the red line on the map marked "rubble-stone facing"; it is proposed to carry out a piece of work there by putting rubble-stone along at that particular point—do you know that place? We call it the "blow-over"; it is a portion of sand with no timber on it.
- 1252. It is a bare patch of sand lying between the ocean and the river? Yes.
- 1253. Do you think there is any danger of the river ever breaking through there, and forming a fresh channel? Yes, I do.
- 1254. What width of sand is there between the river and the ocean? By a rough calculation, I think, at high water, there would be only about 6 or 8 chains.
- 1255. Then, if a heavy sea broke over that particular spot, and the river got a start running through there, it would form a fresh entrance altogether? I have no doubt there is a danger of it.
- 1256. Unless something be done to protect it? Yes.
- 1257. Is that the only spot that will need protecting along there? Yes; I think so. It has hardly altered in my time at all, only the sand is working over it. The ocean and not the river seems to be encroaching on it.
- 1258. It seems to be carrying the sand away a little, and narrowing the neck of land between the river and the sea? Yes.
- 1259. Do you think that the erection of a training-wall along the northern bank of the river would have the effect of throwing the water over there, and perhaps carrying away a portion of the bank? In flowing out the tides strike in the bend, but do not seem to break over the spit. They strike at about the place proposed to be protected by the rubble stone facing, and then turn and strike out towards a point of the wall already completed—just about the end of the wall.
- 1260. Do you think the erection of this wall along the northern bank will have the effect of keeping the channel clear at all times, and secure the proper inflow of the tide and outflow of the river? I have no doubt it will, judging from my recollection. When I was a boy we had the narrows at the end of the proposed training-wall on the western bank; that is, some twenty odd years ago. I was away at the time, but I believe that the dredge opened it, and when that was opened it scoured away. There is very deep water now where the narrows were formerly.
- 1261. So the channel has changed, and has been scoured out principally by the action of the tide or flood in the river? Yes.
- 1262. *Temporary Chairman.*] It is proposed by the Government to spend £100,000 on these works in addition to the money already spent, but it is not proposed to carry out any portion of the northern breakwater, and only a portion of the southern breakwater—do you think that that portion, if carried out, will be sufficient to protect the mouth of the river from south-east winds and the accumulation of sand—I mean the 900 feet that is to be carried out, will that be carried out far enough to protect the mouth of the river from south-east gales? I think not.
- 1263. You think that the whole of the southern breakwater should be carried out? Yes; I think it is of more consequence than the northern.
- 1264. That is admitted, but you think that the whole of the southern breakwater requires constructing to make a good job of it? Yes; I think so.
- 1265. You think that, under any circumstances, the whole of the southern breakwater should be built to protect the mouth? Yes. I think the southern is of more consequence than the northern.

William Henry Shoesmith, farmer and oyster-getter, Mitchell's Island, sworn, and examined:—

- 1266. *Temporary Chairman.*] Have the proposed works at the mouth of the river been explained to you? I have read a little in the newspapers about them, and I have seen the work already constructed.
- 1267. What has been the effect of that work? It has been a very good work I consider.
- 1268. Has it done any good? Yes, I believe it has done a lot of good.

W. H. Shoesmith.

1269. 3 June, 1898.

- W. H. Shoesmith.
3 June, 1898.
1269. Has it deepened the portion of the river where it is? Certainly, it has.
1270. And has done something to scour the entrance? Yes.
1271. Do you think that a prolongation of that work up the river on the northern side, and the construction of the work marked red on the plan, on the northern and the southern side of the river, will have a still further beneficial effect on the entrance? Yes; the northern training-wall should be continued up to the oyster swamp, as shown on the plan.
1272. Now, coming to the southern side, it is proposed to commence a training-wall at the point shown on the plan marked red, and continue that down to the point of the island which forms the southern entrance? We call it the south beach. That would be of more importance with regard to the navigation of the river than the continuation of the northern training-wall.
1273. As far as your knowledge goes, you think that these works will be beneficial? Most certainly.
1274. I presume you have had no experience of harbour works? I have had that much experience of water-running that I know that if you confine the water there in a narrow space it will be kept navigable, whereas if you allow it to spread over the Manning it will not be navigable.
1275. One of the objects of these works is to confine the river to a narrow channel, and by dredging assist the scour? Yes.
1276. If the channel be removed to the mouth of the river, do you think that the ocean current will carry the sand away from there? I think it would do so.
1277. It would be carried by the scour of the river into comparatively deep water, and then moved along by the sea current? Yes.
1278. It is proposed by the Department to spend £100,000 on these works, and not to complete the northern breakwater, as shown by the dotted red lines, and only 900 feet of the southern breakwater;—you think that the effect of the work will be good? Yes; I think that is of more consequence than any other part of the work.
1279. If the Government make, as they say they can, a harbour at the entrance to the Manning, with 12 feet to 15 feet of water, do you think that the means of communication will be all that is wanted for the river—that will permit boats carrying 500 or 600 tons of cargo to come here in any weather? Yes; I believe it will be of great benefit to the river.
1280. If you, as a resident of the district, were to have the question put to you, would you sooner have the harbour work complete or the railway built, which would you vote for? Harbour works.
1281. You think the harbour works would be the more beneficial to the district generally than the railway would be? That is a hard question to answer.
1282. Supposing that the railway were completed, and these harbour works were completed, if you wanted to send freight to Sydney, you would have to pay three or four times as much to send it by rail as by steamer;—do you think people would be patriotic enough to support the railway if they could get their produce taken to Sydney by boat at one-third of the cost? I think they would not.
1283. It is not possible to carry maize or heavy products by rail to Sydney;—they will always go by sea? Yes.
1284. All the railway would be useful for would be to carry passengers' live stock, and small packages? Yes.
1285. That being the case, do you think the country would be justified in building the railway at the cost of £1,000,000, and losing £30,000 a year afterwards? I do not think so. But the railway would open up new country.
1286. A lot of country that belongs to the A.A. Co.? Yes; but there is a lot of country also that does not belong to that company.
1287. The railway would run for 50 miles through the A.A. Co.'s land, and they would greatly benefit from its construction? Yes.
1288. Supposing that the question were put to the people of the district, "Will you have the railway, and let the harbour works go by the board, or will you have the harbour works and not the railway." Which do you think they would vote for? They would vote for the harbour works.

William John Henry, manager of the Lower Manning Co-operative Dairy Co. (Limited), Croki, sworn, and examined:—

- W. J. Henry.
3 June, 1898.
1289. *Mr. Fegan.*] You are the manager of the butter factory? Yes; the Manager of the Lower Manning Co-operative Dairy Co., (Limited).
1290. When did you commence business here? The Company commenced in 1893.
1291. Therefore they have had five years of it? Yes.
1292. How long have you been manager here? Between nine and ten months.
1293. Have you any statistics with you? Yes; I have the turnover of the Company for the last twelve months. They shipped to Sydney 297,805 lb. of butter for the year ended 30th April, 1898. That is, a little over 146 tons. The value of that in Sydney was £13,678 8s. 10d. The freight paid the North Coast Steamship Company for the same period was £292, and other freights inwards, machinery, &c., amounted to £60, making a total of £350. Our Company's output is increasing every day.
1294. Have you any other figures for the Committee? Yes; I hand in a statement showing the returns of the factory for the last twelve months, both in output and value. It is as follows:—

					Butter.	Value in Sydney.		
					lb.	£	s.	d.
May,	1897	...	...	...	16,296	.....	941	10 0
June,	"	...	...	...	16,893	.....	1,154	9 10
July,	"	...	...	...	13,720	.....	799	4 8
August,	"	...	...	...	12,514	.....	622	11 8
September,	"	...	...	...	14,957	.....	690	14 3
October,	"	...	...	...	28,392	.....	1,064	14 0
November,	"	...	...	...	27,133	.....	975	8 5
December,	"	...	...	...	30,128	.....	1,032	5 4
January,	1898	...	...	...	14,403	.....	1,431	7 8
February,	"	...	...	...	40,820	.....	1,333	19 4
March,	"	...	...	...	43,064	.....	1,586	13 4
April,	"	...	...	...	39,480	.....	2,045	10 4
					297,805	.....	£13,678	8 10

1295.

1295. I see that in April this year you had 39,480 lb. of butter, which was valued at £2,045 10s. 4d.;— W. J. Henry. would you compare April, 1897, with April, 1898? I have not got that information to hand. The output has nearly trebled itself this year, compared with that for the previous one. For the last six months the turnover of the company has been more than in the previous twelve months. 3 June, 1898.
1296. Do you know the number of farmers who supply you with their cream or milk, as the case may be? There are about 150 odd milk suppliers, and forty odd cream suppliers.
1297. How many cows does that represent? That would be hard to make out. The herds would range from 120 head for the largest man, down to four or five for the smallest. I think you can safely say twenty-five head apiece, on the average, in milk.
1298. In reference to your factory, what machinery have you there? In the factory we have a 16-horse power boiler, a 12-horse power engine, three separators, and two large churns.
1299. What is the capacity of the churns? 600 lb. each. We have also cool chambers and a compressor and one butter-worker, and, of course, weighing machines, testing machines, &c.
1300. According to that, you have a plant that would do double the work you are doing at present? Yes; and outside we have three creameries.
1301. But I mean your plant is sufficient to cope with double the amount you have at the present time? Yes, fully that; or, with the addition of another separator or so, we could make it equal to doing double the amount.
1302. That means an increase that will not take place for a few years to come? We expect to be put to our best next year. We expect to do double then.
1303. Are so many using their farms, then, for dairy purposes? A lot growing maize have spare ground on which they can run cattle, too.
1304. So, from your intimate knowledge of the dairy industry, you think that this country has a great future before it? I do, especially up the river.
1305. I suppose that you use the water for carriage? Yes; there is no other means.
1306. Has that been satisfactory to you so far? Yes; the only thing is the delay of the steamer. Sometimes we lose on our butter, through the steamer not being able to get out. That makes it bad for us, especially in the summer.
1307. What are you paying for the carriage of your butter per ton now? About £2 per ton. The carriage is cheap enough; but there is delay and loss through not being able to get it to market sometimes. If the delay were taken away we would be all right.
1308. What is the cause of the delay? The bar.
1309. If that is remedied, so that the bar will not be an obstacle to navigation, will not that serve the people of this district as well as the railway would? If they can remove the obstacle at the bar, I think it ought to suit the district.
1310. Do you think that you could get your butter conveyed as cheaply by railway to Sydney as by water carriage? No; I feel sure we would have to pay twice as much.
1311. That would take away a lot of the profits of your factory? Yes; it would.
1312. It would mean either taking some of the profits from your factory or reducing the payment you make now to the farmers who supply you with milk and cream? Yes; that is what it would mean. If the bar could be made navigable in all weathers, I do not think the people would have anything to complain of.
1313. *Temporary Chairman.*] If there were 12 feet or 15 feet of permanent water on the bar, and the river were deepened to that extent all the way up to Taree, would you consider that a good harbour for the requirements of this district? I would.
1314. That would admit boats carrying from 500 to 700 tons of cargo? Yes.
1315. And if that result were obtained by these works, would you consider the district thoroughly well served so far as transit is concerned? I would.
1316. You have creameries? Yes.
1317. Can you inform me if good cattle are used by the dairymen in the district? They are what I consider fair cattle.
1318. What is the average quantity of butter-fat? This month it would probably average 4'1.
1319. What would it average in ordinary seasons? About 3'5.

SATURDAY, 4 JUNE, 1898.

[The Committee met at Harrington, at 2 p.m.]

Present:—

FRANCIS AUGUSTUS WRIGHT, Esq. (TEMPORARY CHAIRMAN).

The Hon. DANIEL O'CONNOR.
JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

Henry Deane Walsh, District Engineer, Newcastle, sworn, and examined:—

1320. *Temporary Chairman.*] These works are under your charge are they not? Yes.
1321. Will you kindly take this plan and explain fully to the Committee what has been done already and what you propose to do? No. 1 wall—that is, the north training wall, coloured black, starting from near the "Painted Rocks," and going easterly—was commenced in June, 1895; and in January, 1896, it was thought necessary, on account of the very crooked channels inside, in the basin, to run a training-wall in a westerly direction—a river training-wall—and that was started in January, 1896. H. D. Walsh.
4 June, 1898.
1322. What is the length of the portion already constructed? The amount of the north training-wall constructed up to date was 2,000 feet or 2,300 feet at the time the calculations were made, and there are also 1,287 feet of the river training-wall constructed.
1323. How much further east is it proposed to construct that north training wall? The north training-wall turns into a breakwater from now—it begins to rise to a greater height, and will have to be made of

- H. D. Walsh. a heavier class of stone; and it is proposed for the present to extend it in an easterly direction 900 feet farther from the point when this plan was designed, or about 800 feet from where you saw it to-day.
- 4 June, 1898. 1324. Taking the southern side, what are the proposed works there? It is proposed to create a barrier bank, 5,200 feet long, of small stone such as we are putting in the top end of the river training-wall, and to construct a southern breakwater 2,600 feet long.
1325. Is the whole of that breakwater proposed to be constructed at present? 2,600 feet of it is proposed to be constructed at present.
1326. Will you kindly say at what point it terminates? Almost opposite where it is proposed to terminate the northern breakwater, but slightly further to the east. Some distance up the coast where the scrub has been broken away, and where there is a chance of the sea breaking through, on account of the narrowness of the belt of land between the ocean and the river, it is proposed to construct 1,500 feet of rubble stone facing to protect that.
1327. To prevent the possibility of the river breaking through there? Yes; it may eventually be necessary perhaps to continue that rubble stone facing until it meets the barrier bank.
1328. Now, as regards works on the western side of the river? On the western side of the river it is proposed to carry the training-wall in an easterly direction some 8,900 feet further than it is at present—up to Chinaman's Point.
1329. Can you tell us the cost of the proposed works? The cost of the northern river training-wall will be £24,307 10s.
1330. And the northern breakwater? The northern breakwater, so far as we propose to go, is estimated to cost £18,652 10s.
1331. The total proposed expenditure on the northern side is £13,443 15s.? Yes.
1332. Now, on the southern side? On the southern side the barrier bank, £13,950, and the southern breakwater, so far as we propose to go, £36,162 10s.
1333. You have omitted the cost of the rubble stone facing? That is £1,530. Then there is supervising, &c., £4,713 15s.
1334. Making altogether how much? £99,800—practically £100,000.
1335. Will you now kindly explain what has been the effect on the entrance to the river of the works already constructed? Of course, we could not expect the works, so far as they have gone at present, to have any very material benefit up to this. It is only from this out that we may expect a great improvement.
1336. But has it effected any improvement? It has effected an improvement. It has prevented the channel from going north parallel along the beach as it used to do in the old days—and it was a very dangerous entrance to the port—and it has had the effect of making the water deeper.
1337. The water is deeper? It is decidedly deeper now than it was then.
1338. Do you expect any permanent improvement from the construction of the northern works before the southern works are well under weigh? I do not think that the southern works will have such a beneficial effect, in creating a permanent channel as the northern works will; but the southern works will have the great advantage of protecting vessels coming in from sea or going out.
1339. Will the southern works be at all effective in preventing the washing of the sand in by south-east gales? Yes; it will permanently fix the southern side of the channel inside, which will be a very beneficial effect, I think.
1340. So that if the channel is once scoured out by the natural action of the river, with the assistance of dredges, it is not likely to be silted up again by the action of south-easterly weather? I do not think it will ever silt up after these works have been constructed.
1341. What effect will the construction of these works have on the river a little higher up—for instance, on the flats where we stuck to-day? We have always had the disadvantage of having two channels inside—one channel running in-shore on the Harrington shore, and carrying the greater portion of the ebb-tide with it, and the other running about the centre of the old inlet.
1342. What effect do you think the construction of the works will have on the scour generally? It will force the whole of the tide up and down in the one channel, and that will tend to keep a permanently deep channel. The effect of the two tides parting at the old crossing was that we had not sufficient scour in the channels to keep either of them deep enough, and it necessitated constant dredging, with most unsatisfactory results.
1343. When these works are completed, instead of having a channel on either side, you will have one permanent channel? Yes—down the river training wall.
1344. What width is the channel which is now created by the work already done? I am not quite sure of the width, but think it would be about 150 feet. It is only a gutter at present.
1345. You designed a portion of these works yourself, did you not? It was on my suggestion that this river training-wall was carried out.
1346. And you were guided, I suppose, in that recommendation by your previous experience? By watching the river, and my previous experience in watching the results of similar walls in other rivers.
1347. And, as an expert in works of this kind, you have every reason to believe that the carrying out of these works will produce good results? I have.
1348. It has been stated in evidence that when these works are completed there will be permanently on the bar not less than 12 feet of water;—do you think that is likely to be obtained? Yes; from 12 feet to 15 feet.
1349. To obtain that depth of water, a great body of sand will have to be scoured out of the river;—is there any danger of that sand accumulating at the new entrance, or will the ocean currents distribute it and carry it away? I think they will carry it away. I had some experience with regard to the Newcastle Harbour works some years ago, with the construction of the northern breakwater there, and from soundings on the bar made at various times during the extension of that northern breakwater, the experience I gained was that the current had an actual effect for between 800 feet and 1,000 feet beyond the end of the wall, scouring out that number of feet on the sand. At Newcastle it shifted the bar out 800 feet or 1,000 feet beyond the end of the breakwater as we went out into deeper water. That breakwater was carried out so many feet at a time, and about a year after its construction stopped we found that the bar had shifted out to that extent. Exactly similar results might not be obtained here, but the tendency would be to some similar result.

1350. Supposing that your works succeeded in scouring out the river, and forcing the sand into 4 or 5 fathoms of water, do you think that will be sufficient? I think so. H. D. Walsh.
1351. At that point it would not accumulate so as to form a new bar? I do not think it would. The tendency is to throw the sand up behind the breakwaters. 4 June, 1898.
1352. The tendency, then, is for the sand to accumulate behind the northern and southern breakwaters, and thus strengthen them? Yes.
1353. And the sand carried out by the river scour will be carried further away by the ocean current? Yes. Once it gets into a little current it goes down the coast.
1354. Is anything contemplated for the improvement of the river above? There is nothing contemplated farther than the ordinary dredging.
1355. I suppose that in a river like this, after the harbour works have been constructed, a dredge will be permanently retained here? Yes; there has been a dredge in the river for years. The river being subject to floods it is necessary to keep a dredge here to keep the river open.
1356. Every flood brings down and deposits in the river a certain amount of debris? Yes; and from Wingham to Taree we have heavy gravel, and below that there is sand.
1357. Therefore, it will be necessary under any circumstances to keep a dredge on the river? Yes.
1358. Can you inform the Committee what is the cost of the dredge and the attendant boats on this river per annum? About £3,300 or £3,400 a year.
1359. Tow-boat, punts, wages, and repairs? Yes.
1360. And that will be a permanent charge, I suppose? There has been a dredge on the river for some years. The "Ulysses" came here in 1882.
1361. And a dredge will necessarily remain here? Yes.
1362. Even if these works be the success that you anticipate, it will still be necessary to keep a dredge further up for dredging the river? As far as Taree the channel is in very good order at present. Between Taree and Cundletown we have had a little trouble with the channel, but at present it is in good order.
1363. For all time it will be necessary to keep a dredge here as in other rivers? I think so. Of course, that is not charged to the votes of these works but to the river.
1364. You have no hesitation in affirming that, in your opinion, the works as proposed, if carried out, will result in a permanent entrance to this river with about 12 feet of water on the bar? I think so.
1365. *Mr. Fegan.*] Have you any other information to give? I have information with regard to the quantities of stone required. The quantity of stone required for the river training-wall is 194,460 tons; the northern breakwater, 82,900 tons; rubble facing, 10,200 tons; the barrier bank, 9,300 tons; the southern breakwater, 131,500 tons.
1366. I suppose there is no doubt that all the material you will require can be obtained from your quarry at Crowdy Head? Yes; there is an unlimited quantity of stone there suitable for the work.
1367. Good stone? First-class—as good as any stone we have on the coast.
1368. How is the work carried on? At present it is being carried on by a contractor.
1369. Under a contract for the whole of the work or only part of it? Only the north training-wall and the river training-wall at present.
1370. None of this work is being carried out by day-labour, I suppose? None.
1371. Have you tried at any time to carry out any part of it by day-labour? We have not done any of the Manning works by day-labour.
1372. Do you know the total cost of the work so far? The total cost up to December, 1897, was £23,020.
1373. That is the total cost for this river? Yes. Up to the 14th May the expenditure on the north training-wall was £15,422 16s.
1374. I suppose the Department are not looking in any way to recoup themselves for the expenditure of the money? The Works Department do not generally go into that matter very particularly unless they are asked specially to do so.
1375. It has not been done? So far as I know, it has not.
1376. So this money is to be expended to give greater facilities to the people of this district, and, so far as you know, they are not to be asked to pay anything towards the expense? So far as I know, they are not.
1377. *Mr. Black.*] As a rule, the bar is about half a mile to seaward of the "Painted Rocks," is it not? Yes, about that. It is constantly shifting, and it is very hard to say where it will be after any tide.
1378. How far is the breakwater at present carried past the "Painted Rocks"? The breakwater at present is past the "Painted Rocks" about 2,400 feet. It does not start quite at the "Painted Rocks," but 200 feet to the west of the "Painted Rocks."
1379. The breakwater does not start quite at the "Painted Rocks," you say? No; there is a viaduct which you walked over to-day.
1380. The present termination of the breakwater—that is, where you are working now—is about 800 yards from the "Painted Rocks"? About 2,600 feet from the "Painted Rocks."
1381. Then it is correct to say that the bar is only half a mile seaward of the "Painted Rocks"? It is not in the same direction as the breakwater, but very much to the southward of the breakwater.
1382. Can you give me an approximate idea? It is very hard to guess the distance from the breakwater across, but I think it is somewhere about half a mile.
1383. It may be 1,000 yards at one time and less at another? Yes; it depends on whether there is a fresh in the river.
1384. We may say half a mile to 1,000 yards, then? Yes.
1385. And the present point of the northern breakwater is now about 800 yards past the "Painted Rocks"? Yes.
1386. How much farther do you intend to carry out the breakwater? About 800 to 900 feet from where it is now.
1387. How will that compare with the breakwater on the southern side;—will the breakwater on the southern side project further out to sea than the northern breakwater? So far as we propose to go at the present, the proposed end of the southern breakwater would be slightly to the eastward of the northern breakwater—it would be further out to sea—when it is completed.
1388. I suppose that, as a matter of fact, it should be considerably further out if you desire to give protection to a vessel entering broadside on to heavy seas in south-easterly weather? The southern breakwater will be a very great protection to vessels coming into port. 1389.

- H. D. Walsh. 1389. The further it is run out the greater protection it will be for vessels in certain weather? Yes.
- 4 June, 1898. 1390. How much further would that portion of the breakwater which is shown by the hatched lines, and which it is not now proposed to construct, extend on the northern side than that which you propose to construct? 1,100 feet further. The hatched part of the southern breakwater would be 1,400 feet further.
1391. You are paying for the stone tipped from trucks 3s. 8d., and tipped from barges, 4s. 6d. a ton? Yes; but we are not doing anything from barges at present. That was a special work arranged for on account of the scour from the northern breakwater.
1392. To prevent erosion? Yes.
1393. That is not being done now? No; it has not been done for a very long time.
1394. But if you commenced tipping again at the breakwater end, and if you propose to prevent a cutting away and the formation of a hole at the end of the breakwater, will you not be compelled to resort to that again? It all depends on whether it scours in the same way as it did before.
1395. It is not scouring now, because you are on a sandspit? The reason why it scoured as it did before was that the old channel going out to sea went almost at right angles from the top end, and continued rushing past the breakwater in a way we do not expect again. The channel where the steamers came in and went out was practically at right angles to our present breakwater, and there was always a strong current round by the beach, and that kept scouring it out.
1396. What has occurred to divert that current? We have carried the breakwater over all the old channel. We are outside where the old channel was. We have not done any blanketing since October, 1896.
1397. Speaking broadly, I suppose that one of the objects of the work is a diversion of the channel from the north to the south side? It is from the south to the north side at present. The new channel will be practically midway between where it used to work north and where it used to work south.
1398. Does not the river run out on the north side now? It runs out to the southward of the northern breakwater now.
1399. Exactly; but is not the current just alongside the wall chiefly? Yes, it is alongside the wall.
1400. I suppose that both these walls are necessary to the formation of a good channel? I consider them absolutely necessary.
1401. Do you think that you followed the wisest course in constructing the northern wall first? I should be glad to see the southern wall going on with the other, from this out.
1402. Do you intend, when the northern training-wall has been constructed, to fill in at the back of it with a sand-pump, or are you going to leave it open? It will fill itself in by degrees.
1403. A slow process? There is no great object in filling it in unless we require to do any dredging in front of the wall; and we will always have that space available for pumping behind; but we hope the scour will do all that is necessary there without any further dredging up there.
1404. If that be entirely closed in, where are you going to find an anchoring ground for the tugs? We propose to leave a small viaduct above Harrington wharf for boats belonging to the residents of Harrington and the use of the pilot service, but nothing that will take the "John Gollan" in.
1405. The "John Gollan" is the subsidised tug? Yes.
1406. It has not been thought necessary to have a wave-trap here? No. Sir John Coode in his report recommended a wave-trap, but the Department have thought it unnecessary.
1407. There is a large saving in doing without it? Yes. The only object of the wave-trap was to reduce the range immediately inside the entrance. In the case of Newcastle, where the harbour is immediately inside the breakwaters, it is an advantage; but in this case it does not matter whether the range goes half a mile or a mile up the river.
1408. Unless it might cause an erosion of the banks? I do not think there could be anything that would hurt. We can put large enough stones to prevent that.
1409. Is there any danger of the river breaking through some of those lower portions of the sand-terrace we saw coming down? The only danger would be where we propose to protect it with a barrier bank, and that, I think, should be carried out at once.
1410. Have you ever heard of it breaking through there? I have not known it to break through, but the spray breaks over there.
1411. That is from the outside;—I am speaking of the river? It has never gone through there so far as I know.
1412. In the case of there being a big river running down, and a heavy easterly gale, and the river being banked up inside, would there be any danger in the river cutting through the sand-terrace? I do not think there is very much danger of its going through there, if there be a rubble-stone facing to it.
1413. I suppose that under such circumstances it is likely to overrun the low-lying land on the northern side of the river? Yes.
1414. You say that the spray breaks over the sand-terrace? I should imagine it does. I have never been here in a gale.
1415. But if it should be found that there were a cutting through of the sand-terrace, either from without or from within, then an extension of the southern training wall would be necessary, would it not? If we were to see anything of that kind, it might be necessary eventually to connect what we call the barrier bank with what is shown on the plan as rubble-stone facing.
1416. There is no indurated sand in the river? None that I know of.
1417. Then all your dredging can be done with an ordinary sand-pump? An ordinary sand-pump would not be as convenient up the river as the dredge we have, in some places, owing to the cultivated paddocks on each side.
1418. You mean that you would have a difficulty in disposing of the stuff? Yes, where there is agricultural land on the banks; and above Taree the sand-pump would not be so convenient, because what we have chiefly to deal with there is coarse gravel, which gets coarser and coarser as we go up to Wingham, the head of navigation.
1419. I believe that as yet you have not found any inconvenience in the river from rocks—there are no reefs? There are no reefs. I think there are some large boulders on this side of Wingham. We have removed two or three.
1420. So far up as that? Yes. There was a small reef of rock running out at Cundletown that we removed on account of the stern of the steamers sometimes getting on to it, but I know of no rock that would hinder the navigation of the river.
- 1421.

1421. I understand that, with the exception of one or two flats, it would be an easy matter to get 12 feet or 14 feet of water all the way up the river to Taree? That is so. H. D. Walsh.
1422. What depth of water could you easily get as far as Wingham? We could get the same up to Wingham. Of course a great deal depends on the floods. If we were to have a long spell of dry weather, and the lower portion of the river were in good order, it would not be difficult to get 12 feet of water up to Wingham if we could spare the dredge in the one place for so long a time. 4 June, 1898.
1423. What dredging is there to be done between here and Taree in order to give from 12 feet to 14 feet of water to that point? I think that there are very few spots, except the lower flats here, which carry less water than that. Probably the pilot will be able to give you better information, because it is constantly changing.
1424. I suppose that he would know about the river between Taree and Wingham also? Yes; he would know the present depths all the way up to Wingham. At present the river is in fairly good order—from dredging, of course.
1425. *Mr. Hassall.*] If these works are to be carried out, do you not think it would be advisable to commence the work on the southern side at once? I should like to see it commenced at once, and gone on with concurrently with the other.
1426. Is it not a fact that the heavy weather from the south has the effect of driving the sand from the most northerly point on Mitchell's Island into the channel, and that this causes the channel to shift? Of course, a good deal of the sand drifts over in heavy gales.
1427. And practically it would be no good carrying out the work on the northern side unless you were to carry out similar work on the southern side? I think both are necessary.
1428. And you think the works should be carried out simultaneously? Yes. I think it could be done more cheaply simultaneously, because you could work the different classes of stone better.
1429. And if work were commenced on the southern side at the same time as you were carrying out portions on the northern side it would give a more defined channel, and consequently the scouring would go on during the time the work was in operation? Yes; I think that the scour will be chiefly affected by the northern works. The scour will always hug the northern side from where it comes down the river.
1430. It seems a singular feature of these northern rivers that all of them, with one or two exceptions, seem to run parallel with the coast in a northerly direction for some distance before they break out to sea? They nearly always work as far as they can to hard ground, and then they have to come out.
1431. Does not that seem to show that the drift of the sand is northerly? My experience is that the drift of the sand is southerly.
1432. This river runs along parallel with the sea for some distance before it gets out, and strikes this head on which the pilot station is situated practically before it gets out into the ocean? But the Hastings River does exactly the opposite. The Hastings at one time went straight out to sea from where it comes down the river at the northerly headland, and then worked through the sand-flat until it struck the hard ground at Port Macquarie.
1433. Then, the Macleay is different altogether again? The Macleay used to be north of where the river came out. During a heavy flood a couple of years ago it broke right out opposite Trial Bay, and before it could get away again we fixed it there as far as we could with training-walls.
1434. *Mr. Black.*] But the Hastings has a southern headland that protects it? Yes. The tendency so far as I can see is for the sand to pile up more behind northern breakwaters than behind southern ones. Take the case of Lake Macquarie. There it is behind the northern breakwater that the sand piles up chiefly. If you have two headlands and an inlet you nearly always have a slight eddy inside.
1435. *Mr. Hassall.*] Does not that prove the necessity of a southern breakwater to make these rivers navigable in all weathers? I think so.
1436. They must be protected on the southern side to prevent the sand from drifting in and closing up your bar entrances? More particularly, I think, to protect the shipping coming in.
1437. And also to keep a channel open;—if nothing were done on the southern side of this river the expenditure on the northern side would be to a certain extent valueless? It would not be as effective as with the other.
1438. You would have a shifting channel and practically the same difficulties on the bar as you have at the present time? I think I have already said that I think the scour will always hold the deep water under the northern breakwater and the northern training-wall; but the southern breakwater will help to protect to a very great extent.

William Scott Murray, pilot, Manning River Heads, sworn, and examined:—

1439. *Mr. Black.*] How long have you been stationed here? Six years on the 1st of next August. W. S. Murray.
1440. I suppose that you have sometimes seen some heavy weather here? Yes. 4 June, 1898.
1441. Is the entrance a bad one in heavy weather? Yes, very bad.
1442. It is difficult, I suppose, to locate the bar after some of the gales? Yes; it wants a lot of sounding before you can put the marks in position.
1443. How much does it vary at times? This northern training-wall has put a stop on its going. The entrance to the river has been as far as $1\frac{1}{2}$ miles along the beach, running parallel along, going right alongside the sand-hills; but that has been done away with now. The northern breakwater being there, the channel is confined more to a position off the hill. It cannot get north now.
1444. If you were to draw a line straight out to sea, east from the "Painted Rocks," how far, as a rule, would the bar be situated from the "Painted Rocks"? It varies. I should say not more than half a mile.
1445. Never more? Never more, unless there has been heavy floods in the river, and then the sand goes out in a body, and the bar goes out in a semi-circle; but eventually, after the floods have ceased, the surplus sand on the mouth goes away with the current.
1446. Then, as a rule, the bar is not more than half a mile distant? I do not think it has been more than half a mile off the "Painted Rocks."
1447. What depth of water have you on the bar now? Eight feet six inches or 8 feet, at the morning tide.
1448. What is the lowest depth you have known on the bar since you have been here? Four feet at high water.
1449. What is the tidal range? Taking an average, about 2 feet. 1450.

- W.S. Murray. 1450. What is your opinion of the work that has so far been done;—do you think it has been of service to this river? The only benefit is that it has stopped the bar so far, but we are only commencing to get the results now.
- 4 June, 1898. 1451. From what part of the proposed work do you anticipate the most beneficial result? The crossing has been the great drawback to vessels getting in, and I think that the inner training-wall on the northern side of the river is going to show the best results. The sand leaves that as the work goes along.
1452. But do you think that there will be any permanent benefit without the construction of a southern training-wall and breakwater? No.
1453. When is it most dangerous for vessels to enter the channel? On an ebb tide.
1454. With what wind? Southerly and south-easterly winds are fair winds, but after the wind gets past south it is dangerous.
1455. When a vessel turns to come in, and is broadside on to the sea and the wind, there is a danger of her being driven aground on the northern shore, is there not? Yes, a great danger, if she has not good ground tackle, and keeps on the weather side.
1456. Then under such circumstances a southern breakwater is necessary for the safety of vessels making the port? Absolutely necessary.
1457. What depth of water do you think there is in the river, as a rule, between here and Taree? It varies from 8 feet to 14 feet and up to 20 feet.
1458. How many shallows have you between here and Taree? There is nothing to impede navigation at present—not even at low water. Any patches there were, the dredge has cleared out.
1459. But when they did impede navigation, how many were there? There have been only two—one at each end of Dumaresq Island.
1460. Those have been removed by the dredge? Yes.
1461. What depth of water have you there now? Eight feet or 9 feet at low water.
1462. Do you know the river between Taree and Wingham? Yes.
1463. What depth of water have you throughout there? I think about 7 feet was the lowest water we found in the last soundings I took—that is, at dead low water.
1464. At the shallowest places? Yes.
1465. It is nearly as good as between Harrington and Taree? Yes; they are making the Wingham channel good now.
1466. But there are one or two shallow places there, are there not? Yes.
1467. How many do you know? There is Clinch's Flat, Mundook, and Bird's Flat.
1468. What depth of water have you on those at high water? There would be 9 feet to 10 feet with a good tide; it would all depend on the rise of the tide. The tides rise from 15 inches up to 4 ft. 6 in.
1469. I thought you said you had only a 7-foot river between Taree and Wingham? That is, soundings at dead low water.
1470. What have you at high water? I said the tides average from 15 inches to 4 ft. 6 in. Taking an average, there would be 9 feet at high water in the river between Wingham and Taree.
1471. And what on the three shallows you have spoken of—Clinch's Flat, Mundook, and Bird's Flat—what depth have you there? I have given you the lowest, and the average of the tides. There is from 15 inches to 4 ft. 6 in. rise, and the average on these flats I should say would be between 8 ft. 6 in. and 9 feet at high water.
1472. Then these flats are not very great obstructions to navigation? But there are such things as north-east winds, and during the time they last they drain the water completely out of these rivers. These rivers run very dry then, and there is salt water to be found at the head of navigation in dry weather.
1473. Well, then, the whole of the river is shallower at that time? Yes, it affects it all.
1474. As far as I can understand from your evidence, there is a difference of only about 6 inches between the shallows and the deep portions throughout? Oh, no; I said from 8 feet to 20 feet, in the river. There is no comparison between the flat and those holes into which they have been emptying the dredges for years. There are places that they cannot fill up.
1475. Well, would it be necessary, in order to provide a good channel between Wingham and Taree, to do any dredging? There is very good water now for the class of vessel we have visiting the river.
1476. Can the "Coraki" go up to Wingham now? I understand that she can go up at dead low water.
1477. Could the "Electra" go up? Yes.
1478. Could the "Electra" get over the bar now? Yes; she could not get over the crossing.
1479. What do you call the "crossing"? The flats opposite Harrington.
1480. Then what you call the "crossing" is an obstacle to the river navigation now? That is a great obstacle now; and I am sorry to say that during these winter months all the tug-work will have to be done by night, with great risk, as the day-tides are not good. From May to October the good tides are entirely night tides, and everything will have to be done between 12 o'clock in the day and 12 o'clock at night, so as to catch the big tides. Nearly all the vessels will have to be towed over these flats during the p.m. tides.
1481. If that crossing were removed, would that state of things be altered? Yes; by the removal of the crossing I should fancy that the body of water would travel in a more correct course, and give better results. Now that these flats distribute the water all over, there is no confined channel at all.
1482. Then your opinion is that unless the channel be narrowed, and the water of the river be given a greater scouring power, this crossing cannot be permanently removed? No, it cannot.
1483. I suppose it is rare for a sailing vessel to come in without assistance? No—quite common.
1484. In favourable weather? Yes.
1485. Which is the most favourable wind for entering the river? Between a point south and east.
1486. Which is the most unfavourable? Westerly.
1487. Due west? Due west, straight ahead.
1488. Is that because of the existence of a bar? Yes—confined, no room to tack.
1489. *Mr. Hassall.*] In the one case you have a fair wind and in the other you have a head wind? Yes.
1490. *Mr. Black.*] Is this not a dangerous entrance with a southerly gale? Oh, yes. A southerly wind sweeps along the beach and a ship comes with her head to the westward, and the force brings her broadside on to the southerly gale; and with wind and sea against her, it is dangerous.
1491. She is apt to be driven on to the north head? Yes.
1492. That makes it necessary to have a southern breakwater? Yes. 1493.

1493. How far do you get the ocean current? The ocean current sweeps across the head of the breakwater. W. S. Murray.
1494. Then, if the channel were cleaned out by the river, and the ocean current got hold of the sand, there would be no danger of its being deposited anywhere about the port? No. 4 June, 1898.
1495. It would be taken right away? Yes.
1496. You heard Mr. Walsh's evidence? Yes.
1497. Do you think that, if the northern and the southern breakwaters were carried out, as he indicated, you would have a sufficient sweep to carry the sand within the influence of the ocean current? Yes; I think it would become permanent.
1498. But I suppose that, no matter what improvements may be made, there will always be some weather in which it will be dangerous for vessels either to leave or to enter the river? Yes.
1499. Like the last gales? No ships ever built would stand such weather as we had here.
1500. Have you seen any improvement in the trade of the river during the four years you have been here? Things are looking up now. Things have been very dull of late, but instead of one saw-mill there are three saw-mills now, and the shipping is commencing to increase on account of the timber trade.
1501. *Mr. Hassall.*] Do you know if any attempt has ever been made to remove what you call the "crossing"? Yes, several attempts; but it gradually fills up again. A body of water may flow through a deep-cut channel for a considerable time. There is no accounting for the changes made by the tide and the wind, and the sand is continually on the move.
1502. And it is impossible to deal with it unless you have it confined in a definite channel? There is no stopping it until it is confined.
1503. What class of sailing vessels trade here? There are schooners from 18 to 100 tons.
1504. Drawing what depth of water? On an average, 6 ft. 6 in. There is one now in the river which draws 8 feet, and she has to be very carefully handled. The last time she was here she lay for a week to get a favourable opportunity to get out.
1505. And does she have to lay long outside waiting to get in? The vessels generally come back light. That is an advantage to vessels coming in. They are easily headed in and managed over the bar afterwards. It would never be safe for deep-laden vessels to try to come in over these bars.
1506. What effect will the improvements of the river have on the navigation? I think that if once the water is confined the channel will be all right; but now one quantity of water goes along the north beach and the middle quantity up the centre and the south branch of it goes round along the south spit and comes back on to the bar again.
1507. And that is what brings the sand into the mouth of the river? Yes.
1508. The effect of the improvements would be that by confining the water to a definite channel it would have the effect of killing the eddies which deposit the sand in the channel, and would, of necessity, sweep the sand out to deep-sea water? Yes.
1509. The training-wall on each side of the river would, with the assistance of the dredging operations, give you as good a channel inside the bar as you could expect to have? Yes.
1510. And if the breakwaters had the effect of giving you 15 feet of water on the bar, there would practically be no hindrance to navigation for vessels of a decent size? Quite so.
1511. What size sailing vessel could come in then, do you think? A vessel of 14 feet draught and 400 or 500 tons register.
1512. They would practically come in light? Yes; and go out loaded.
1513. Then the effect of these improvements would be to make the navigation of the river practically safe, and would in all probability increase the trade and the traffic up and down the river to a considerable extent? Certainly.
1514. Do you know the country pretty well around here? I know it fairly well.
1515. You, as pilot here, would have a pretty good idea of the trade on the river—is there much? Last year seventy-three steamers visited the river, and I think sixty-seven sailing vessels; but it was a very dull year for sailing vessels—the timber trade was very quiet. This year I think there will be much better results.
1516. That is in the present state of affairs, when there are so many obstacles to navigation and risk of loss of passengers in consequence of the difficulty in getting in or out? Yes.
1517. But you think that the proposed improvements, if effected, would materially increase the traffic on the river? There is no doubt about that.
1518. Do you think that if the river navigation were improved as proposed it would serve the requirements of this district fairly well? I think so.
1519. The river being navigable for ocean-going steamers up to Wingham, they would practically, you think, be able to successfully compete for the whole of the trade of the district? I do.
1520. *Temporary Chairman.*] Before the construction of the northern training-wall the entrance must have been very bad with southerly or easterly winds? Scarcely a month passed but we had a ship ashore, tug-boat ashore, or steamer ashore. I have £80 worth of salvage gear. The Association of Underwriters in Sydney thought it was the best step to take. They had got tired of coming here to take vessels off.
1521. That is proof positive that the present works have made things better? There is such a thing as a mishap now and again, but nothing serious. No bones have been left on the beach, but every vessel that has gone on has got off.
1522. The evidence of the captain of the "Coraki" is that the bar shifts as much as a mile from place to place—have you known that to be done? Not lately.

William Charles Reading, civil engineer, Harrington, sworn, and examined:—

1523. *Mr. Hassall.*] What position do you occupy? Manager for the contractor for these works—G. C. Willcocks.
1524. He is at present carrying out the harbour improvements on the Manning River? The northern training bank and the inner training-wall.
1525. How long has the work been carried on? About three years.
1526. Where do you get the material from? Crowdy Head.
1527. Distant how far from the river? About 4½ miles.
1528. Conveyed by what? We have a regular tram-line laid down. There are two locomotives and fifty trucks employed on the work.

W. C.
Reading.
4 June, 1898.

W. C.
Reading.
4 June, 1898.

1529. Do you make fairly good progress with the work? We average about 5,500 tons of stone a month.
1530. And that would give you a length of how much, so far as the training-wall is concerned? Of course, it varies according to the depth of water.
1531. But on an average? When travelling over the spot we have gone as much as 250 feet a month, but at other times we go only about 20 feet a month.
1532. So it would be difficult to strike an average, as the distance done per month depends so much on the depth of water? You could not do it.
1533. Is the stone of good quality? Yes; I think it is about as good stone as you could get for the works. It is a grey sandstone—a very hard stone.
1534. Not likely to be affected either by wind or by water? No; I do not think there is any chance of its being affected.
1535. What are the largest size blocks you could handle or have handled from that quarry? I have handled stones up to 12 tons, but you could obtain them up to any size.
1536. What is the largest size stone you could obtain there? I have had a stone in the quarry 250 tons; but of course we could not handle it.
1537. Then, if the proposed breakwaters are to be constructed, the material is at hand—material of excellent quality—which could be obtained in blocks up to almost any size? Yes; there is a percentage of about 60 per cent. of stone below 1 ton.
1538. But suitable for training-walls? Yes; suitable for training-wall purposes. It would be a very expensive work to carry on the southern training-wall unless you were also carrying on the smaller training-walls concurrently, so as to get rid of your smaller stone.
1539. You think, then, that if the work be carried out, it will be advisable to have the breakwater in course of construction at the same time as the training-walls are being constructed, in order that the material got from the quarry can be utilised to the best advantage? It is absolutely necessary to do that in order to get the work done at an economical rate.
1540. Otherwise you would have to shift the material two or three times over? Yes. All the small stone has to be handled, and we would have to throw it away from the quarry in any case.
1541. If you were getting out large stone to construct the breakwater you would have to throw the smallest stuff on one side and handle it two or three times? Yes; we had the same difficulty here when the northern training-bank was started. There was an accumulation of about 2,000 tons of small stone, below our contract size, and we got rid of that when they started the inner training-wall—the up-river wall.
1542. You find the lighter stone acts almost as well as the large stone inside the river, where it is not affected by rough weather? Certainly.
1543. The sand, I presume, drifts into the interstices between the stone and gradually forms a solid bank? I do not think the sand makes any difference at all with it. On the northern training-wall a great volume of stone has accumulated which would suit very well as packing, but the sand that would percolate into the interstices in the wall would, in my opinion, have no effect.
1544. With regard to that bank near the northern training-wall below Harrington, do you think that would be scoured out, provided that a training-wall were put on the other side of the river and a breakwater carried out—I mean the sand-spit on the south side of the wall? Since the westerly or south-westerly winds have prevailed during the last few weeks—that is, since the last gale—I consider that about 5 acres of that spit has already gone away—that is, since 6th May.
1545. That has gone out? It has disappeared. A lot of it has come in and formed further up the wall. The channel has gone over at least 200 feet to the wall, and the south spit is going over a corresponding distance.
1546. You heard the evidence given by previous witnesses with regard to the construction of the southern training-wall as well as the northern one, and also the construction of the breakwater;—can you corroborate that evidence—from your own experience, do you think it is an advisable work to carry out? I think the southern breakwater should have been built first, because we have a good bar now—a depth of from 8 feet from 12 feet, it varying with the scour at different times of the tide, and the entrance now is broadside on, or almost broadside on, to an easterly sea.
1547. Practically, the channel runs down alongside the training-wall until it gets past the “Painted Rocks,” and then turns off at right angles and goes southwards? It is about south-east now.
1548. Goes in a south-easterly direction? Yes.
1549. Almost at right angles with the trend of the northern training-wall and breakwater? Yes.
1550. And you think it is absolutely necessary to construct the southern breakwater in order to confine the water in a direct channel, and so obtain the best possible results? That is my opinion.

James Martin Kerkin, master of the steam-tug “John Gollan,” Harrington, sworn, and examined:—

J. M. Kerkin.
4 June, 1898.

1551. *Mr. Fegan.*] How long have you been residing here? About fourteen and a half years.
1552. How long have you had charge of the tug here? During all that time.
1553. You have heard the evidence given by Mr. Murray and Mr. Walsh? Yes.
1554. Do you agree with that evidence? Yes. I corroborate the statement made in regard to the southern training-wall, which I think should be started as soon as possible. Pilot Murray referred to the heavy tides along the south beach. I do not term them heavy tides, but a tide pure and simple, and as you get a strong breeze from the south there is generally a little gutter or outlet along the end of the south beach. This eventually, with a strong rush of tide, brings the sand round that point, which causes the whole difficulty inside—the “crossing” we term it—and I say that if the southern training-wall had been carried out simultaneously with the northern wall it would have been much better, and now it is certainly necessary for the betterment of the river.
1555. With that exception you agree with Mr. Murray? Yes.
1556. What tonnage is your boat? Fifty-seven tons.
1557. So you can come in at all hours? No; I cannot approach it at low water.
1558. What do you draw? Six feet 6 inches. I manage to scrape over at half-tide, but at low water I cannot. I have heard the evidence given about the upper part of the river, and the changes there; but there is not the depth in the upper part of the river which has been stated.

1559. What depth do you say there is between the crossing and Ghinni Ghinni? There is no obstruction until you get opposite Ghinni Ghinni wharf. Then a vessel drawing 8 ft. 6 in. could not get across at low tide. Therefore, I differ from the evidence given by Mr. Murray on that point, and that point only. J. M. Kerkin.
4 June, 1898.

1560. From Ghinni Ghinni wharf to Wingham you have good water? Yes; fairly good, with the exception of Bird's Flat, where the dredge is working now.

1561. You agree with Mr. Murray in regard to that? Yes.

1562. *Mr. Hassall.*] How long have you been stationed here? Fourteen and a half years.

1563. You have been taking vessels in and out during that time at all hours of the day and night? Yes.

1564. Do you look upon the entrance as being dangerous? Certainly.

1565. Very dangerous? Yes; I have seen it in all forms.

1566. In some weather neither safe for a ship nor for the lives of the people on it? You could not possibly in some weather either pass out or come in. For instance, in the weather we had the other day, you could not have passed out with a 1,000-ton ship, even supposing that you had had sufficient water under her.

1567. Do you think the proposed improvements would materially lessen the danger? Decidedly so. With the improvements that are proposed you could come in, if the bar were carrying 12 feet or 15 feet of water, with a very heavy sea, provided you had a fair wind; but with the wind blowing out you could not do it, or at least there would be danger.

Reuben Richards, farmer and grazier, Harrington, sworn, and examined:—

1568. *Temporary Chairman.*] Do you know the proposal before the Committee? Yes. R. Richards.

1569. Have you anything to say in connection with it? I wish to draw the attention of the Committee to the encroachments which have taken place during the last thirty or thirty-five years, during which time I have been a resident here, and which have rendered it absolutely necessary that some step should be taken at once. 4 June, 1898.

1570. Encroachments where? On the sea-coast. I produce the parish map of the parish of Oxley, county of Macquarie, showing the encroachments that, within my knowledge, have taken place during the last thirty years on the sea-shore of Mitchell's Island, and also the encroachments upon the western side of Mitchell's Island by the erosion from the action of the river and flood-waters. At the present time, where you see a red mark on the western side of Mitchell's Island and on the narrow strip of land, there is a continual erosion going on from the action of the flood-waters and the sea, which makes it absolutely necessary that steps should be taken to prevent either the river from breaking out or the sea from breaking in at that particular point.

1571. Would the rubble-stone facing, in your opinion, meet the case? I think it would; but it requires to be done at once.

1572. An engineer says that eventually that piece of rubble-work would probably be extended to the training-wall? I am afraid that unless the proposed rubble-wall is continued to meet the southern training-wall, serious consequences might be felt.

1573. That suggestion meets with your approval;—if the rubble-wall be continued northwards to meet the training-wall, the danger you apprehend will be obviated? Yes; it is useless to expect any permanent improvement or benefit to be derived from the northern wall unless the southern wall be gone on with. The sand is continually shifting, and whilst the northern wall might prevent the tide from shifting northward, it would find its way to the south.

Alexander Newton, master mariner, Pelican Island, Manning River, sworn, and examined:—

1574. *Mr. Black.*] You heard the evidence given by Captain Murray and the last witness? Yes. A. Newton.

1575. Do you agree with that evidence? Yes. 4 June, 1898.

1576. Have you anything to add to it? The only thing I thought I might say in addition was that the land is being cut away at the narrow point shown on the plan.

1577. The sand-terrace between the river and the ocean is being gradually cut away on both sides, at the proposed site of the rubble-stone facing? Yes. The chart which Mr. Richards has shows that that strip of land was 22 chains across when that chart was made.

1578. At one time the narrowest portion of that sand-terrace was 22 chains across? When this chart was made.

1579. How many chains do you think it is across now? About $2\frac{1}{2}$ chains—that is, at high water, when we had the high tides the other day.

1580. At ordinary water, what width is it? About 6 chains.

1581. Do you think that, in order to prevent that from being cut away, on the river side some protection will be necessary? Yes.

1582. *Temporary Chairman.*] You are an old resident on the river? Yes.

1583. Do you think that, if the works proposed to be constructed here secure a depth for all time of 12 feet of water on the bar, that will afford ample facilities for the trade of the Manning River? I do not know what the trade may be in future, but it will for the present.

1584. As far as you know it now? Yes.

1585. That will give admission to vessels of sufficiently large tonnage to do all the trade of the district? Twelve feet of water would admit vessels that would carry at a much lower rate than is now charged.

1586. And could carry all the produce likely to be grown on the Manning for a long time to come? Yes.

MONDAY, 27 JUNE, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Manning River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

H. R.
Carleton.
27 June, 1898.

1587. *Chairman.*] The Sectional Committee, when at the Manning River, thought well to suggest some alterations in detail, taking the scheme as a whole as being satisfactory. You will notice the break in the southern training-bank towards the western end. It appeared well to the Committee to fill that up since it would cost only a couple of thousand pounds to do it? Yes, that is a very good thing to do. It ought to be closed.

1588. With regard to the Manning River, the Committee, when visiting the place, thought it would be well to make the southern training-bank continuous. Would that be a wise thing to do? Yes.

1589. With regard to the western training-bank, the Committee were of opinion that after it had passed some distance up the river, the height of the bank might be lessened, and it might be possible by tying on to the bank further up to prevent some expenditure towards its western side. Thus, the training-wall would be less in height and less in length than that proposed. Is there any serious objection to that proposal? It would be worth while trying.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Harbour Works at Manning River.

APPENDIX.

A.

[To Evidence of C. W. Darley, Engineer-in-Chief for Public Works.]

ABSTRACT OF ESTIMATE FOR MANNING RIVER IMPROVEMENTS.

ORIGINAL Estimate for complete scheme.

Description of work.	Length.	Quantities.	Rates.	Amount.	Total.
	feet.	tons.	£ s. d.	£ s. d.	£ s. d.
River Training-wall	10,280	261,440	0 3 9	49,020 0 0	} North— 112,095 0 0
North Training-wall	2,050	86,000	0 3 9	16,125 0 0	
North Breakwater	2,000	187,800	0 5 0	46,950 0 0	
Rubble Facing	1,500	10,200	0 3 9	1,912 10 0	
Barrier Bank	5,200	93,000	0 3 9	17,437 10 0	
South Breakwater	4,000	328,800	0 5 0	82,200 0 0	
	25,030	967,240			213,645 0 0
Supervision, &c.					8,855 0 0
Total					£ 222,500 0 0

ORIGINAL estimate for portion completed to 31 December, 1897.

Description of work.	Length.	Quantities.	Rates.	Amount.	Total.
	feet.	tons.	£ s. d.	£ s. d.	£ s. d.
River Training-wall	1,287	66,980	0 3 9	12,558 15 0	
North Training-wall	2,000	83,420	0 3 9	15,641 5 0	
	3,287	150,400			28,200 0 0
Supervision, &c.					1,400 0 0
Total					£ 29,600 0 0

ACTUAL cost of work completed to 31 December, 1897.

Description of work.	Length.	Quantities.	Rates.	Amount.	Total.
	feet.	t c. q.	£ s. d.	£ s. d.	£ s. d.
River Training-wall	1,287	49,736 12 3	0 2 5	6,009 16 10	6,059 3 10
		293 3 2	0 3 8	49 7 0	
North Training-wall	2,000	72,360 0 3	0 3 8	13,266 0 2	15,584 2 9
		10,802 16 0	0 4 6	2,318 2 7	
	3,287	132,692 13 0			21,643 6 7
Supervision and other expenses					1,376 13 5
Total					£ 23,020 0 0

ESTIMATED cost of work now recommended (31 December, 1897).

Description of work.	Length.	Quantities.	Rates.	Amount.	Total.
	feet.	tons.	£ s. d.	£ s. d.	£ s. d.
River Training-wall	8,993	194,460	0 2 6	24,307 10 0	} North— 43,443 15 0
North Training-wall	50	2,580	0 3 9	483 15 0	
North Breakwater	900	82,900	0 4 6	18,652 10 0	
Rubble Facing	1,500	10,200	0 3 0	1,530 0 0	
Barrier Bank	5,200	93,000	0 3 0	13,950 0 0	
South Breakwater	2,600	131,500	0 5 6	36,162 10 0	
Total	19,243	514,640			95,086 5 0
Supervision, &c., say ..					4,713 15 0
Total					£ 99,800 0 0

ESTIMATED Cost of Breakwater Extensions (31 December, 1897).

Description of work.	Length.	Quantities.	Rates.	Amount.	Total.
	feet.	tons.	£ s. d.	£ s. d.	£ s. d.
North Breakwater	1,100	104,900	0 4 6	23,602 10 0	
South „	1,400	197,300	0 5 6	54,257 10 0	
Total.....	2,500	302,200			77,860 0 0
Supervision, &c.....					3,940 0 0
					81,800 0 0

B.

SWORN STATEMENT BY THOMAS DYKES, COOPERNOOK.

WITH respect to the harbour improvements, I unhesitatingly assert that I consider it of first importance to the Manning district. The main river above the narrows is navigable for steamers of 1,000 tons burden as far as Taree (about 20 miles), and with blasting and removing a few patches of rock, and dredging the shoal flats between Taree and Wingham, the ocean-going steamers could trade to Wingham, which is about 10 miles further (by water). I look upon the bar at the entrance to the river in its present state as the greatest possible impediment to the advancement and commercial progress of the district, for if we had a safe entrance with a good reliable depth of water it would induce competition and give us a better class of steamers, of greater speed, better accommodation, and more reasonable freights. And seeing that it is the water-carriage that has made the district what it is to day, and as it is by water that the residents of the Manning expect the bulk of their produce to find its way to the markets of the world, then I contend that if the proposed scheme, at anything like the anticipated cost, will ensure a safe entrance, carrying from 12 to 15 feet of water, it will be £100,000 most judiciously expended.

Sworn before me at Coopernook, 15 June, 1898,—F. A. WRIGHT, J.P.

THOS. DYKES,
Coopernook, 9/6/98.

[One plan.]

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE AND PLAN,

RELATING TO THE PROPOSED

HARBOUR WORKS AT BELLINGER RIVER.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 2 Report from Printing Committee, 6 July, 1898.

SYDNEY: WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER.

1. 1. 1.

2. 2. 2.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHERY, Vice-Chairman.
 The Honorable JAMES HOSKINS.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 The Honorable WILLIAM JOSEPH TRICKETT.
 The Honorable DANIEL O'CONNOR.

LEGISLATIVE ASSEMBLY.

THOMAS THOMSON EWING, Esquire, Chairman.
 HENRY CLARKE, Esquire.
 CHARLES ALFRED LEE, Esquire.
 JOHN LIONEL FEGAN, Esquire.
 THOMAS HENRY HASSALL, Esquire.
 GEORGE BLACK, Esquire.
 FRANCIS AUGUSTUS WRIGHT, Esquire.
 FRANK FARNELL, Esquire.

MEMBERS OF THE SECTIONAL COMMITTEE.

CHARLES ALFRED LEE, Esquire, Chairman.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 The Honorable WILLIAM JOSEPH TRICKETT.
 HENRY CLARKE, Esquire.
 FRANK FARNELL, Esquire.

GENERAL INDEX.

Report by the Committee.
 Minutes of Evidence taken by the Committee.
 Report by the Sectional Committee.
 Minutes of Evidence taken by the Sectional Committee.
 Plan.

LIST OF WITNESSES.

[Examined by the Committee.]

	PAGE.
Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works	1-3
Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works	3-6, 36
Charles Edward Rennie, Chief Draftsman, Department of Lands.....	7
Thomas Ratcliffe, pilot, Bellinger River	7-10
Henry Spondly, Compiler, Government Statistician's Office ..	11
William Sydney Preddey.....	11-12
George Charles Yeo, Draftsman, Stock Branch, Department of Mines	13
George De Fraine (De Fraine and Bibby, timber merchants)	13-14
William Alexander Manning, solicitor	14-16
Thomas Stewart	16-19
John See, Esq., M.P.	19-23
John McLaughlin, Esq., M.P.	23-26
Louis Paulson, master of the steamer "Rosedale".....	26
Patrick Hogan	27-30
Frederick Thomas Matthews	30-32
Alderman Francis Buckle, steam-tug proprietor.....	33-34
Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works	34-35

<i>[Examined by the Sectional Committee.]</i>		PAGE.
James Gill, caretaker, Coff's Harbour Jetty.....		1-3
James Marles, storekeeper, Coff's Harbour		3-5
William Crabb, manager, Beacon Gold-mine, Bucca Creek		5-6
Eugene Frederick Rudder, farmer, Coramba		6-9
Henry Boultonwood, journalist, Fernmount		9-10
John Thomas Greer, farmer, Bellinger River		11-16
David Anderson, farmer and maize-buyer, Bellingen		16-18
Edward Reymond, wheelwright and coachbuilder, Bellingen		18-20
Frederick Doepel, drogher master and shipbuilder, and local agent for the North Coast Steamship Company		20-25
James Edward Tyler, farmer and grazier, Guy Fawkes		25
Richard Taylor Thorburn, Nowra		26
Frederick Thomas Matthews, storekeeper, Bellingen.....		26-27
William Richard Spillett, farmer, South Arm, Bellinger River		27-29
Andrew Black, hotelkeeper, Fernmount		29-32, 41
F. R. H. Baker, auctioneer, Fernmount		32-33
Robert Stuart McDougall.....		33-35, 40-41
John Pollock, cordial and aerated-water manufacturer, Fernmount		35-36
David Houson, District Engineer in charge of the Macleay, Hastings, and Camden Haven Districts		36-39
Walter Darwin Higgins, Inspector of Works, Bellinger Heads		39-40
Alfred Edwin Ellis, saw-mill proprietor and storekeeper, Bellinger Heads		41-43
Thomas Key Ratcliffe, Pilot and Telephone Master, Bellinger River		43-45

PLAN.

Bellinger River entrance.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

HARBOUR WORKS AT BELLINGER RIVER.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing Harbour Works at Bellinger River," have, after due inquiry, resolved that it is expedient that the proposed harbour works, to cost £36,000, in addition to the amount already expended, should be constructed; and, in accordance with the provision of sub-section iv, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

DESCRIPTION OF THE RIVER.

1. In a report by Captain Howard to the Department of Public Works, dated 18th November, 1890, the Bellinger River, which is about 228 miles north of Sydney, and has a watershed of 480 square miles area, is described as entering the sea through an opening in the beach, about 5 miles northward of a remarkable peaked thickly-wooded hill, called Bellinger Peak, which stands about 2 miles back from the coast. Unlike most of the rivers on this coast, the Bellinger has no rocky headland on either side of the entrance. The nearest rocks are off a small headland over a mile to the southward, and although the entrance shifts north and south, according to the frequency of freshes and gales, it does not vary more than $\frac{1}{2}$ mile in either direction.

It has two arms, which meet within $\frac{1}{2}$ a mile of the entrance—the Northern or Main Arm, a wide, shallow stream coming from a N.N.E. direction, whilst the South Arm, a smaller but deeper stream, comes from the north-westward. Both these streams, however, soon turn to the westward and flow in that direction parallel to each other, and with an average distance of 3 miles between them. The narrow strip of country between the arms is high, broken, and thickly timbered, and both arms have their sources amongst the broken hilly country eastward of the New England tableland, and about 35 miles from the coast. Neither has tributaries of any size or importance, except the Never Never or North Creek, which comes from the northward into the North Arm.

The meeting of the waters of the two arms has caused extensive sand-banks to form at the mouth of each, aided, no doubt by sand washed in by the heavy sea. During long continued freshes, the South Arm water, having a more direct course to the sea, scours out a deep channel for itself; but in dry weather it has not so much power, and the water of the Main Arm seems to leave a deposit of silt across the South Arm Channel, forming a shoal, known as the Crossing, inside the bar.

The bed of the Main Arm is very shallow for above 2 miles from the entrance, and in that space extensive sand-banks, dry at low-water, have formed. To avoid these shoals, small vessels proceed up the South Arm for $\frac{1}{2}$ a mile above the wharf, and

and then enter a channel called Back Creek, which, after a course of $1\frac{1}{2}$ mile, leads into the Main Arm above the shoals. The limit of navigation by punts and lighters on the Main Arm is at Cahill's Wharf, about 14 miles from the entrance. The ruling depth is from 8 feet to 14 feet, with occasional patches from 4 feet to 6 feet.

Above the township of Bellinghen the river is a succession of rapids running over a shingle bed, with still and apparently deep reaches between them.

The South Arm is much narrower than the North Arm, but for purposes of navigation it is far superior. There is nothing to stop any vessel which can come in over the outer crossing from proceeding above Picket Hill Creek, a distance of nearly 10 miles. Handley's Crossing, about 15 miles from the entrance, is the head of tidal influence. As in the North Arm, the stream above appears a succession of rapids with deep pools between them.

This extract from Captain Howard's report is a fair description of the river at the present time.

THE PROPOSED WORKS.

2. Representations have been made from time to time to the Government by the residents on the river, as to the necessity for works which would improve the entrance, and up to 31st December, 1897, works had been carried out at an expenditure of £25,985. These consist of 6,305 feet of a southern training-wall, and the partial construction of 1,600 feet of a northern wall.

A complete scheme for the improvement of the river entrance has been designed, consisting of breakwaters, training-walls, facing, &c., to cost £171,300; but, in addition to what has already been done, the works now recommended, and referred for inquiry to the Committee, are the extension of the south breakwater 60 feet; facing the right bank of South Arm, 2,300 feet; constructing 1,500 feet of temporary bank, 3,000 feet of training-wall, and 1,070 feet of breakwater on the northern side of the entrance, and also 5,750 feet of the inner training-wall at the junction of the two arms of the river, the estimated cost of these works being £36,000. With these improvements, it is regarded by the Engineer-in-Chief as probable that no further expenditure will be found necessary at the entrance of the river for very many years to come, if at all.

SECTIONAL COMMITTEE'S VISIT.

3. A Sectional Committee, appointed to inspect, take evidence, and report with reference to the proposed works, visited the district, made a thorough examination of the works in progress, and of the sites of the proposed additional works, and took evidence at Bellinghen, Fernmount, and Bellinger Heads. They also examined the harbour works which have been carried out at the entrance of the Clarence River, in order to see the results that have followed their construction, and visited Coff's Harbour to ascertain whether and in what manner the residents of the Bellinger district might be served if that harbour were made the principal outlet for the trade of the Bellinger district.

PRODUCE AND TRADE.

4. The Bellinger Valley, the Sectional Committee say in their report, "is exceedingly fertile, and capable of supporting a large population. Large crops of maize are grown upon the rich alluvial flats which form its banks; the higher ground, while slightly inferior in quality, is, when cleared, admirably suited for the pasturage of dairy cattle, and excellent hardwood is everywhere exceedingly plentiful. At the present time the staple products of the district are maize and timber. The export of maize during 1897 amounted to 51,518 bags, while, in the same period, 587,314 feet of hardwood and 87,774 feet of cedar were shipped to Sydney. The dairying industry is yet in its infancy, and its improvement is retarded by the delays and inconvenience which attend the shipment of cream and butter to the metropolis; but large tracts of country are being cleared and made ready

ready for dairying by the selectors on the land, and inquiries for suitable ground are constantly made by persons desiring to settle in the district and embark in this enterprise. Poultry, eggs, and pigs are sent from the river as opportunity offers, and a tabulated statement of the yearly exports for the years 1892 to 1897, inclusive, shows an increase in every department of production."

SUGGESTED RAILWAY TO COFF'S HARBOUR.

5. One portion of the inquiry by the Sectional Committee was devoted to a suggestion that a light line of railway might be constructed which would connect the Bellinger district with the deep waters of Coff's Harbour. They found that the suggestion was not entertained by the residents of the Bellinger, and that such a railway would render little or no assistance to the district's development. Further, in the opinion of the Sectional Committee the cost of even the cheapest kind of line would greatly exceed the estimated cost of the proposed harbour improvements.

EFFECT OF THE WORKS ALREADY CONSTRUCTED.

6. The effect of the harbour works already carried out at the Bellinger appears to have been beneficial. The Engineer-in-Chief states that there can be no doubt the river has improved since the southern training-wall has been constructed; the channel which used to shift about a good deal will now remain stationary, and as the works progress will be permanently deepened. With the assistance of a dredge, the annual cost of which is £2,000, it is expected that the channel will be suitable for vessels drawing 7 or 8 feet of water. The Sectional Committee were of opinion that complete success will attend the carrying out of the scheme.

THE COMMITTEE'S RECOMMENDATION.

7. In the case of the Bellinger, as in those of the other similar proposals referred to the Committee, the works have already been carried out to such an extent that the Committee are practically compelled to recommend their completion. The scheme as a whole is a good one; the question chiefly to be considered is whether the river and district are such as to justify the proposed expenditure. Efforts were made by the Committee to reduce the expense by curtailing some of the works, but, from the inquiry made, it appeared that if this were done the saving would be inconsiderable, as the works have been carried out to an extent beyond that which will allow of any considerable modification.

Under the circumstances, therefore, the Committee recommend the construction of the proposed additional works, and have passed the resolution shown in the following extract from their Minutes of Proceedings:—

Mr. Farnell moved,—“That, in the opinion of the Committee, it is expedient the proposed Harbour Works at Bellinger River, to cost £36,000 in addition to the amount already expended, as referred to the Committee by the Legislative Assembly, be carried out.”

Mr. Clarke seconded the motion.

Mr. Wright moved,—“That the motion be amended by the insertion after the word ‘River’ of the words ‘with the exception of the training-bank on the north side of the South Arm.’”

The amendment was seconded by Mr. Hassall, and negatived on the following division:—

<p>Ayes, 4.</p> <p>Mr. Ewing, Mr. Humphery, Mr. Hassall, Mr. Wright.</p>	<p>Noes, 8.</p> <p>Mr. Hoskins, Mr. Roberts, Mr. O'Connor, Mr. Clarke, Mr. Lee, Mr. Fegan, Mr. Black, Mr. Farnell.</p>
--	--

The motion was passed on the following division:—

Ayes, 10.
Mr. Ewing,
Mr. Hoskins,
Mr. Roberts,
Mr. O'Connor,
Mr. Clarke,
Mr. Lee,
Mr. Fegan,
Mr. Black,
Mr. Wright,
Mr. Farnell.

Noes, 2.
Mr. Humphery,
Mr. Hassall.

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 5 July, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT BELLINGER RIVER.

WEDNESDAY, 30 MARCH, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).	
THE HON. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
THE HON. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee proceeded to consider the expediency of constructing Harbour Works at Bellinger River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, sworn, and examined:—

1. *Vice-Chairman.*] Have you a statement to read to the Committee? Yes. It is as follows:—

BELLINGER RIVER.

THE entrance to the Bellinger River is about 228 miles north of Sydney. The watershed of the river has an area of about 480 square miles. R. R. P. Hickson.
30 Mar., 1898.

The following particulars are taken from Captain Howard's description of the Bellinger River, 18th November, 1890:—

"The Bellinger River enters the sea through an opening in the beach, about 5 miles northward of a remarkable peaked thickly-wooded hill, called Bellinger Peak, which stands about 2 miles back from the coast. Unlike most of the rivers on this coast, the Bellinger has no rocky headland on either side of the entrance. The nearest rocks are off a small headland over a mile to the southward, and although the entrance shifts north and south, according to the frequency of freshes and gales, it does not vary more than $\frac{1}{2}$ mile in either direction.

"The Bellinger River has two arms, which meet within $\frac{1}{2}$ a mile of the entrance—the Northern or Main Arm, a wide, shallow stream coming from a N.N.E. direction, whilst the South Arm, a smaller but deeper stream, comes from the north-westward. Both these streams, however, soon turn to the westward and flow in that direction parallel to each other, and with an average distance of 3 miles between them. The narrow strip of country between the arms is high, broken, and thickly timbered, and both arms have their sources amongst the broken hilly country eastward of the New England tableland, and about 35 miles from the coast. Neither arm has tributaries of any size or importance, except the Never Never or North Creek, which comes from the northward into the North Arm.

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

"The meeting of the waters of the two arms has caused extensive sand banks to form at the mouth of each, aided, no doubt, by sand washed in by the heavy sea. During long continued freshes, the South Arm water, having a more direct course to the sea, scours out a deep channel for itself; but in dry weather it has not so much power, and the water of the Main Arm seems to leave a deposit of silt across the South Arm Channel, forming a shoal, known as the Crossing, inside the bar.

"The bed of the Main Arm is very shallow for above 2 miles from the entrance, and in that space extensive sand banks, dry at low-water, have formed. To avoid these shoals, small vessels proceed up the South Arm for $\frac{1}{2}$ a mile above the wharf, and then enter a channel called Back Creek, which, after a course of $1\frac{1}{2}$ mile leads into the Main Arm above the shoals. The limit of navigation by punts and lighters on the Main Arm is at Cahill's Wharf, about 14 miles from the entrance. The ruling depth is from 8 feet to 14 feet, with occasional patches from 4 feet to 6 feet.

"Above Boat Harbour the river is a succession of rapids running over a shingle bed with still and apparently deep reaches between them. All the land on either side is cultivated with maize for a distance of 20 miles, following the course of the river. The Never Never or North Creek comes from the northward $6\frac{1}{2}$ miles above Boat Harbour, and its banks are also cultivated for some distance upward.

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

"Handley's Crossing, about 15 miles from the entrance, is the head of tidal influence. As in the North Arm, the stream above appeared a succession of rapids with deep pools between them. The banks are not high, but the wooded hills come close down to the water in places; the soil along the banks seemed very prolific.

"It is high-water full and change at the Government wharf near the entrance at Sh. 50m., and ordinary springs rise $4\frac{1}{2}$ feet.

"Within the entrance numerous heaps of ballast are to be seen at low-water, deposited by small vessels coming here for cedar in past times; they are to be seen in all directions, and are nearly all Sydney sandstone.

A perusal of the official papers shows that from 1879 to 1890 numerous representations were made by the residents, the Progress Association, shipping companies, &c., as to the shoal condition of the river entrance, and the necessity for improvement works; but, with the exception of dredging within the entrance and up the river, no works were carried out, as it was considered that the expenditure of any small sum of money could not be productive of any great permanent benefit to the entrance.

In March, 1890, Captain Howard reported that the navigable channel from the Government wharf to the Pilot Station was nearly straight out over the bar, and had a well-defined sand-bank on the southern side for nearly the whole distance, leaving a shallow opening about 200 feet wide near the South Spit. The channel had an average width of about 250 feet, the northern side not being so well defined. He suggested that, if considered desirable to fix the entrance in this position,

R. R. P.
Hickson.
30 Mar., 1898.

position, a training-wall from the Government wharf to the outer South Head, slightly concave to the northward, would have the effect, and that the stone in the numerous ballast-heaps to be seen in all directions in the harbour might be collected and used for this purpose. This would probably be the most inexpensive method of constructing the wall, as there appeared to be sufficient stone within a mile of the work to build 1,000 feet of wall.

During 1890, the bar appears to have been in a very unsatisfactory condition—vessels went ashore and others were bar-bound for lengthened periods. Further representations were thereupon made by those concerned as to the danger and loss consequent on the bad state of the entrance, and on 27th November, 1890, Mr. Darley reported as follows:—

“I have not yet received Captain Howard’s complete survey of this entrance; but, from the advance tracing he has forwarded on with his reports, I am of the opinion that some useful work can be done towards guiding the channel and fixing the bar, by the construction of a training-wall from near the wharf under the Pilot Station, in a south-easterly direction towards the South Spit.

“The bottom here is all shifting sand, and being very much exposed to wash from seas that pass over the bar, stone will be the only material suitable for its construction.

“To extend this dyke for the distance required, viz., about 1,000 yards, would take about 50,000 cubic yards of stone, allowing it to be 12 feet wide on top and 3 feet over high-water mark, and the probable cost would be about £15,000.

“From Captain Howard’s report, I have grave doubts as to the possibility of procuring stone for this work within a reasonable distance—the specimens he has collected are, with one exception, worthless, being of soft slaty formation, and likely to decompose in water. The one exception was stone broken from a boulder, but he has doubts whether any quantity of similar stone can be procured.

“Something may, however, be done towards starting the work by collecting the ballast now scattered about the harbour and probably causing harm in places and depositing this along the proposed line of dyke up to about mean-tide level. This will divert the current and, in an inexpensive manner, test the probable effect of the dyke were it completed.

“While this work is in hand, a more thorough examination of the district could be made to ascertain whether any suitable stone can be obtained within a reasonable distance.

“I suggest that the sum of £5,000 be placed on the Loan Estimates to provide a grab-dredge and some small punts, and make a start with collecting and depositing the ballast in the manner suggested.

“Doing this work, which will be useful and complete in itself, will not in any way commit the country to any large expenditure, should any great difficulty arise in procuring material.”

On the 29th November, 1890, Captain Howard, who had made a very careful and complete survey of the Bellinger, forwarded his plans and report. A comprehensive scheme was thereupon laid down for the improvements.

In June, 1891, the residents again petitioned the Government to proceed with the works; the channel was said to be very intricate, and a training-wall would obviate this, and cause a straighter and deeper channel. It was thereupon decided to send a grab-dredge to the river, to lift the stone in the ballast-heaps and deposit it in a line extending seawards from the Government wharf,—the wall to be raised to low-water level only, so as to get as great a length of wall as possible with the material available. The dredge “Chi” arrived on 4th August, 1891, and during the next six or nine months collected and deposited in the line of wall a large portion of this stone; but in March, 1892, this source of supply was almost exhausted. A thorough search was therefore made by Mr. Carleton, in the surrounding country, for material with which to continue the wall. No really good stone, however, could be obtained; but a soft clay-slate was found, which in the absence of better material he thought might be used. The best site for opening a quarry was at W. R. 90, on the south arm of the river, and about 6 miles by water from the entrance; this stone has a weight of 140 lb. per cubic foot.

On 14th June, 1892, Mr. Darley reported as follows:—“The construction of a training-wall on the south side of the entrance of this river, leading from the wharf near the Pilot Station, having been approved of some time ago, a dredge was procured to collect all the scattered stone-ballast lying in heaps about the harbour, and deposit it on the line of the proposed training-wall, about 400 feet of which has been more or less formed up to half-tide level by this means.

“The result of this work has been satisfactory, and sufficient to warrant me in recommending its continuation,—as a channel some 15 feet deep has scoured along the face of the wall, which is likely to remain permanent.

“There is no more ballast now available, nor is there any stone in the vicinity of the works,—the material about the Heads being only a soft clay-slate—useless for this work.

“I find there is fairly good stone up the river on a water reserve about $7\frac{1}{2}$ miles from the Heads, which might be punted down. I propose, therefore, with the Minister’s sanction, to invite tenders for the quarrying, punting, and discharging of the stone in the training-wall at per ton, measured in the punts. We can then see what the cost is likely to be. There is a sum of £2,800 available for the work.”

Ministerial approval having been given, tenders were invited, and that of W. R. Cowdery accepted on 22nd September, 1892.

In April, 1893, as the vote for the improvements was almost exhausted, Mr. O. O. Dangar, on behalf of the residents, wrote stating that the wall had more than fulfilled what was anticipated, and asked that provision might be made for extending the work; on which Mr. Darley reported that the effect of the wall in improving the channel so far had exceeded his expectations. He would, however, be glad to see the wall extended further seaward, and he had no doubt when this was done the navigation would be greatly improved, and the channel fixed in a permanent position.

On the vote becoming exhausted, the works were stopped; but on strong representations of the residents, shipping company, &c., being made as to the desirability of continuing the wall, work was again commenced, and has been continued up to the present time.

The votes taken for the work have been as follows:—

1890—Loan	£5,000
1894	3,000
1894	4,000
1895	5,000
1896	10,000
1897	6,000
Total	£33,000

The scheme now designed by Mr. Darley, and submitted for the consideration of the Committee, consists of northern and southern breakwaters 500 feet apart, training-walls extending up both sides of the North and South Arms for distances of about 3,500 feet and 9,000 feet respectively from the junction, and coating the river bank with stone where necessary to prevent erosion. The total length of breakwaters, training-walls, facing, &c., in the complete scheme is about 35,800 feet, the estimated cost being £171,300. The work carried out up to 31st December, 1897, consists in the construction of 6,305 feet of the southern wall—3,115 feet being above the Government wharf and 3,190 feet below—and the partial construction of 1,600 feet of the northern wall, the total expenditure on which has been £25,985. Of the remainder of the scheme, the portions now recommended are the extension of the south breakwater 60 feet; facing the right bank of South Arm 2,300 feet; constructing 1,500 feet of temporary bank, 3,000 feet of training-wall, and 1,070 feet of breakwater on the northern side of entrance, and also 5,750 feet of the inner training-wall at the junction of the two arms of the river; the estimated cost of these works being £36,000. With these improvements, it is probable that no further expenditure will be found necessary at the entrance for very many years to come, if at all.

2. What will be the cost of the complete scheme, including the money already expended? £171,000.

3. What will the scheme cost, excluding the work shown on the map by the dotted red lines? £36,000.

4. What will be the effect of this expenditure? Personally I know very little of the river. I have only been there once, and then for a very short time. Mr. Darley will be able to give you what information you want.

5. *Mr. Fegan.*] What trade are these improvements intended to serve? The settlers all along the river want some outlet for their produce.

6. Will the expenditure of £171,000 include wharfage accommodation? No; there will be no wharfage accommodation required.

7. A Government wharf is shown on the plan? That is built.

8.

E. E. F.
Hickson.

30 Mar., 1898.

8. Does it not strike you as strange that the people residing upon these rivers should never be called upon to pay anything towards the cost of improving them? That is a question of policy which I am not in a position to give an opinion upon.
9. But the fact remains that no revenue is obtained from these improvements? No direct revenue; but an indirect revenue is obtained from the increased sale of land. If the people have no means of getting their produce to market, you will not be able to dispose of your land.
10. The same thing might be said in regard to railway construction? No doubt.
11. But the contention is not admitted with regard to railways;—what draught of boats will be able to go up the river when these works are completed? I should like you to ask Mr. Darley that question.
12. How much have you already spent upon the river? £25,000.
13. That expenditure will be of little value if the scheme now proposed is not carried out? What we have done already has proved useful; but no doubt something further is required.
14. If the work were not continued what has already been done would be of very little use? It would be useful, so far as it goes.
15. But the possibility is that the channel would soon fill up again? I do not think it would fill up again. I think there will always be deep water where we have made the wall; but to improve the entrance, further expenditure is necessary.
16. Have you let this work by contract? Yes.
17. For how much per ton have you let it? Mr. Darley will tell you that.
18. How long has the work been going on? Practically it commenced in 1890 with the dredging.
19. *Mr. Hoskins.*] Do you know how many people there are living in the district? I could not say, because I know very little about it.
20. No steamers trade there? I do not think steamers trade there. I think the trade is done mostly by ketches.
21. I suppose half a dozen good-sized vessels could take away the produce of a whole year, taking one load each? I am not in a position to say.
22. The alluvial flats are very narrow? Yes.
23. This river is not like the Macleay, where there is a large quantity of alluvial land? When you get up the river you get into alluvial land; but there is not anything like the same extent of it as there is on the Macleay or the Manning.
24. Do you think the whole district is worth £171,000? It is only proposed to expend £36,000 now.
25. Will not the expenditure of that money be the expenditure of more than the district is worth, considering the small population and the fact that a great deal of the land is rough stony land? I would not say that. It is not proposed to expend £171,000, nor do I think that expenditure necessary. I think that the expenditure of £36,000 will give all that is necessary, and all that can reasonably be asked for.
26. *Mr. Wright.*] I suppose you can give us no idea as to the population of this district? No.
27. How far is it from the Bellinger to the Macleay? About 30 miles.
28. How far is it to the Clarence? About 80 miles.
29. And how far to the Nambucca? About 15 miles.
30. Do you know any other country in the world where large sums of money have been spent upon three harbours within 30 miles of each other? I cannot call to mind any parallel case, nor do I know any country where the conditions are the same as exist here. These rivers are completely isolated. It is not as if you could make one port and allow the produce from all the rivers to go to it. The rivers are as completely isolated as if they were hundreds of miles apart.
31. The Government propose the expenditure of large sums of money upon the improvement of each of these rivers? Yes.
32. What is the depth of water in the Bellinger at the present time? Mr. Darley will give you that information.
33. Were you not formerly in charge of work of this kind? Very little was being done on this river then.
34. The work that has been done is of comparatively recent date? Yes.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and examined:—

35. *Vice-Chairman.*] Do you wish to make a statement to the Committee? The statement, which, I C. W. Darley understand, has been read by Mr. Hickson, contains the history of the proposal up to date.
36. *Mr. Hoskins.*] Have you visited the Bellinger River? Yes.
37. Recently? It is a year or eighteen months since I was there.
38. Is it a district with wide, extensive, rich alluvial flats, thickly settled, and capable of large production, or are the alluvial flats narrow, and only sparsely populated? The district is not so rich as some of the other northern river districts, because the river flats are somewhat narrow. Still, I have not been through the district. I have mostly spent my time about the entrance to the river. I cannot say much of the country inland.
39. A good deal of the land fronting the river is not alluvial land? Near the entrance the land is very poor. As a rule the land at the entrance of all these rivers is poor. Higher up, however, there is a reasonable quantity of good land.
40. But nothing like the extent of good land upon the Macleay? No.
41. Is there much trade to the river? Not very much at the present time.
42. Are there steamers trading there? The trade is done mostly by small vessels.
43. What loading do they get? Maize and timber.
44. Judging from the statement of Mr. Hickson, the navigation of the river has been considerably improved by the works already carried out by your Department? Yes; there has been a decided improvement already.
45. Do you think that, under the circumstances, there is a sufficient depth of water for the trade? The entrance to the river is somewhat uncertain, because it changes its position so frequently. There is a very fair bar just now; but it might suddenly become very bad. No doubt the river has improved since we carried

30 Mar., 1898.

C. W. Darley. carried out the southern training-wall. It is permanently better than it was originally. The channel will never shift about again as it previously did.

30 Mar., 1898.

46. I gather that you have had exceptional difficulty in obtaining the stone required for training-walls? We can get stone good enough for training-walls, and inside work, but we have great difficulty in getting stone suitable for outside work. Practically, all that is proposed is inside work.

47. You do not propose to carry out the breakwater shown on the plan? No; I do not submit the breakwaters to the Committee.

48. Do you know the average depth of water on the bar? Late reports give as much as 9 feet at high water; but in January last there was as little as 7 feet.

49. That is about the depth upon the Macleay bar? Yes; but the entrance to this river used to be much more crooked and difficult than the entrance to the Macleay.

50. Then it is evident that the improvements you have made have sufficed to enable the North Coast Steamship Company to send steamers to the river? A steamer has been running in there lately; but I do not know how frequently.

51. I believe that you only propose to make good training-walls upon the two arms of the river? That is all that is put before the Committee.

52. You do not propose to carry out the complete scheme costing £171,000? No. It is only proposed to spend £36,000.

53. Do you know if the trade of these rivers has increased very much of late years? I am not in a position to give any details about the trade of these rivers.

54. It is proposed to spend very large sums of money in improving them; but the population appears to be very small? Many of these districts are unquestionably kept back by the state of the bars, which prevent settlement. If you open up a district, settlement is improved. The bars at the entrances to several of these rivers are so bad, and the insurance charges so heavy, that people are prohibited from shipping goods.

55. That does not apply to the Bellinger, because the entrance to that river has been improved? It has been somewhat improved.

56. Do you think that an expenditure of £36,000 will suffice to make a good navigable channel for vessels drawing 7 feet or 8 feet of water? With the assistance of a dredge. I should like to increase the estimate by running a training-wall up the concave bank of the North Arm, because we have always found great difficulty in keeping that channel open; but I have cut the work down as much as possible. At the present time a craft going up the North Arm, where the chief settlement lies, has to follow a tortuous and uncertain channel, and, in fact, the channel is often so bad that it is found better to go along Back Creek. We have, from time to time, to dredge the northern entrance to Back Creek, and we have also done a great deal of dredging to keep the North Arm open; but if the trade warranted it I should like to construct a training-wall along the concave bank of the North Arm. We should then get deep water right down the North Arm, and the current would make a more direct scour and tend to improve the bar.

57. What would the wall that you speak of cost? £15,000. But I have not put it before the Committee because I do not think that we are justified in spending the money. The Committee will observe that I propose to construct a training-wall upon the eastern side of the North Arm, near its junction with the South Arm, and to join it to the main land by what we term a temporary bank. That bank we are constructing with fascines and sand-bags, to try and divert the water into one channel. At the present time the river flows all over the flats, and the current is not properly directed towards the entrance.

58. Did not the river once find its way out through the channel to the left of the Government wharf? Two or three times when I have been up there the entrance has been much further south. On one occasion the steamer followed a channel which was situated where sand hummocks are now shown on the map. There are a number of ballast heaps scattered about on the sand, showing where small vessels have unloaded ballast before entering the river. The wall that we have made has concentrated the scour to some extent, and has thus improved the bar.

59. Will not the water of the South Arm meeting with the water of the North Arm have a tendency to make a deposit of sand and silt at the end of the point between the two arms? Nothing of serious consequence. The current would cut through any bank there. The current coming down the North Arm will follow the west wall, and will continue straight across to the training-wall on the South Arm, and follow the concave curve out to sea.

60. Do you consider that if the proposed works are carried out it will materially benefit the river? Yes.

61. *Mr. Wright.*] Have you paid many visits to the Bellinger River? I have been there four times.

62. I suppose this scheme has been suggested by the reports and the lengthy observations of your officers stationed on the river? Yes.

63. In every case of this kind you send officers to make some stay on the river? We have had officers there to make surveys, and to collect information.

64. Can you tell the Committee what the population of the Bellinger is? I have not obtained that information.

65. You have confined your inquiries to matters connected with the scheme itself? Yes; I have not had time to do anything else. I have generally gone into the river on one tide and come out on the next. I have not been up the river for any distance.

66. The Committee have had before them a proposal for a rather extensive outlay upon the Macleay. Now we have a similar proposal in regard to the Bellinger, and, subsequently, we shall have a similar proposal in regard to the Nambucca. All these rivers are comparatively near to each other? Yes.

67. I think it is 16 miles from the Bellinger to the Nambucca, and hardly 15 miles from the Nambucca to the Macleay? The Bellinger and the Nambucca are quite close to each other.

68. I suppose no survey has been made to determine the possibility of connecting the three rivers? Each river must stand by itself. A port upon one river would be of no use to the other rivers.

69. It might be possible to connect the rivers by an inexpensive canal;—has that aspect of the case been dealt with? I do not think it would be possible to connect the rivers by a canal. There is high land between the Nambucca and the Macleay.

70. If you could connect the rivers, would it not be better to make only one good entrance? It would be far more costly to connect the rivers than to improve the entrance of each of them.

71. I do not think there is much high land between them? There is a dividing range between the Nambucca and the Macleay.

72. It seems to me extraordinary and without precedent that it should be proposed to make three harbours within 15 or 20 miles of each other? I do not think you can call these harbours. It is only proposed to improve the mouths of the rivers. Nature has made the rivers, and there is good land there for people to live upon. C. W. Darley.
30 Mar., 1898.
73. You say that we are not making harbours? There is good land there, and we are giving access to it. There is a certain amount of inland navigation which can be kept open by dredging, and it is proposed to improve it. It might be possible to make a connection, such as you suggest, between the Nambucca and the Bellinger; but I do not think you could make a connection between the Macleay and the Nambucca.
74. Do you know of any similar case upon the coast of England, Ireland, or France? I do not know of any other place where there are three rivers of this size so close to each other, and where there is such inducement for navigation. The only outlet the people of the district have for their produce is by way of these rivers.
75. What records have you in regard to the Bellinger bar? Records have been taken for a great many years back. I have with me records for the the last two years.
76. What has been the state of the bar during that period? This time two years ago there were only 4 feet of water upon the bar, and in August of the same year there were only 4 feet of water upon the bar; but in the interval there had been as much as 7 feet upon the bar.
77. The produce of the district consists almost entirely of timber or maize? I think so.
78. What is the state of the river during the maize season, that is from the middle of February to, perhaps, the middle of May? In 1896, it was at its worst then; but there is no regularity. We have no regular seasons, and the state of the bar depends upon the rainfall.
79. Does the pilot there keep a record of the state of the bar? Yes; I think you could get it from the Marine Board.
80. Do you expect a very large scour of sand when the training-walls are completed? Not a very large scour of sand.
81. What has been the effect of the work already completed? There is deep water all along the wall.
82. Has the bar been deepened, or has it been made shallower? The water upon the bar has been deepened, because the scour has been concentrated. The bar is situated where the outer ends of the two breakwaters are shown on the plan.
83. You have reason to believe that if the proposed works were constructed the entrance to the river would be permanently deepened? I think the entrance would be permanently improved.
84. Is there no danger of the sand-spit drifting down from the south across the entrance? No; the ebb and flow of the tide would keep the entrance open.
85. Is there any danger of a break-through above the training-wall? I do not think so.
86. Are all the works comprised in the scheme shown upon the plan, or are there other works to be proposed at a subsequent date? All the works, I think, the district requires are shown on the plan.
87. Will you fill up Back Creek, or will you leave it open? I propose to leave it open for the present.
88. Will any dredging be done on the Never Never Creek and on the North Creek? We shall have to dredge there almost constantly.
89. What will be the permanent cost of keeping the channels clear by dredging? One dredge will do the whole river. We move the dredge about to deal with the worst places.
90. What would be the annual cost of a dredge suitable for the work? A dredge costs something like £2,000 a year.
91. Do you think the country is justified in spending a large capital sum in improving the navigation of this river, and an annual sum in maintaining it? That is a question of policy. I simply receive instructions to design a scheme for the improvement of the river.
92. *Mr. Fegan.*] Do you find that Back Creek is getting shallower as you go on with your work? No; the only place that gives trouble there is the entrance to Back Creek from the North Arm. There is a tendency to shoal there. I should like to practically close Back Creek by constructing a training-wall along the eastern side of the North Arm, to concentrate the scour.
93. That would make a better job of it than is at present proposed? It would maintain a good depth of water all the way down the North Arm.
94. And save dredging? It would save a good deal of dredging.
95. Then why have you not proposed the work? Because I thought that £36,000 was enough to spend upon the place.
96. But would it not be cheaper to make the wall than to go on dredging? Well, you do not always have to dredge there. You only have to touch it up now and then.
97. *Vice-Chairman.*] Can you say what has been the expenditure upon this river each year? The votes obtained one year have generally been expended in the following year. As a rule we have just expended one vote when we get the next. Once or twice we have anticipated a vote.
98. Can you say how much of the first vote was expended upon permanent work, and how much was expended upon dredging? A portion of the first vote was spent in the construction of a dredge; but I cannot say how much.
99. In the following years how much was spent upon work of a permanent character, and how much was spent upon maintenance? Part of the first vote was expended in constructing a dredge; but with the exception of that amount, all the money has been spent upon permanent work.
100. What would be the annual cost of keeping the river navigable, if the work proposed by you were carried out? A dredge would cost about £2,000 a year.
101. What has been the annual charge hitherto? It has averaged about that.
102. So that there will be no saving upon the annual expenditure? If the proposed works were carried out, I think that the dredge would be needed only occasionally. Perhaps we should be able to make one dredge do for two rivers.
103. Upon what part of the river have you spent most money? Most of the dredging has been done below Fernmont. By far the larger portion of the expenditure has taken place near the entrance. The total expenditure upon dredging to date has been £29,000; of that amount about £18,000 has been spent in dredging near the entrance, and at Back Creek, and about £11,000 higher up the river.
104. That expenditure was spread over what period? Over a period of ten years.

- C. W. Darley. 105. Commander Howard speaks of a training-wall, which would give a good depth of water up to the wharf? The wall has been made.
- 30 Mar., 1898. 106. Has it ensured a deep channel up to the wharf? Yes.
107. What disabilities do the residents of this district labour under at the present time, so far as the river is concerned? The chief difficulty in the navigation of the river lies in the crossing at the entrance. There are certain shoals in the river, but the worst of them have been cut through. The works now proposed get over the worst part of the river.
108. Could any other work now proposed be dispensed with, and still allow a fair entrance to the river to be given? I do not think so. I have cut the scheme down as low as possible. We must either carry out this scheme, or leave the work alone.
109. If nothing is done will the residents have a better river than they would have, if the expenditure which has already taken place had not been made? Yes.
110. During last year and the previous year the expenditure seems to have reached about £16,000. If, as the result of that expenditure, the condition of the river is now fairly good, do you think that it is absolutely necessary to expend £36,000 more? There is no doubt that the proposed expenditure will save something in dredging. A dredge costs about £2,000 a year, and if the whole scheme were carried out, the probability is that a considerable part of that sum would be saved.
111. What would be the saving? I should think that half of that amount might be saved; you might keep one dredge upon two rivers, instead of putting a dredge upon each river. One dredge might be sufficient then for the Bellinger and the Nambucca.
112. You do not want to make any recommendation; you simply give the Committee your opinion as to the probable effect of the proposed works? I do not feel qualified to give an opinion as to the necessity for these works, because I have not been far enough up the river to form an opinion as to the value of the district.
113. *Mr. Wright.*] Do I understand you to say that, if, out of a proposed expenditure of £171,000, £36,000 is spent, the residents will get a fair river? I think the expenditure of £36,000 will be sufficient.
114. That would make the total expenditure about £62,000? Yes; the works already carried out are not sufficient. Something further should be done.
115. *Vice-Chairman.*] You might explain why you have added £100,000 for the work shown by dotted red lines if the expenditure is unnecessary and not recommended? My practice is always to design a complete scheme, and then to say how much of it can be omitted for the present to give a sufficient improvement. Then, when a district develops, and a better class of steamers is demanded for the trade, the improvement can be increased by the extension of the work. I always find it better to do that than to recommend a scheme which cannot be enlarged hereafter.
116. *Mr. O'Connor.*] All the work you are doing now is solid? It is part of a complete design, and if an extension is needed we should not have thrown away any money.
117. *Mr. Wright.*] You say to the Ministry, "Here is my scheme for making a permanent improvement to this river. If the scheme is only partly carried out, it will give a fair measure of relief; but to get a perfect scheme the whole design should be carried out"? Yes; in the return I prepared for the Minister I showed him what the completed scheme would cost, and in another column the expenditure now recommended. I think it was the latter amount which was put before the Committee.
118. *Vice-Chairman.*] You put the complete design before the Minister—a design, it may be described, to carry out in the future, but which is not necessary now? Yes; I recommended the expenditure of £36,500, and we spent something since then.
119. Is the work still going on? The work is still in progress, under a contract terminable at a month's notice.
120. What part of the scheme is now being carried out? The eastern training-wall on the North Arm, and the extension outwards of the southern training-wall, on the South Arm.
121. What is the object of making a wall on the western side of the North Arm, if Back Creek is now being used instead of the North Arm? Back Creek is only used intermittently.
122. Will not Back Creek be the regular channel until the training-wall costing £15,000, to which you have referred, is carried out? No; Back Creek is only used when the North Arm gets bad.
123. Is the Back Creek channel always navigable? No; occasionally it chokes up.
124. Is the North Arm navigable at the present time? The traffic goes through the North Arm at the present time. Of course the channel may be closed next week. It alters very much.
125. When the North Arm is not open, can you always use Back Creek? When the North Arm gets very bad we are generally called upon to dredge the entrance from it into Back Creek.
126. Is the rest of Back Creek always navigable? It has been dredged several times and is always filling up again; otherwise the best channel is in Back Creek.

THURSDAY, 31 MARCH, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.
The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Bellinger River.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and examined:—

127. *Mr. Fegan.*] You produce a map showing the area of country which would be benefited if the works proposed to be carried out at the entrance to the Bellinger River were carried out? I cannot say how far the beneficial effect of these improvements will be felt; but, as in previous cases, I have taken in the whole watershed of the river. On the map the alienated land is shown tinted blue; it comprises 34,300 acres. The reserves are shown tinted green; they comprise 17,500 acres. The Crown land is tinted brown, and comprises 241,200 acres. The whole of the Crown land is untenanted, unless it may be for an annual lease here and there. C. E. Rennie.
31 Mar., 1898.
128. Do you know what rental is paid for these leases, if they exist? No. We do not keep a record of annual leases. For all I know there may be none at all. The whole of the land shown by brown tint is unoccupied.
129. Do you think that the Crown will be able to lease this land if the proposed works are carried out? I do not think so. I believe that the country is thickly wooded, and mostly inferior land. The alienated land follows the creek, and is, of course, the best land in the district. So far as we can judge, there is not likely to be much extension of settlement there. The only opening seems to be in connection with the timber traffic. There is an area of 20,700 acres at the head of the river which is now being got ready for settlement.
130. Under what conditions? It will be cut up into homestead selections or settlement leases. The land is now being inspected by a surveyor, and is being got ready for settlement. It is not likely that any land will be occupied further back than that. A few small areas—40-acre blocks, similar to those on the North Arm of the river—may be taken up on the South Arm; but there cannot be any settlement of consequence there. So far as we can judge, no great extension of settlement in the district is likely.
131. Have you any other information to give us? I do not think so.
132. *Mr. Wright.*] What is the total length of the brown patch shown on the map, from east to west? Between 30 and 40 miles.
133. I suppose you consider that the western part of that land would come within the sphere of the river influence? So far as I know it would. The area shown on the plan is bounded by the range forming the watershed of the river.
134. You assume that nearly the whole of this land is inferior? I happen to know that it is unsuitable for close settlement.
135. It is not occupied now? No; it is thickly timbered country.
136. The fact that it is unoccupied is strong presumptive evidence of its unsuitability for settlement? I am told that it is so thickly timbered that there is very little grass there, and that it is not profitable to put it under pastoral occupation.
137. Is it brush country, or open forest land? I could not say.
138. The gullies of the eastern slope along the coast contain brush timber, more or less? I believe so. I am of opinion that there is good timber in this district.
139. But you do not think there is much good land? I believe not.
140. Is there any area of good land in the reserves? I think not. There are two large reserves near the sea-coast, but they both contain forest land. The probability is that that country is inferior.
141. So that the total area of land upon the Bellinger, which is of any value for settlement, is something less than 40,000 acres? Yes, judging from the amount of alienation that has taken place there. The country tinted brown has been open to settlement for a long time, but it has not been taken up.

Thomas Ratcliffe, pilot, Bellinger River, sworn, and examined:—

142. *Mr. Hoskins.*] Are you still stationed at the Bellinger River? Yes. T. Ratcliffe.
31 Mar., 1898.
143. How long have you been stationed there? I shall have been stationed there six years next August. I have had experience of the Bellinger for eighteen years. I have traded there, and before I went into the Government service I had charge of the tugboat there.
144. All the good land in the district has been alienated, has it not? The settlement in the district is increasing every year. Every steamer brings fresh families, who go up the Dorrigo way. All that is wanted is a good entrance to the river, so as to give direct communication with Sydney. I think there would be more cargo sent from the Bellinger if the river were in a better condition.
145. Would not Coff's Harbour be the harbour for the Dorrigo district? I do not think so, while the Bellinger is open.
146. The Bellinger District is one of the earliest settled districts in the Colony? Yes; but up to within two years ago there has been no means of getting the produce from there to market, and a considerable number of settlers have had to leave the river.
147. They have abandoned their farms? Yes, and other farmers have taken up the land.
148. What has been the cause of the demand for land during the last few years? The improved condition of the river. From what I have heard from many residents, that is what has brought them.
149. Before two years ago, were steamers trading to the Bellinger? Steamers have been trading to the Bellinger for the last eight years.
150. How large is the steamer that now trades there? 146 tons.
151. How much does she draw? About 8 feet of water.
152. How often does she go to the Bellinger? Once a week regularly since the entrance has been improved.
- 153.

- T. Ratcliffe. 153. Is she frequently delayed at the bar by stress of weather? No; very seldom.
- 31 Mar., 1898. 154. How often has she been delayed within the last two years? Not more than half a dozen times.
155. What has been the average detention? A day or two days. It has not been more than three days.
156. It has never been a fortnight, or a month? No.
157. Are there many sailing vessels trading to the river? About two a month regularly; but the number will increase, because a new mill has just been erected. A gentleman named Ellis has just shifted a large sawmill on to the Bellinger. He told me that he would not have thought of putting the mill there but for the improved condition of the river.
158. Has the population increased principally because of the number of people who have been attracted to the district by the chance of getting employment at the sawmills, or have the people gone there to farm? They have been attracted by the opportunities for farming.
159. The land there which is adapted for the growth of maize is very limited in area—the flats are narrow? The flats are very narrow; but in the majority of cases the settlers have only tried the land just along the river banks, where they can put the maize into punts easily; they have never gone on to the land further back. A great many settlers have not got one-half or one-fourth of their land under cultivation.
160. Have you ever been up on to the ridges where there is unalienated Government land? I have not been far back from the river. I have been 15 miles back, and I know that a good many of the ridges are not good for anything; but in many of the gullies there is splendid land.
161. But the strips are very narrow? They are very narrow in places.
162. The Bellinger district will never support a large population? I do not think it will.
163. It is not like the Hunter, the Clarence, or the Richmond districts? No.
164. The estimated cost of the whole design, shown on the map before the Committee, is £171,000;—do you think the country would be justified in spending so large an amount in improving the navigation of a river which serves such a small district? I feel very doubtful whether such an expenditure would be warranted.
165. The Engineer-in-Chief proposes to spend only £35,000 at the present time, in addition to £33,000 which has already been spent;—do you not think that that is a very liberal proposal for such a small district? The population is very small in this district, but I think it warrants the expenditure. If these improvements are carried out dairying will go ahead. A lot of land that is not used now could be used for dairying.
166. Do you speak of the land on the ridges? A good deal of the land on the ridges can be used for grazing and dairying.
167. It is very heavily-timbered country? The mills will soon clear a good deal of the timber off. There is splendid timber on the Bellinger—enough for many years to come.
168. What kinds of timber? Tallow-wood, blackbutt, and ironbark.
169. Are there many people employed at the saw-mills there? Upon the average, twenty-five hands at each mill.
170. And teamsters and bullocks are employed in drawing logs? Yes; but I do not include them.
171. I suppose two or three small vessels are constantly employed in taking timber away? Some of the mills send away two vessels a month, and the new mill will send away three.
172. Is the timber good timber? It is reckoned to be some of the best on the Northern Coast.
173. Tallow-wood is a good timber? A very good timber.
174. Do you think the improvements designed will be of advantage to the navigation of the river? I think you can hardly do without the eastern wall. It will be necessary to keep a scour running directly through the entrance.
175. Have the walls already constructed increased the depth of water in the channel? They have been a splendid success.
176. Have you any great difficulty in piloting vessels in and out of the river now? Within the last two years things have been very easy. Before that we could not get a steamer drawing 6 feet 6 inches up to the Government wharf, except at Spring-tide, and then we had a difficult job. We could never manage it without anchors and chains.
177. The Government has had a dredge employed on the river a good deal? There is a sand-pump there now.
178. It is proposed to pump up sand and to deposit it behind the stones of the training-walls, so that it will not flow into the river again? I think it is a very good idea. That arrangement will fill up behind the walls much more quickly than it would happen if it were left to nature.
179. There are no rocks at the entrance, only sand? Only sand.
180. Could the sand-pump dredge be worked at the entrance? It would be too risky.
181. Are any shoals created in the river by diverse currents? There is a shoal down at the south-east end of the island, which extends across the channel. I am of opinion, however, that, as the wall there is brought further down, the shoal will be cut away.
182. Has the construction of the training-wall created deep water along the face of them? On an average there is about 10 feet of water all along the wall from the wharf down.
183. What is the depth of water upon the shoal to which you have referred? It is practically dry there at low water.
184. What depth is there at high water? Three feet.
185. Vessels cannot go up the North Arm now? No; they at present time have to go round by Back Creek.
186. The Engineer-in-Chief tells us that if a training-wall is made on the North Arm it will cause a better scour? Yes, and a much better bar, because the scour will be truer.
187. *Mr. Wright.*] Whereabouts is the pilot-station at the Bellinger? Just opposite the entrance.
188. You had considerable experience upon the coast before you became a pilot? I have had about twenty-four years' experience upon the coast.
189. What current is there off the mouth of the Bellinger? It would average from $1\frac{1}{2}$ to 2 knots an hour. Close in upon the beach there is a northern current; but when you get out about a mile, the current is southerly.
190. Is it always northerly in-shore? Not always. Sometimes after an easterly gale we have a strong set along the beach to the southward; but generally the current in-shore is northerly.
191. Is there any danger of the sand accumulating at the entrance through the action of these two currents? I do not think so.

192. You think that the scour will carry the sand out into deep water? Yes, and I think there will be a set round each wall which will keep the entrance clear. T. Ratcliffe.
193. You do not apprehend any danger of a shallower bar being caused by these works? I do not think we shall be troubled by the bar if the breakwaters are carried out as proposed. 31 Mar., 1898.
194. It is not proposed to carry out the breakwaters, but only the training-walls? Well, I am of opinion that the southern wall should be carried along another 200 feet to do any good.
195. You think that to make this work effective the whole scheme should be carried out? No; I do not think the wall down the east side of Long Island would be altogether necessary. If the creek were blocked, and a short wall were made there, and the southern wall lengthened by 200 feet, I think the scour would be sufficient. The tendency of the current is to keep along the south wall.
196. It is not proposed to block up Back Creek;—do you think that is wise? I do not think it would be a good thing to leave Back Creek open, because it is bound to interfere with the scour; but if no dredging is done the creek will be closed by the sand.
197. It is proposed to confine the scour on the North Arm by training-walls, and to leave Back Creek open to assist the scour of the South Arm? I think the scour would be better if Back Creek were blocked.
198. You think that each arm should have its own flow of water? Yes; if you take away any of the water of the main arm, a great scour will be necessary to keep the channel clear.
199. You do not think that the southern wall has been carried out far enough? No.
200. You think that it would be better than to extend the southern wall to construct the western training-wall? Yes.
201. There would be a saving in expense if your plan were carried out? I think there would be a considerable amount saved if you left out the western training-walls.
202. All the old ballast left in the river has been used, has it not? Yes; so far as possible.
203. Where do they propose to get the stone for this work? When vessels come in with ballast we generally put it on top of the wall.
204. But where is it proposed to get the stone for these new works? I do not know that there is any other quarry than that which they are using now, and which is situated about $7\frac{3}{4}$ miles up the south arm.
205. What kind of stone is it? The stone is of a slaty nature.
206. Does it break up in the water? I have watched it, and I have not seen a fret since it was used. If anything, it gets harder in water.
207. I suppose it is not a true slate? No.
208. So far as your knowledge goes, the stone that is being used is good enough for the purpose? Yes; but I think that the stone used upon the extension of the southern wall should be larger than that used now.
209. Can they get larger stone? They could get larger stone out of the quarry.
210. Is there a tug stationed at the Bellinger? Yes.
211. I suppose you do not take in steamers? Sometimes.
212. Have not the trading captains exemptions? They have; but they generally depend upon the pilot.
213. They are afraid to rely upon their own judgment, because of the shifting character of the bar? They seldom rely upon their own judgment; they generally depend upon the pilot.
214. Can you give the Committee any idea of the tonnage entering and leaving the Bellinger in one year? I keep a record of it, but I have not got that record with me.
215. Can you tell us the outward tonnage approximately? Last year the output of maize was 54,000 bags.
216. In round figures, 5,000 tons? Yes.
217. Can you tell us anything about the timber? I believe there were 172,000 feet of hardwood sent away.
218. Do you think that the Bellinger sends away every month timber and maize to the weight of 1,000 tons? I am doubtful if it does. You could average the timber at 30,000 feet a fortnight. We average two sailing vessels a month apart from the steamer.
219. The steamer does not take timber? No.
220. Do you know what freight is paid to bring timber to Sydney? 2s. 9d. per 100 feet.
221. What freight is paid for maize? 1s. 6d. a bag.
222. Then the freight from the Bellinger is 50 per cent. more than the freight from the Macleay? Yes; 15s. a ton is paid for all freight going into the Bellinger.
223. I suppose the freight is higher owing to the difficulties of navigation there? Yes.
224. Have you any idea what the insurance rates are upon the two rivers? They are about the same.
225. Upon the hull and upon the cargo? It is 12 per cent. upon the hull in the case of each river.
226. So that the insurance people regard the Bellinger as being as safe as the Macleay? Yes, at the present time.
227. You spoke about the people there going in for dairying;—if they did that, would not the production of maize be less? No, I think it would be more. One man there, three months ago, bought an estate for £8,000, intending to go in for dairying.
228. But if people go in for dairying, will not the production of maize be less;—if the people there devote their energies to the production of butter instead of to maize-growing, there will be less freight for the ships? Yes; but that will be made up in value.
229. Do you think it likely that they will go in for dairying upon the outside lands, and continue the maize-growing upon the flats? I think that when they go in for dairying they will also go in for pig-breeding, and so on, and they will want a good deal of maize to keep things going.
230. Do you think the output of maize will decrease? I think it will increase.
231. Although a great deal of it will be consumed locally, and a great deal of land will be used for dairying? Yes.
232. The production can only increase by the increase in population;—is there likely to be an increase in population? I think so.
233. How far up the river are the banks cultivated? For a considerable distance above navigation point—20 miles further up.
234. What is the distance from the Heads to Fernmount? Six miles.
235. Fernmount is the head of navigation? For sea-going vessels; but the droghers go up to Bellingen, 3 miles further.

- T. Ratcliffe. 236. There navigation practically ceases? Yes.
- 31 Mar., 1898. 237. What is the country like between the Heads and Bellinghen? It is splendid country.
238. Is it all good? Yes.
239. Is the piece of land lying between the North Arm and Back Creek good? That land is no good at all. You get into good land almost immediately after you enter the main river.
240. For some miles up the river above navigation point there is good cultivation? Yes.
241. I suppose the produce is brought down to Bellinghen by drays? Yes; and it is then punted to the Heads.
242. As a sailor, and as a pilot having an intimate knowledge of the place, do you think the proposed works will be beneficial to the navigation of the river? Yes.
243. Do you think the country will be justified in spending £40,000 or £50,000 more than has already been spent in carrying out these works? As the country has already spent so much, I think it will be cheaper to finish the work.
244. To the extent of the improvements to which you have already referred? Yes.
245. *Mr. O'Connor.*] At the present time you are able to take a steamer of 150 tons burden into and out of the river comfortably;—to what extent will the harbour be improved when these works are completed? I am of opinion that when they are completed the steamer will be able to come and go whenever she likes.
246. Will you be able to take in a steamer of 250 tons then? Yes, comfortably. I am under the impression that there will be 12 feet of water there.
247. That would float a ship of 300 or 400 tons? Yes. I believe that when the improvements are made we shall be able to bring in any of the coasting steamers.
248. Will the improvement of this river, and the additional facilities that will be offered to shipping, tend to increase the population of the district? I think so.
249. It will give an inducement for people to remain in the district, and to cultivate their land? Yes.
250. These works will tend to keep people upon the soil there? They will enable them to remain upon the soil.
251. And others will be attracted there? Yes; people will have more encouragement to cultivate than they have now. Now they only cultivate just round about their houses.
252. The cultivation is neglected now? Yes; it is neglected.
253. That is because of the want of a market? Yes; the people there have become discontented. In many cases people have had to give their crops to the pigs, because they could not get them taken away.
254. *Mr. Fegan.*] What depth of water is there at low-tide in Back Creek? There is fairly good water all through the creek, until you get up to the top. There is an average of 5 feet along the creek at low water.
255. What is about the width of the creek? About 130 feet in places; but in other places it is narrowed down to about 100 feet.
256. What will be the width of the river between the walls? 600 feet.
257. Do you say that the harbour navigation will be restricted to vessels of 300 or 400 tons, upon the completion of the work? Yes.
258. Will not larger vessels be able to come up? Not up the river.
259. Is not the rock 30 feet below water-level at the entrance? That was what Captain Howard made it.
260. Do you not think you will have 14 or 15 feet of water there? Yes; but I am doubtful if any ship will be able to go further up than the Heads. I think that will be the furthest point reached by shipping of any size.
261. Is the width at the mouth only 600 feet? The width there is 500 feet.
262. Do you not think this is a huge expenditure to undertake to provide harbour accommodation for vessels of 300 or 400 tons? Yes; but I think the improvement of the place will bring larger boats into the trade.
263. You know what the sand-pumps can do? Yes.
264. What sand-pump is up there now? The "Thetis."
265. She is only a small dredge? Yes.
266. Dredges like the "Juno" and the "Jupiter," would soon make the sand disappear? Yes.
267. If the training-walls were constructed, it would be a small matter to dredge a channel for large vessels? I do not think the bed-rock is very far down, when you get up about a quarter of a mile.
268. How far down do you think the bed-rock is there? I do not think it is more than from 15 to 20 feet down in one place.
269. Would not that float a vessel of 700 or 800 tons? Yes.
270. So that, should the district become more thickly populated, and warrant the employment of larger vessels in the trade, the river could be dredged? I have not the least doubt that the river could be dredged and made a splendid river.
271. What water do you get down the South Arm? There is an average of from 7 to 10 feet. The bottom is very uneven until you get about 5 miles up, and then there is a rock right across the channel, with from 4 ft. 3 in. to 5 feet of water upon it at low-tide.
272. How far up is that? The river is navigable to vessels of 7 feet draught for a distance of 8½ miles.
273. The South Arm is not dangerous? No. It has a better channel than the North Arm, but for this rock I speak of.
274. But the North Arm is the more important? Yes.

MINUTES OF EVIDENCE—HARBOUR WORKS AT BELLINGER RIVER.

Henry Spondly, Compiler, Government Statistician's Office, sworn, and examined :—

275. *Mr. Wright.*] Have you a statement to make to the Committee, with regard to the population upon the Bellinger River? Yes; I have prepared the following statement for the information of the Committee :—

H. Spondly.
31 Mar., 1898.

HARBOUR at the mouth of the Bellinger.

		Bellinger.			Bellinger.
		No.			acres.
Estimated population at end of 1897		1,870	Area under permanent artificially-sown grasses ...		3,400
Occupied area :—		acres.	Production :—		
Crown lands		5,300	Wheat	bushels	.....
Alienated lands :—			Maize	bushels	204,600
Freehold		22,100	Hay	tons	60
Private leasehold		8,200	Potatoes	tons	130
		30,300	Sugarcane	tons	125
Total		35,600	Live stock :—		No.
Unoccupied area		213,700	Horses		860
Total area		249,300	Cattle :—		
Area under crop :—			Dairy		730
Wheat			Ordinary		1,560
Maize		4,360	Total		2,290
Other grain crops		60	Sheep .....		.....
Lucerne and sown grasses		5	Swine		220
Sorghum		40			
Root crops		50	Production of butter		lb.
Tobacco .....		.....			40,950
Sugarcane		20			
Vineyards and orchards		30			
Market gardens		10			
Minor crops		60			
Total		4,635			

276. You can give us no information as to the amount of timber exported from the district? No.

277. Have you any statistics showing the value of the trade to the Bellinger? No. No record is kept of imports and exports except imports and exports beyond the Colony.

278. The population of this district is under 2,000, the area cultivated is less than 5,000 acres, the production of butter is less than 50,000 lb. a year, and the production of maize is something like 200,000 bushels? Yes. Of course the district is a very small one, Woolgoolga and Coff's Harbour on the north, and Nambucca on the south, being so close to it.

279. What is the population of the Raleigh electorate? About 8,300 at the present time.

280. That electorate embraces part of Woolgoolga, the Bellinger, Nambucca, and Coff's Harbour? Yes, and part of the Macleay—practically everything north of the Macleay.

William Sydney Preddey, sworn, and examined :—

281. *Vice-Chairman.*] Are you engaged in business? I am at present out of business; but for twenty-seven years I was a timber merchant.

282. In Sydney? Yes; and my business also connected me with the Macleay, the Bellinger, the Nambucca, and Coff's Harbour.

283. *Mr. Fegan.*] I suppose you have exported a great deal of timber from the Bellinger? Yes; and I am continuing to get timber from there. I got timber from there a fortnight ago. I was a timber merchant; but I am acting now as an agent.

284. What timber do you get from there? Beech, cedar, mountain ash, blackbutt, ironbark, tallow-wood, and various other kinds of hardwood suitable for mercantile purposes.

285. It is a place where good timber can be got? Yes, very good timber.

286. Has the unnavigable state of the river been an impediment to the timber trade? Yes; in the past.

287. It has hampered you considerably? Yes.

288. And to a certain extent it has hurt your trade? Yes. Vessels have been bar-bound from time to time, and they have been afraid to go there for fear of being shut in.

289. Which means all the difference between profit and loss? Yes.

290. You have been at the river since some of these improvements were made? I was there ten days ago.

291. Have they made the river any better? There has been a vast improvement.

292. There is not the same danger of vessels being bar bound now as there used to be? No; they consider the Bellinger one of the best places to go to now. Previously, it was one of the worst.

293. Do you think that if greater facilities were given to shipping, and the timber trade was encouraged, people would be induced to settle in the district? Yes.

294. Do you think these works are necessary? Yes; if you desire people to stay there, or to trade there.

295. Without these improvements the place must be a complete desert; while, if they are carried out, facilities for settlement and trade will be given, and security and quickness of transit ensured? Yes.

296. You have carried on a very large business? Yes; a large business.

297. Would you compare the timber of the Bellinger district with that of any other district along the coast? The timber forests from Raleigh right through to Coff's Harbour are superior to any other forest from Port Stephens to Grafton. I went through the whole of that country the other day. I was astounded at the quantity of good timber there. It is really better timber than exists in any other district I know of, and it is unknown to most people.

298. The greater part of the land is unalienated? Yes; it is in its native state.

299. So that, while the opening up of this river will give opportunities for agricultural settlement, it will also help an important timber trade? Yes.

300. There is plenty of ironbark up there for railway sleepers? Yes.

301. And tallow-wood? Yes.

W. S.
Preddey.

31 Mar., 1898.

W. S.
Preddey.
31 Mar., 1898.

302. So that, in the near future, an impetus will be given to the timber trade on the Bellinger which it has never had before? Since the entrance to the river was improved a new mill has been erected. It was started last week, and will put out about 50,000 feet of timber per week, and employ about fifty hands. All the people belonging there are country people, storekeepers, timber getters, and so on. Mr. Ellis has left Camden Haven and gone to the Bellinger because the timber there is better.
303. At the present time vessels have to go up Back Creek to get to the north arm? Yes.
304. Will the main channel when it is improved be better than Back Creek? Far better.
305. Is the sand pump there doing good work? Yes. There is one thing I should like to suggest, and that is that behind the training-wall some filling in should be done with rubble to prevent the water washing through and bringing the sand back into the channel. The small stuff out of the quarry would do.
306. How far away is the quarry? About 4 miles.
307. Is the stone good? No; it is shaley, slatery stuff, but it does not waste away in the water. It improves in salt water. It is a kind of volcanic stuff that would dissolve in dry air.
308. It would not be very expensive to bring this rubble down? No.
309. Are they doing any of this filling-in now? No, I do not think so. Of course where stones are thrown down in any way a lot of places are left where the water can wash through and bring the sand back into the channel. The channel is swept so clean now that you can see the rock upon the bottom.
310. Had you a mill up there? I had a mill on the Nambucca, and I have always had dealings with the Bellinger.
311. I suppose you do not know how much timber has been shipped from that district? I can only give you an approximate idea. There has been a mill upon the Bellinger for the past thirty years, and it has turned out timber at the rate of 30,000 feet a week. That would amount to 120,000 feet in a month, or 1,440,000 feet in a year.
312. Have you any idea of the extent of the forests you speak of? I only know that I was astounded at their extent, and at the quantity of good marketable timber procurable there.
313. What is the extent of these forests, approximately? I should say that there are 30 or 40 square miles of timber there.
314. There is a fifty years' supply? Yes. It is virgin timber, and the quality is very good.
315. You believe that these improvements are necessary to bring about an expansion of the timber trade, and the settlement of a large number of people in the district? Yes. Some time ago, when the North Coast Shipping Company would not provide a steamer, the farmers had to cart their maize to Coff's Harbour, and ship it from there to Sydney. Some of the corn was lying on the river for five months before they could get it away.
316. Without these improvements, the timber will be of very little use, because of its inaccessibility? Yes. I might mention that the three mooring buoys placed at Coff's Harbour for the safety of shipping are now stranded upon the beach there, and the moorings lost, while the facilities for using the jetty are very poor. I have also to suggest that the Worrall Creek is doing a good deal of harm by creating a bar upon the Nambucca. In my opinion, it is necessary to put a training-wall upon the south side there. The northern wall is doing good service; but to make the improvements efficient, a wall on the south side is also necessary.
317. *Mr. Wright.*] Can you account for the excellency of this timber as compared with the Macleay timber? The soil seems better.
318. I suppose most of the timber is obtained on the eastern slope of the mountains? Yes. There is a much greater rainfall upon the Bellinger than upon the Macleay, and the timber there is perfectly sound. The Macleay timber is, as a rule, very hollow.
319. It is pipey? Yes.
320. What about the timber at the back of Woolgoolga? That is similar in its nature to the Macleay timber. It is very pipey.
321. Is there any brush land at the head of the Macleay? Yes.
322. Is it accessible? No.
323. I suppose that what has been accessible has been got at? Yes; and what is accessible now would not pay to get.
324. Is there good timber upon the Manning? Yes.
325. And upon the Hastings? Yes.
326. Still you think that the timber upon the Bellinger is about the best? Yes; from the Bellinger to Coff's Harbour.
327. Can you give the Committee any idea as to the annual output of timber from the Bellinger? Well, the place has always been blocked by the bad bar. There was only one sawmill there for some years. A second mill, however, has been started because of these improvements.
328. If it has been stated that the annual output of timber is about 170,000 feet, does that accord with your views upon the subject? I think the mill would put out about 120,000 feet a month.
329. But does it work all the year round? If it worked all the year round, it would put out 40,000 feet a week. I am deducting 10,000 feet a week. 1,000 feet of timber would weigh about 3 tons. There is a vessel going away about every fortnight.
330. What does she carry? From 40,000 to 50,000 feet of timber.
331. That would be from 80,000 to 100,000 feet a month? Yes.
332. That is much more than 170,000 feet a year? Yes. •Then, too, a lot of timber goes out of the river unsawn, in the shape of piles, girders, telegraph and electric light poles.
333. Do you get much pine there? Not much; it is a long way inland. There is good pine, and brush timbers, such as beech and cedar. Those are the principal soft timbers.
334. Is there much mahogany there? There is a great deal of swamp mahogany.
335. I suppose, land upon which ironbark and blackbutt grows is not very good? It is not suitable for cultivation.
336. From your knowledge of the district do you think that the bulk of the cultivable land has been taken up.
337. What are the prospects of an increase of population? The great desideratum is an improved harbour; a place is no good if you cannot get there.
338. Do you think that the population of the district is likely to largely increase if a fairly good harbour is made? I am sure of it.

George Charles Yeo, Draftsman, Stock Branch, Department of Mines, sworn, and examined:—

339. *Mr. O'Connor.*] Do you know the district under consideration? Not personally. I only know it from the maps. G. C. Yeo.
340. Have you a statement prepared for the information of the Committee? Yes; the statement which I have prepared deals with an area commencing at the mouth of the Bellinger River on the sea coast, and bounded thence by that coast north-easterly about 15 miles; thence north-westerly about 25 miles; thence south-westerly about 25 miles; thence south-easterly about 25 miles, to the sea-coast aforesaid, and thence by that sea-coast north-easterly about 10 miles to the point of commencement. The returns for the 31st December, 1897, were—horses, 912; cattle, 2,545; sheep, 76; pigs, 783. 31 Mar., 1898.
341. It is not a pastoral district? No; it is mostly a dairying district. I was not able to get the figures for 1895, and 1896; but I have here a return showing the increase in sheep in the district of Port Macquarie, which includes the Bellinger District besides the Macleay and Hastings Districts. The return is as follows:—
- | | | |
|-----------------------------|------------|------------|
| 1895 increase over 1894 | 900 horses | 920 cattle |
| 1896 " " 1895 | 300 " | 660 " |
| 1897 " " 1896 | 330 " | 5,860 " |
342. Is there anything else you would like to add? No; that is all the information I have.

FRIDAY, 1 APRIL, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Bellinger River.

George De Fraine (De Fraine and Bibby, timber merchants), sworn, and examined:—

343. *Mr. Wright.*] Are you a resident of Sydney? I am now; but for years I resided on the northern G. De Fraine rivers. G. De Fraine.
344. Have you resided upon the Bellinger? I never resided permanently upon the Bellinger; but for some years I was master of a vessel trading there. I was there last Christmas, and I know the district very well indeed. 1 April, 1898.
345. Have you been long in the timber trade? For five years.
346. Can you tell the Committee how much timber comes out of the Bellinger in a year, and what the trade is likely to be in the future? I have been agent for the mill that is now working there. That mill cut about 30,000 feet a week. Another mill has just been erected by Ellis Bros., and it will cut about 50,000 feet a week. At the present time we can load vessels drawing up to about 8 feet of water.
347. How much timber would such a vessel carry? About 60,000 feet.
348. So that two mills cutting 80,000 feet a week would be able to load three vessels every fortnight? They reckon to be able to keep four vessels running there.
349. I suppose they are good sized ketches that trade there? Yes.
350. Is the timber business likely to continue? Yes; and it is likely to increase.
351. There is a great deal of forest-land on the Bellinger? Yes.
352. A great deal of the land is poor; but it grows good hardwood? Yes; none better in the Colony.
353. Is the Bellinger timber noted for its superior quality? From the Foster, Cape Hawke, down to Woolgoolga the timber is of the best.
354. Ironbark? Ironbark, tallow-wood, blackbutt, bluegum, mahogany, and several other timbers.
355. Is there any turpentine there? Plenty of turpentine.
356. The timber is all good? It is all first-class.
357. Do you know enough about the country to be able to say how long the timber is likely to last? It is hard to say. I was at Camden Haven for five years. There are five saw-mills there now, and we reckoned when we commenced that, the timber would not last more than four or five years; but we do not experience any more difficulty in getting logs now than we experienced then, though we have to go further back.
358. The timber must get cut out in time? Yes; but they keep going further back for it.
359. I suppose there is a large patch of heavily timbered country west of the Bellinger towards the mountains? Yes; there is not much trouble in getting timber from the Bellinger.
360. The timber is practically close at hand there? Yes? some of the drawing to Ellis Brothers' mill will not be more than 2 miles.
361. What is the maximum distance for which they can draw hardwood? I have known it to be drawn 12 miles. Of course, it can be drawn further by using tramways.
362. Will it pay teamsters to draw timber 20 miles? I think that, as the timber gets scarce it will increase in price. People do not know the value of our hardwoods yet.
363. At present there is no scarcity? No.
364. I suppose that a mill that had to get its timber from a place 20 miles away, could not compete with a mill getting its timber within 10 miles? No.
365. Has much timber been drawn out of the Bellinger in the past? Not a great deal. There has been only one mill there, and I do not think it has cut more than 25,000 feet a week on the average.
366. Is there any brush-land there? Yes.
367. Do you get cedar there? Cedar still comes out of the Bellinger.
368. Is there any pine? Not a great deal. I have not seen much pine coming out.
369. Is there any cedar obtained there now? Yes; but it hardly pays to get because the price is very low.
370. You have taken vessels to the Bellinger? Yes.
371. What is the port like? It has been greatly improved, and I believe that they will make a good job of it when the work is finished. The walls want extending further out. Still there is a great improvement

- G. De Fraine. as compared with the condition of things some years ago, and I think the improvement will be permanent.
- 1 April, 1898. 372. Do you think Back Creek should be closed? Well, the more you confine the main channel the better it will be.
373. Do you think that if Back Creek is blocked it will give a better scour? Yes.
374. I understand that the Department do not propose to close Back Creek; what effect will the creek have upon the South Arm? It will bring more water down in times of flood.
375. But is there not a danger of a bank being formed in the river by the three currents? An eddy might be caused which would form a shoal. There will always be a spit where the channels meet.
376. Do you think that the ocean currents will be sufficient to clear the entrance of the sand brought down there by the river? I think so, if the breakwater is brought well outside the bar; otherwise the sand will lodge on the bar.
377. What is your experience of the coastal currents there? The currents are mostly local, and run sometimes one way, and sometimes the other. There is a current running south-east most of the year a mile or two off the coast.
378. If one witness says that the in-shore current is always southerly, and another says that it is the reverse which do you agree with? My experience has always been that the stronger the current off-shore, the stronger the opposite current in-shore.
379. In all these bights there is always a swirl along the shore? Yes.
380. The Department tells us that the current is south along the shore? Well, that has not been my experience in beating up the coast.
381. You think there is no danger of the sand causing an obstruction at the mouth of the breakwater? No.
382. Do you think the prospects of the Bellinger justify the expenditure of between £30,000 and £40,000 in addition to £33,000 which have already been spent, and a possible further expenditure of £70,000 or £60,000? I do. Apart from the large quantity of timber coming from there, the land is very good, and the district will be a great dairying district.
383. The dairying industry does not produce much freight. You think there will always be cultivation on the Bellinger? Yes, because it is very good land, and a great deal of it has never yet been cultivated. I do not believe one tenth of the land there is cultivated. If a man holds 100 acres he will not cultivate more than about 10 acres.
384. Men take up more land than they can use? Yes.
385. Is there much room for an increase of population on the Bellinger? Yes, any amount.
386. Suitable land is available there? Yes.
387. The Government returns show that an immense area of the Crown land is very poor? It is not so poor that it is not good enough for grazing.
388. Ironbark and blackbutt do not grow upon good soil? No; but when the timber is taken off you get good grazing land.
389. You think the Government is justified in spending sufficient money to give fair access to this district? Yes; I think the district deserves a port from which to ship its produce.

TUESDAY, 5 APRIL, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Bellinger River.

William Alexander Manning, solicitor, sworn, and examined:—

- W. A. Manning. 390. *Vice-Chairman.*] You are a solicitor, residing in Sydney? Yes.
- 5 April, 1898. 391. You were formerly practising in Grafton? Yes.
392. *Mr. Hoskins.*] Are you acquainted with the Bellinger River? I am.
393. You practised in Grafton as a solicitor for some time? For six years.
394. Have you frequently visited the Bellinger? Yes.
395. How far is it from the Clarence? Seventy-four miles.
396. How did you get there? Overland, by buggy.
397. The roads there are sufficiently good to be traversed by buggies? Yes.
398. Is there much trade on the Bellinger River? Not very much.
399. How long is it since you were there? Between two and three years.
400. Are there many persons settled in the district? A good many, considering its size.
401. In what occupations are they engaged? In maize-growing, pig-raising, and, latterly, in dairying.
402. We are given to understand that there is a steamer trading to the Bellinger River? Yes.
403. Is dairying increasing there? Yes.
404. Have many difficulties to be encountered in entering and navigating the Bellinger River? Yes; the difficulties are very great.
405. Have you seen the work carried out on the Bellinger by the Government? I have not seen the works immediately at the Heads, though I have seen the plans.
406. Have you seen the work carried on by the Department in the upper part of the river? Yes.
407. Has that work improved the navigation of the river? I do not think so, materially.
408. Is not the depth greater than it was before the work was commenced? It may be a little; but the river is still as difficult, or nearly as difficult, to navigate as it was before.
409. Did not steamers trade regularly to the river before these works were commenced? Yes.
410. Steamers of 150 or 200 tons burden? The "Rosedale" is the steamer trading there now. She belongs to the North Coast Company.

W. A.
Manning.

5 April, 1898.

411. Is she frequently delayed at the mouth of the river because of the difficulties of navigation there? When I was last at the Bellinger—two or three years ago—the difficulties still existed.
412. We have evidence to the effect that the river has improved since then? It had not improved much up to that time; but it may have improved since.
413. People engaged in shipping timber from the river say that the works which have been carried out there have improved the navigation? The later works may have done so.
414. £33,000 have already been expended upon the river;—do you think the Government would be justified in spending £36,000 more in improving the navigation there? I do not.
415. Will you kindly tell the Committee why? The Bellinger is a very small river, perhaps the smallest river on the northern coast. Only a very small volume of water flows through it, so that there is very little scour. It has no northern watershed at all, because it is entirely overhung on the north by the Orara. The whole of its watershed is on the south, and the greater part of this watershed is a gravelly formation. The gravel rolls down the river, so far as the current will carry it, and then spreads and chokes the river. The great obstacle to any harbour works on the Bellinger is the difficulty of dealing with this siltage in the absence of a powerful scour. No matter what works you carry out there, I do not think you will get much scour, except during occasional heavy floods, and I do not think that will make a permanent improvement.
416. I gather from what you say that the area of country drained by the Bellinger is comparatively small? Yes.
417. The Orara drains a greater area of table-land than the Bellinger? Yes. The Bellinger sweeps round the table-land of the Orara, and there is almost a precipice dividing the two.
418. *Mr. Lee.*] Have you resided in the Bellinger district at any time? No.
419. You have no knowledge of the district, except as a casual visitor? I have the knowledge gained by travelling through the country.
420. Do you know anything about the trade of the district? Only from hearsay.
421. Do you think the Government would be justified in making the proposed expenditure, if it would have the desired effect of improving the river? Yes.
422. You think the trade of the district would warrant the expenditure? Yes; I think the settlement of the district would amply justify it.
423. Is this settlement upon the river banks, or does it go back any distance? It is nearly all upon the river banks. The good land is all upon the river. There is very little land further back.
424. The district has been settled for a long time? Yes.
425. If all its exports and imports are carried by one steamer making a weekly trip, do you think there is any justification for the proposed expenditure? There is considerable room for expansion in the district. People cannot do more than they are doing now, because they have no facilities for getting to market.
426. There is no wheat grown in the district? No.
427. And no sugar? I believe that sugar used to be grown there; but of late years sugar-growing has been abandoned.
428. Can you tell us whether the settlers in the district have been seriously inconvenienced by the bad state of the river? Yes, they have; the progress of the district has been greatly retarded by it.
429. But they have always been able to get their produce to market? I think they have not. I have heard of produce rotting on the wharfs because no steamer could get in to take it away.
430. I suppose dairying is coming to the front in the district, as in other North Coast Districts? Yes.
431. You do not know the population of the district? I cannot remember what it is.
432. Do you not think that the district could be opened better by a railway from the Clarence? It could be opened better by a railway.
433. Do you think a railway would meet all the requirements of the district? It would put an end to all the trouble.
434. Are you of opinion that if a railway were made it would be unnecessary to further improve the port? Undoubtedly. Now that you have opened up this question, perhaps you will allow me to explain the direction that I think a railway should take. The Bellinger River is fairly navigable, as far as the township of Raleigh, which is 6 or 8 miles from the Heads. There the trouble begins. Now, if you took a railway from Raleigh to Coff's Harbour, a distance of about 14 miles, you would solve the difficulty. Such a line would tap very valuable country, and I believe that the difficulties of construction from an engineering point of view would be little. I have very little doubt that the £36,000 you are proposing to expend upon the harbour would pay for the railway, and put an end to all trouble. This railway has the further credit that it is an integral portion of the North Coast railway line.
435. What sort of a place is Coff's Harbour? It is a harbour where you can ship almost at all times, except in heavy easterly or south-easterly weather. Now and again, when the weather is very heavy from the north-east, a ship has to pass the place and come back.
436. You have seen Coff's Harbour? Yes.
437. Is there a jetty there? Yes; one of the finest in Australia.
438. Does it not frequently happen that steamers cannot go to the jetty to land either passengers or cargo? It occasionally happens.
439. Is not the entrance so exposed that it is only under very favourable conditions that vessels can go alongside that jetty? Well, I have never been at Coff's Harbour without seeing a vessel lying alongside the jetty, and I have been there a good many times. Like all other roadstead ports on the coast, the place is exposed to heavy weather, but the steamboats manage to carry on their business to the satisfaction of the settlers there.
440. Is Coff's Harbour capable of improvement? If you like to spend money on Coff's Harbour you can make it one of the best ports in the Colony.
441. What settlement is there to the north of Coff's Harbour within 10 or 14 miles? You have one of the finest tracts of alluvial country in the Colony between 5 and 15 miles back from Coff's Harbour. I refer to the valley of the Orara.
442. That is going back towards Grafton? Yes.
443. What is it like north, along the coast? There is no good country on the coast; it is all on the tableland. There are only a very few settlers along there. The coast is a mere fringe.
444. Are not the Bucca Bucca gold-mines in the vicinity of Coff's Harbour? Yes, on the table-land.
445. How far from there? Eight or 9 miles.

- W. A. Manning.
5 April, 1898.
446. Was not all the machinery for those mines landed at Coff's Harbour? I think so—either there or at Woolgoolga.
447. Do you look upon that as an additional reason for concentrating the trade of the district at Coff's Harbour? Yes; Coff's Harbour is the centre of a vast coming country.
448. If Coff's Harbour were made safe under all conditions of weather it would give more satisfaction than any improvement of the Bellinger? Yes; the Bellinger River is a snare. As an outlet to the sea the district would be better without it.
449. Where would you take the railway from;—at what point would you start? I would leave the river at its most northerly point, in the big bend just below Raleigh.
450. Would it be possible for the settlers on the South Arm to take their stuff to the railway? Yes, by drogher. No doubt the railway I suggest would be of more advantage to the people on the North Arm than to those on the South Arm; but a railway would be certain, and the river must always be uncertain.
451. You would suggest a railway as giving most relief to the people of the Bellinger? Yes; I would advocate a railway right through the place rather than any harbour scheme.

Thomas Stewart, sworn, and examined:—

- T. Stewart.
5 April, 1898.
452. *Vice-Chairman.*] You were formerly pilot at the Bellinger River? Yes; for twenty-four years.
453. How are you occupied at the present time? I have retired from the Service, and I am now living upon a pension.
454. *Mr. Clarke.*] I suppose you have had a great deal of experience in connection with the navigation of the Bellinger River? Yes.
455. I suppose when you were there most of the trade was done by sailing vessels? Yes.
456. Previously to being pilot you commanded vessels trading to the river? Yes. My experience of the Bellinger extends from 1852.
457. What was the state of the river when you were pilot? Before the dredges came there the up-river navigation was far better than it is now.
458. What was the state of the bar? The bar was always shifting? You could not depend upon it for twenty-four hours, or, at the most, forty-eight hours at a time.
459. For many years it has been liable to sudden changes? It is shifting all the time. The beach is nothing but a mass of quick-sand. There is no headland there, and the entrance is merely a hole in the beach.
460. How many vessels have been lost going out or coming in? During my term of service there have been three total wrecks, and fifteen vessels or more went ashore, and were taken across the spit into the river to save them from knocking their bottoms out in being eased round the beach.
461. There are steamers trading to the river at the present time? Yes.
462. What steamers trade there? The "Rosedale" is the only one.
463. Has the trade of the district increased since that steamer began to go there? Only slightly.
464. About £33,000 has been spent in improving the river;—has that money been judiciously expended? I consider that about £20,000 of it might just as well have been thrown into the sea. I refer to the amount spent on dredging. They simply dug holes in one place, and dropped the silt into other holes, so that the first ebb-tide brought it all back again.
465. Could a better plan have been adopted? Yes; the silt should have been landed somewhere.
466. Would not that have entailed considerable expense? Not more expense than was entailed by the system which has been adopted.
467. I suppose sand-pumps were not being used when you were there? No; but I believe that they do good work.
468. Can you give the Committee any opinion as to whether the trade of the district has increased of late years? I do not think that it has. The shipment of maize has increased; but the timber trade has fallen off. When I first knew the Bellinger there were from ten to fourteen vessels engaged in the cedar trade there; but now there are no vessels engaged in that trade.
469. Simply because the timber has been taken away from all the accessible parts of the river? Yes.
470. I suppose only hardwood comes from there now? Mostly hardwood, though a few logs of cedar still come.
471. I suppose even the hardwood trade has not increased? It has not increased, but I believe that they are erecting another mill. That may eventually increase the trade.
472. How long is it since you were on the river? Five years.
473. You have not seen the effect of the training-walls recently constructed by the Government? No; but from what I have heard a big mistake has been made.
474. *Mr. O'Connor.*] In what way? Instead of carrying the southern training-wall in a south-easterly direction they put a curve into it, so as to throw the scour to the north; but the water wants no encouragement to go to the north, because of the strong eddy in-shore which sets that way.
475. *Mr. Clarke.*] Do you think it would be advisable to expend £36,000 more upon the river? Not at the present time. I should suggest that the training-walls should be allowed to stop as they are for the next three or four years, so that we can see how they settle. No one knows what the bottom there is like.
476. Will it be possible for the settlement of the district to increase if nothing is done? It increased after I first went up there, although nothing was done. I would not spend another penny until the action of the tides and currents upon the training-walls has been made evident.
477. Surely the engineers know how they will stand? Not one of them have seen what I have seen.
478. *Mr. O'Connor.*] What do you mean by that? They have not seen the effect of heavy floods there. I do not refer to freshes. A flood like those of 1866, 1868, 1870, and 1872, will prove this work.
479. *Mr. Clarke.*] Is the land in the neighbourhood of the Bellinger valuable? There is some good land, but very little.
480. Is the good land comprised in alluvial flats, or is it high land? It is comprised in alluvial flats, which are most of them subject to floods.
481. Large quantities of maize are grown there? 45,000 bags is the largest quantity I have known to be grown there.
482. That is in one year? Yes; they do not get so much in a dry season.

483. Do not the floods, although they may destroy the crops, benefit the soil, by depositing silt upon it? In some places they do; but in other places the alluvial soil is washed away, and nothing but a bed of timber is left. T. Stewart.
5 April, 1898
484. You heard Mr. Manning say that Coff's Harbour was a safe harbour in ordinary weather? Yes; but that is not my opinion.
485. *Mr. O'Connor.*] What is your opinion? I consider that it is a very risky thing to have a jetty there. The jetty will cost the Government more money than they will ever get out of the district.
486. *Mr. Clarke.*] But vessels load there? Yes; and they have loaded off the beaches, as you have known them to do in the south.
487. There is another jetty at Woolgoolga? Yes, and another at Byron Bay. The last heavy weather nearly shook that jetty to pieces.
488. Would it be advisable to go to the expense of making a railway from Coff's Harbour to the Bellinger? I think not. If any railway is to be made, I should say take it from the Clarence or from the Macleay—from the Clarence in preference.
489. Do you know the country between the Bellinger and the Clarence? Yes, it is pretty rough country; but rougher country is gone through in crossing the mountains.
490. Still, any railway made there would be very expensive? Yes.
491. What is the distance? I should say 84 or 85 miles by land.
492. Is there any other information you would like to give the Committee? I would suggest that the Government should stand by and let the present dyke settle down before going on with any further work. When I first knew the Bellinger the shore for a mile and a half south of the breakwater was overgrown with big honeysuckle trees and mangrove trees. The honeysuckle trees were from 15 to 20 inches through, and did not grow in a day. The southern training-wall, instead of turning a little to the north as it does, should have come straight out to the south-east.
493. *Mr. Black.*] Would not that expose the entrance too much to southerly and easterly gales? No. A south-easterly gale would run straight in, and keep the opening clear. At the present time such a gale would be likely to wash away the ground at the back of the breakwater. I have seen 18 feet at low water after a big flood, the channel going out to the south-east, and in less than three months there was a dry sandspit there. The river generally works its way round until it gets to north-east, and a channel is formed about 70 or 80 yards wide. In 1872 from down south to about a quarter of a mile above the breakwater it was all awash at low tide.
494. Do you think that an entrance permitting gales to break right in from the south and south-east would be better than the proposed entrance? I do not think it is possible to avoid any gale. There is no headland there to work on.
495. *Mr. Trickett.*] In your experience, how much does the bar vary in its position? In 1872 I had a depth of 14 feet of water for fourteen months, and a fortnight after that I had only 7 feet. The entrance has altered from a pretty straight channel to a channel going out to north-north-east.
496. But how much does the opening vary north and south? I have known it to shift from 1½ mile to the southward to ¼ mile to the north of the present entrance. It is always alive.
497. There are no rocky headlands on either side of it? There is a rocky headland about 1¼ mile to the southward.
498. But the ordinary entrance is merely an opening in the beach? Yes.
499. Do you think there would be any great danger of the proposed training-wall on the eastern side of the North Arm being washed away by the sea? I am sure of it.
500. In very heavy weather the sea might break over the sand and narrow piece of land to the east of it and wash it away? Yes; I have seen the sea break through as far north as where the "temporary bank" is shown on the map.
501. If the southern breakwater had been carried out in a straight line, do you think the scour would have been as good? I think so. I think it would have been better than it is now.
502. What kind of a bottom is there for the breakwater? It is all quicksand.
503. It makes a very bad bottom to work on? Yes; I do not think anyone knows the depth of it. I am informed that there is 30 feet of sand there. I have known 18 feet of water to be there.
504. The stones used in the breakwater would have to be very big? They ought to weigh 15 tons each; but, from what I can hear, the stones they are using weigh from 20 to 70 lb. In the course of two or three years a ballast-heap which used to lie on a dry beach to the south of the present entrance sank right out of sight.
505. Were you at the Bellinger in 1890? Yes; I left there in 1892.
506. The bar was in a very bad state in 1890? Yes.
507. Several vessels went ashore there in that year? Yes; the "Harrington" was ashore there for a few days, and so was another vessel.
508. From your experience, do you think the entrance can be improved, or do you think it would be wasteful to spend money upon it? I think it would be a waste of money to try to do anything there. The southern breakwater, if carried out as I suggested in 1869, would have been a great help.
509. Do you think that, no matter what money is spent there, the entrance will always be very uncertain? Yes.
510. Do you think that dredging will always be necessary? Yes; the waters flowing in from Back Creek and the South Arm tend to form spits in the channel. One tide will form a spit that you cannot get over.
511. There is no great scour with the ordinary flow of the river? No; you want an occasional flood to scour the channel. You want a big flood. Little freshes are no good.
512. Do you know the entrances to any of the other northern rivers where harbour works have been carried out? I know the Nambucca, the Clarence, the Richmond, and the Tweed.
513. Do you look upon the Bellinger as worse than any of them? Yes; all the other rivers have a headland which you can work on.
514. *Mr. Wright.*] Do I understand you to say that there is a strong northerly set inshore? Yes, for nine months out of the twelve.
515. And a southerly current wide off? Yes.
516. If it has been stated to the Committee that there is always a southerly current both inshore and wide off, that statement is incorrect? Yes; there is always a strong eddy in these bights.

- T. Stewart.
5 April, 1898.
517. A northerly eddy? Yes.
518. Would the sand carried down by the river be lodged at the mouth, or would it be taken away by the current? If it is not taken far enough out, it will be brought back again.
519. Do you think the training-walls go far enough out to give a clear entrance? I object to the northern wall altogether. I would make the southern wall, and let nature do the rest.
520. Is there not always a sandspit at the junction of the North and South Arms? Yes.
521. The professional witnesses say that upon the construction of the training-walls this sandspit will be cut through by the current coming from the North Arm, which will strike the southern training-wall? Where is the current to come from. I do not hold with that view at all.
522. At the present time a great deal of the river traffic goes through Back Creek? Yes.
523. If these works are constructed do you think that Back Creek should be closed? Yes; if they do not close it, the tide will close it for them.
524. Would it not be better to close the creek in order to confine the water to one channel? Yes.
525. That would give a better scour? Yes.
526. There is not a very large volume of water coming down the river at any time? No.
527. Nothing affects the river except a big flood? Or a heavy sea on the coast.
528. What effect has a big flood upon the bar? A big flood upon both arms will take the channel out about east-south-east.
529. Do you think that the Department will be able to create a scour which will always keep the entrance clear? The Department are bringing the entrance out to the northward.
530. I think if you study the map you will see that the entrance is about 2 points south of east? Yes; you are right there.
531. When you spoke of the channel going out to the northward, you did not quite understand the bearings of the plan? That is so. But why make a curve?
532. You do not think it would be advisable to expose the entrance to the full force of south-east weather? The channel would keep open longer if it went out east-south-east.
533. Suppose you had a big flood and a high gale on the coast, what would happen? We never have a flood without an easterly gale—a gale ranging from south-east to north-east. The sea always comes in straight from the east.
534. Suppose the channel was south-east, what would be the effect of an easterly gale meeting a big flood? If the sea was very heavy the flood-water would have no effect upon it; it would get away to the north and to the south. There are no rocks to hold it.
535. Was no silt deposited from the dredges behind the training-walls? Not while I was there. The sand-pump dredges deal with the silt in that way.
536. I suppose that the sand-pump dredges would do good work there? Yes.
537. Will the construction of these training-walls tend to deepen the river? No.
538. Do you not think that the channel would be deepened if the river were narrowed? That depends upon the height of the walls above high water.
539. They will be 3 feet above high water? That would be sufficient for ordinary times.
540. If a flood rose a foot over the walls it would not do much damage? Not if the stone were heavy; but it would wash away small stones.
541. Do I understand you to say that the river is not likely to be improved by any permanent works? I do not think so. They have had 9 or 10 feet of water along the southern wall for the last six months. I have only known the river like that once in thirty years.
542. Then the presumption is that the wall is doing good work? Yes; but they have not yet had a big flood.
543. I suppose you frequently see the masters of vessels trading to the river? Yes.
544. How do they speak of these works? Some of them are against them, but others say that they have done good.
545. They are of diverse opinions on the subject? Yes.
546. You are not in favour of constructing a railway from the Bellinger to Coff's Harbour? No.
547. Is not Coff's Harbour capable of being made a valuable port? That is a matter of opinion.
548. Did you ever hear that Captain Howard had stated that when the Government had spent £2,000,000 on Coff's Harbour they would find the place filled up with sand? That is about correct.
549. *Mr. O'Connor.*] That is your opinion too? Yes.
550. *Mr. Lee.*] Which is the more important arm—the northern or the southern arm? Most of the settlement is on the North Arm, but the South Arm contains the deepest water.
551. Is the best land on the river banks, or does it lie further back? The best land is on the river banks. There is nothing further back.
552. Does that remark apply to the South Arm as well as to the North Arm? Yes; there are only little bits of flats between the hills.
553. What do they grow their chiefly? Maize, and latterly they have been dairying a good deal.
554. How many dairies are there in the district? One, I believe.
555. Do they make butter? Yes.
556. Upon a small scale, I suppose? Yes. A Mr. Matthews is about to erect a large creamery at Raleigh. That will be No. 2.
557. Were you on the river when the training-walls were commenced? Yes; I think I was the first to propose the south wall.
558. They were commenced on the upper part of the South Arm, and continued down to near the mouth? Yes.
559. You are aware that it is not proposed to carry out the south training-wall further than is shown on the map? Yes.
560. Do you think it goes far enough? Yes; for the present.
561. Did you not notice that there was a perceptible increase in the depth of the water as the walls were made? Whenever there is a stone wall for the tide to act upon you will get deep water alongside it.
562. The entrance is bad now, and always has been bad? Yes.
563. But since the training-walls have been built there has been good water alongside them? Yes; but I had better water before there was any training-wall there at all. I had a depth of 14 feet for fourteen months right out to sea.
- 564.

564. That has led you to the conclusion that the training-walls have not been affected? They have been affected to a certain extent.
565. But they have not kept your channel open? No, and they will not do that.
566. If you have training-walls on each side will not that make a sufficient scour? Provided that the sea does not wash the northern wall away.
567. The eastern training-wall to which you refer would be 600 feet back from the beach;—do you say that the sea would wash it away? Well, I have seen grassy hummocks, with trees growing upon them, disappear in less than six hours.
568. What depth of water went over that land? The land kept on sinking while the gale lasted.
569. On the southern side the sand would pile up? It would be just as likely to wash away. One gale might pile it up, and another gale might wash it away.
570. How does this entrance differ from the other entrances upon the coast? There is no headland there. It is all quicksand, and there is an eddy right round the bight.
571. You are of opinion that the southern training-wall should be allowed to stand for some time, to see how much it will settle? Yes.
572. In 1892 only £5,000 had been spent upon these training-walls, and now £33,000 has been spent upon them, so that you cannot have seen their effect? I know the effect of the sea upon the beaches there.
573. But you cannot speak from personal experience of the effect of these training-walls? No.
574. How many trips a week does the steamer make? One.
575. Do many sailing vessels go there? Two or three timber vessels.
576. I suppose the steamer brings maize, butter, pigs, and perishable stuff? Yes.
577. While the sailing vessels bring timber? Yes.
578. If one steamer can carry all the produce of the district, making a weekly trip, do you think the Government is justified in expending £36,000 in improving this entrance? No.
579. Do you think it would be practicable and economical to make a railway to Coff's Harbour instead? It would be practicable, but I do not know if it would be economical.
580. What is the distance? It would be about 18 miles from Raleigh to Coff's Harbour.
581. Would it be practicable to carry the produce of the Bellinger by rail to Coff's Harbour, and to ship it there? Yes. When the Bellinger bar has been bad they have sometimes sent produce there by team.
582. What would be best in the interests of the district? To spend the money in improving the Bellinger. The jetty at Coff's Harbour costs almost as much to repair after a heavy gale as it costs to build.
583. Is the statement that there are many times when the steamers cannot approach the jetty at Coff's Harbour a correct one? I suppose that in one week out of three they cannot go there.
584. Is it not a common practice to anchor the steamer off the jetty and to disembark passengers by means of the crane? Yes, they do that; but they cannot ship cargo that way.
585. Is not the jetty built with buttressed piles, so as to prevent steamers from coming alongside? A steamer can always get alongside if the weather is moderate. There are buoys to moor her clear of the jetty, and if there is any roll she naturally uses them for her own safety.
586. In your opinion it is not necessary to spend anything upon this port at the present time? That is so.
587. *Mr. O'Connor.*] You have not seen the new works constructed on the Bellinger, and therefore you are not in a position to say whether the money expended upon them has been well or ill spent? No.
588. Were you summoned by the Committee to appear here, or did you volunteer your evidence? I was asked to come here.
589. By whom? By the Secretary.

T. Stewart.
5 April, 1898.

WEDNESDAY, 6 APRIL, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	HENRY CLARKE, Esq.
The Hon. JAMES HOSKINS.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JOHN LIONEL FEGAN, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	THOMAS HENRY HASSALL, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Bellinger River.

John See, Esq., M.P., sworn, and examined:—

590. *Chairman.*] You represent the Clarence Electorate in the Legislative Assembly, and you are one of the managing directors of the North Coast Steam Navigation Company? Yes.
591. *Mr. Trickett.*] What has been the effect of the works already carried out on the Bellinger, and what do you think will be the effect of the whole scheme when completed? What has already been done on the Bellinger has considerably improved navigation there, and I think that when the works are completed they will be of great benefit to the district.
592. I think the experience of other places has been that training-walls are very effective in creating a scour where a river is shallow? Yes, in every instance.
593. There is no reason why they should not have this effect on the Bellinger? None whatever.
594. The entrance to the Bellinger differs from the entrances to other rivers on the North Coast, because there is no headland there to work on—the entrance is merely an opening in the sea beach? I have no doubt whatever that that breakwaters will be effective there. In all places breakwaters, although they may be protected at their bases or shore ends by a headland, are to a great extent exposed to the full force of the ocean. At Newcastle, for instance, although a certain portion of the breakwater is protected by the headland, as the wall projects into the sea, it has to withstand the full force of the water. The same thing may be said of the breakwaters at Trial Bay, the Clarence, and other places. I do not think there

J. See,
Esq., M.P.
6 April, 1898.

J. See,
Esq., M.P.
6 April, 1898.

there will be any difficulty in making breakwaters at the entrance to the Bellinger. From what I know of the place, it is not so much exposed as many other places along the coast.

595. Will it not be almost an endless job to get a bottom there, seeing that the sand is so constantly shifting? I do not think so. It simply means that stone will have to be thrown in until the bottom is reached, or until a good foundation is obtained. A good deal of the success of the breakwater would depend upon the size of the stones used in its construction. I do not know if there is an abundance of good stone available; but the size of the stone used has a great deal to do with the efficiency of a breakwater.

596. A gentleman of great experience told us yesterday that in his opinion the southern training-wall should have been carried out straight, without a curve;—what do you think? I think the straighter you make a channel of this kind, the more effective it is likely to be; but the curve you speak of is very small.

597. He contended that there is a northerly set of the current in-shore, which is likely to bank up the sand against the wall? The sand all about the Bellinger is constantly shifting; but, in regard to all these bar harbours, whenever there is a flood, the water always cuts a straight channel out to the ocean. On the Manning, the Macleay, the Bellinger, and the Nambucca—though the Nambucca has more rock about the entrance than the other rivers I have named—after a heavy flood there is always a straight channel out to sea. Then the channel shifts about, following the changes of the winds. Sometimes a sand-spit, which has appeared after a strong easterly gale will quite disappear, or change to another position, after a change in the wind.

598. I suppose the scour caused by the rise and fall of the tide in the Bellinger is not very great? The Bellinger is not a large river; but it has two arms, and that should aid the engineers in creating a scour. It is a very fine little river.

599. It is in flood-time that these training-banks do so much good in creating a scour? Of course, the scour is increased in flood-time. If you confine the waters of a river between training-walls, that largely increases the scour. There is always a great rush of tidal-water in these small rivers. At nearly all of these harbours there is an outer bar and an inner bar or a spit, and training-walls always remove this spit.

600. Even in ordinary weather? Yes; the scour created also invariably improves the outer bar.

601. That has been the experience of other bar-harbours? Yes; if you once define the channel, and keep it clear, the sand banks up and forms a sort of headland, and prevents the sea from forcing its way in.

602. What is proposed to be done now is to continue to build walls which form part of the complete scheme? The scheme seems to me a good one, because it directs the channel fairly out to sea. Before anything was done on the Bellinger, the channel was often very much south of the present channel, and varied greatly from time to time. We never knew from one week to another where the entrance would be.

603. Knowing the locality and the district, you think that, if the scheme as proposed is carried out, it will be beneficial to the people settled on the Bellinger? Unmistakably.

604. At the present time, the trade to the Bellinger is very small? There is a considerable trade there. The bar there is a shallow one, but not a dangerous one, and, so far as I remember, there has never been any loss of life on it. I do not know what the population of the Bellinger is at the present time; but the district is a large farming district, and I should think ranks second to the Manning in importance.

605. What are its staple productions? They grow maize chiefly, and they are now going in for dairying. It is not very far from Coff's Harbour, and some of the passenger trade goes by way of Coff's Harbour because of the uncertainty of the Bellinger entrance. The produce, of course, goes through the Bellinger.

606. A report submitted to us states that the cultivated land on the Bellinger is almost entirely confined to a narrow strip of alluvial soil upon the river bank, and that the staple and almost only crop is maize? Maize is the principle crop.

607. Does the district suffer by reason of the uncertainty of the entrance to the river? There can be no doubt about that. Only very small steamers can go there now, and sometimes for a fortnight or more it is impossible to have communication with the river, except by means of droghers. The people raise a considerable quantity of poultry, eggs, and pigs; and if they do not get their produce to market quickly and regularly it deteriorates, and they suffer loss. If there was an assured depth of 10 feet at the entrance I should think the production of the district would greatly increase, and that the population would double itself within five or six years. The land on the Bellinger is as rich as any of the land upon the northern rivers.

608. Do they grow sugar there? They could do so; but the further you go south the greater the liability to frost. On the Bellinger they are nearer to the hills than they are on the Clarence, and therefore they are more likely to get frosts there. This district is not far away from the Don Dorrigo district.

609. You look upon it as likely to be a large dairying and a maize-growing district? Yes; it is one of the most fertile and beautiful districts in the Colony. The alluvial land there is as good as that upon any of our rivers.

610. Would a permanent depth of 10 feet enable sufficiently large steamers to trade to the district? Yes; very often there is not more than 6 feet of water there. I have been interested in steamers trading to the Bellinger for the last fifteen years, and I know that the losses which have been sustained there by shipowners and insurance companies have been very serious. I had two steamers on shore on the north spit at one time. On several occasions vessels have been stuck there for considerable periods. We had to lift the "Fernmount" nearly a mile from the outer beach into deep water inside. That means additional expense to the shipowners, and this expense has, of course, to be borne by the settlers of the district.

611. Is your company still trading to the Bellinger? Yes.

612. Is that trade a payable part of your business? The trade is comparatively small; but it works in with other business. The North Coast Company have a number of steamers, and they have to supply additional tonnage wherever it is required, so that it pays them to work in all these trades. Our difficulty hitherto has been the shallowness of the water upon the bars at certain seasons of the year. When there is a succession of north-east gales, and an absence of floods, the bars bank-up tremendously. When the floods come they scour out the channel, and the entrance is pretty good for some time. On the other hand, these floods frequently destroy the crops.

J. See,
Esq., M.P.
April, 1898.

613. Have you often had your vessels bar-bound at the Bellinger? Yes; scores of times. Sometimes they have been bar-bound for a fortnight. This is a serious inconvenience to the producers of the district. I should like to say that only recently one of the most enterprising men on the Bellinger bought a large estate there, and intends to go in for dairying on a large scale. It is only reasonable to expect that other people will follow his example.

614. Where do vessels go for shelter when they cannot enter the river? Trial Bay is the nearest place.

615. How far is that from the entrance to the Bellinger? About 20 or 25 miles.

616. I suppose these delays cause great inconvenience to passengers, ship-owners, and others? Yes. Very often the Bellinger passengers go to the Macleay, while sometimes they go to Port Macquarie. Recently they have gone to Coff's harbour.

617. It has been suggested that, in lieu of improving the entrance to the river, a railway should be made from the Bellinger to Coff's Harbour;—how do you view that idea? A railway would be much more expensive to the farmers, because it would mean so much extra handling. At the present time produce intended for shipment is put upon the droghers and brought down by them to the steamer, to which it is transhipped. If there were a railway journey to be made in addition, there would be so much extra handling. A railway might serve the Bellinger people to some extent; but it would not serve them altogether. It would be preferable to improve the river.

618. I suppose there would be a good many creeks to cross in making a railway to Coff's Harbour? I do not know; but I suppose there would be some.

619. Would it not be pretty expensive to construct 20 miles of railway? It would take more to construct the railway than to improve the harbour. From my recollection of the country between the Bellinger and Coff's Harbour, I should say that a railway there would cost from £7,000 to £8,000 a mile.

620. An experiment was tried in making the railway from Murwillumbah to Lismore, but that has not been a very marked success, so far as the production of revenue is concerned? The object of the railway you speak of was not to divert trade from the Tweed, but to open up an enormous tract of intermediate country. Although that line has not been as profitable as we should like it to be, it has opened up an immense area of country. Each year will increase the importance of the traffic upon it, and probably in time it will pay.

621. Having regard to the general wants of the district, and looking at the question of expense involved, would it be better to abandon the improvement of the Bellinger and to construct a railway from the Bellinger to Coff's Harbour, or would you like to see the proposal before the Committee carried out? I have no doubt that it is absolutely essential for the good of the people of the Bellinger that the harbour works should be carried out. I do not think sufficient importance is attached to the rivers on the north coast. The country there is one of the most fertile in the Colony. It is well watered, its climate is salubrious, and it possesses many advantages not possessed by other places. In other countries rivers are much more appreciated. If people went into these districts, as I have been into them, and saw the industry and enterprise of the settlers there, they would recognise the justification for expenditure of this kind.

622. Is it not the policy of all countries to keep open their waterways as much as possible? Unquestionably. In some places they dig canals and harbours to provide themselves with waterways.

623. Water carriage is always cheaper than land carriage? Undoubtedly. What makes the freights to the smaller rivers higher than the freights to the larger rivers is that shipowners labour under many disadvantages in sending vessels to the smaller rivers. The vessels are frequently bar-bound, and they can only bring out small quantities of cargo. But if the entrance to the Bellinger were improved, and a permanent depth of 10 feet given, the freights there should become as cheap as the freights to the Manning.

624. How would a depth of 7 or 8 feet suit a vessel trading there? If there was an assured depth of 8 feet it would give all the relief required at the present time. If we were always sure of 8 feet of water, we could employ a larger steamer to go to the Bellinger. The boat going there now only draws 6 ft. 6 in. when she is loaded. Of course if there were 10 feet of water there we could not send vessels drawing 10 feet to the river, because something must be allowed as a margin.

625. What vessel trades to the Bellinger? The "Rosedale." She draws about 6 ft. 6 in., and you can load her on an even keel with 150 tons at that depth. She is as flat-bottomed as the floor of this room. Her bottom is flatter than her deck.

626. Specially-constructed vessels must be used for this river trade? Yes; the North Coast Company lately built a steamer to act as a sort of tender, to trade between the different rivers. This vessel will be used when there is difficulty in navigating the rivers. She will be able to carry a fair cargo when drawing only 4 ft. 6 in. or 5 ft. of water.

627. In your opinion, what is the least depth that there should be at the Bellinger entrance? If a vessel drawing 8 feet of water can be reasonably sure of entering the river at any time—except, of course, under exceptional circumstances, such as an easterly gale, which might prevent a vessel from leaving the Clarence or the Hunter—I think that the depth would be ample.

628. You do not think that less would be sufficient? I do not. I do not think there would be any difficulty in obtaining this depth. The experience of the works so far carried out has been better than was expected.

629. *Mr. Lee.*] You have already admitted that you believe the district to be entitled to better communication with the outer markets than it has at the present time? Undoubtedly.

630. The question naturally arises, which is the best way to give this communication—by improving the port, or by building a North Coast railway? My opinion is that sooner or later we shall have the North Coast railway as well as the Harbour Improvements.

631. But, speaking of the present time? I think that if the people there had to make their choice, they would say that the harbour improvements would serve them best. A North Coast railway, however, will open up an enormous tract of country lying above the head of river navigation which cannot be opened up now.

632. At the present time the staple product of the district is maize. Could a railway bring that maize to market as cheaply as it could be brought by the steamers? No; if there were a railway there now, the stuff would be brought to Sydney more cheaply, notwithstanding the bad state of the river. A North Coast railway, however, would open avenues of development which the rivers cannot open up.

633. Do you think that the railway would be in competition with the steamers? No.

J. See,
Esq., M.P.
6 April, 1898.

634. You think that in the future the district will require both the railway and steamer communication? I think so. I think the North Coast railway is sure to be made, though I do not know how long it will be before it is made. There are hundreds and thousands of acres of the finest land in the world which would be opened up by such a railway.

635. It would be a gigantic mistake to spend large sums of money in improving the river if that expenditure were afterwards to be made unnecessary by the construction of a railway. You think, however, that the railway when built will not compete with the river? I do not think the two will come into competition in the least degree. The district lower down the river must, of course, always be served by the steamers.

636. The day must come when the settlement of the district will be larger, and when its production will be larger, and when a class of product will be raised which it will pay to send away by railway? Undoubtedly.

637. Therefore, if the country is committed to the improvement of the river, it does not follow that the money spent will be wasted if the railway is afterwards made? I am sure it will not be wasted.

638. *Mr. Fegan.*] Do you know anything about the timber trade of the district? There is not very much timber there now. In olden times, when the scrubs were standing, there used to be a lot of cedar, but they have to go back into the ranges for it now. Cedar and pine are got now in the gorges. The brush on the alluvial flats has been cut down in order to make way for the cultivation of the land.

639. If you go up Back Creek you get nearer to the good country than by going up the North Arm? The steamer does not go up the Bellinger at all; she only goes as far as the Government wharf, just inside the river, and flat-bottomed boats, carrying, perhaps, 600 bags, with a draught of 2 feet, propelled by a small tender, bring down her cargo. On one occasion I sent a small steamer up to Fernmount; but the steamers do not go there regularly. The cargo is brought down the river to them.

640. Pilot Ratchiffe told us that there had already been a great improvement in the river, and that there was now an average depth of 10 feet? I am sure that the training-walls will have the effect of deepening the channel.

641. Another witness told us that there was some of the best timber in the Colony in the Bellinger district? There is no doubt that it is a wonderful district for hardwood—blackbutt, ironbark, and various kinds of gum. The hardwood there is as good as any you get in the world. I suppose the timber from Port Stephens up to the Clarence is as good as you would see in any part of the world.

642. Ellis Bros. are putting up a second mill on the river? Yes; there is no question as to the quantity of timber available, and it is all pine timber.

643. *Mr. Roberts.*] Have there not been several wrecks upon the Bellinger during the last few years? There have not been many wrecks, but a good many vessels have been stranded there. That is nearly as bad from a steamship owner's point of view.

644. The navigation of the entrance is regarded as dangerous? It is not dangerous, but it is very inconvenient. Steamers very often go ashore there. When I was there some five years ago I had two steamers ashore on the north spit, and a vessel carrying coal made for the entrance, but struck one of the spits and sank. I have never entirely lost a vessel there.

645. You think the time has arrived when something should be done for the people residing upon the north coast rivers? Yes; and this is one of the most important rivers on the coast.

646. Does it resemble the Manning and the Macleay in any way? Yes. They are all pretty much about the same; they have all high banks and run through rich alluvial land.

647. Land capable of producing anything? Yes; anything that good land will produce.

648. Are the people there going in for dairying at all? Yes; but the bad state of the entrances injures them to some extent.

649. If these improvements are carried out, will it lead to a development of the district? Yes. The North Coast Company put cool chambers into their steamers whenever there is any large quantity of dairy produce to be carried. These chambers enable shippers to land their goods in Sydney as fresh as when they left the dairy. When, however, there is a detention at the bar, there is a danger of the ice giving out, unless you have a refrigerating machine on board, and if the detention is very great the stuff may perish.

650. Are delays very frequent? Yes.

651. What is the longest period that a steamer has been bar bound? Steamers have been bar bound to my knowledge for a fortnight at a time, and in the olden days they were often bar bound for longer periods. The going into and out of the rivers by the steamers improves the bars to some extent. Mr. Darley has on more than one occasion moved the crust of sand upon the top of these bars, and that has the effect of causing a slight scour, thus deepening the channel, while the dragging of the steamer keels upon the sand has a similar effect. What they call the cover-piece, upon the stern of the steamers, wears out very quickly by reason of this dragging through the sand.

652. Would your vessels attempt to enter this river at the present time if an easterly or south-easterly gale were blowing? No; they would not attempt to enter in an easterly gale if there were 10 feet of water upon the bar.

653. Would they enter with a south-east gale under such conditions? Yes; a south-easterly gale is not so bad.

654. Even if the proposed improvements were carried out it would be risky to attempt to enter during an easterly gale? I think so; but these gales do not last very long—never more than four or five days, allowing for the sea to go down after the wind has stopped.

655. The vessels could enter during southerly weather? Yes. The easterly seas which we get on the coast are not always local. A disturbance at New Caledonia will sometimes make a big sea over here.

656. You think the suggested improvement would be of great advantage to the Bellinger district, because the people living there would have more certain communication with Sydney? Yes. I have no doubt whatever that the Bellinger district is fully entitled to any reasonable expenditure upon work of this kind, which those whose business it is to study these matters think should be carried out.

657. *Mr. Black.*] You said that the land in the district which is suitable for sugar-growing lies nearer to the hills than similar land on the Clarence;—what is the width of the country between the hills and the Bellinger? I do not know. The coast range is nearer the sea-coast at the Bellinger than at the Clarence. I should think it was from 30 to 35 miles by river from the sea-coast to the hills.

658. Is there a belt of cultivatable land 30 miles in width upon each side of the river between the sea and the ranges? No. The river twists and turns a good deal between the sea and the ranges. I suppose that as the crow flies the distance from the coast to the ranges would not be more than 20 miles. There is a strip of good land all along the river. Sometimes it is a mile or two wide, at other times it is 4 or 5 miles wide. At Raleigh, I dare say, it is 5 miles wide. The forest land is good for dairying, just as is the alluvial land.

659. But not for cultivation? No. As a rule they do not cultivate the forest land on these rivers.

660. Is much of the forest land in use now? Not so much as there would be if they went in more for dairying.

661. I suppose the bulk of the flat country is occupied? It is all taken up more or less.

662. So that there is little room for development there? Most of the alluvial land is taken up, but a great deal of forest land could be used for grazing.

663. I suppose that near the coast the land is chiefly covered with a scrubby growth, and is sandy? Yes. Down near the entrance to the river the soil deteriorates.

664. You have to come a few miles up the river before you get into good country. After 5 or 6 miles you begin to get into good country. You never get very good land close to the sea. The salt air would spoil the crops.

665. Do you think the district would develop greatly if facilities were afforded by the improvement of the channel and the deepening of the entrance? Yes; and I think that the people there are entitled to this improvement.

666. You think that the people there can fairly demand the carrying out of these improvements? Yes. If the river were improved there would be an enormous increase in the production of live stock—pigs, poultry, and so on. If pigs are kept several days on a bar-bound vessel they lose condition. The same thing may be said about other farm produce. A farmer reckons to pay the expense of his house by selling his eggs, fowls, and produce of that kind.

667. *Mr. Humphery.*] What is the difference between the freight to the Bellinger and the freight to Coff's Harbour? I do not know, because our boats do not go to Coff's Harbour. The freight to the Bellinger is, I think, 1s. 6d. a bag. I daresay it would be less to Coff's Harbour, but there is no particular settlement about Coff's Harbour.

668. *Mr. Hoskins.*] We were told yesterday by an old pilot that Coff's Harbour was not always approachable? That is so. It is not approachable in easterly weather. Coff's Harbour might be made a good harbour, but it would require the expenditure of a good deal of money.

669. *Mr. Humphery.*] To get goods to Coff's Harbour they would have to be brought down the river by drogher? Yes; and then there would be dray haulage, or railway haulage from (say) Raleigh to Coff's Harbour. We reckon that distance at about 20 miles.

670. It is not likely that where the river was accessible a producer would send stuff by rail to Coff's Harbour rather than put it on board the Bellinger steamer? No.

671. I suppose the river droghers are able to take produce away from almost every part of the district? Yes; we provide sufficient tonnage to take all the produce away.

672. Nearly all the settlement in the district is close to the river? Yes; but there is a good deal of back country that has not as yet been opened up. The present settlement is nearly all upon the banks of the river and of the creeks.

673. So that the steamers practically serve the whole of the settled part of the district? No doubt. When the bar was closed a few months ago some of the settlers, in the desire to get their goods to market, carted them over to Coff's Harbour, but that was very expensive. It is a big day's work to cart produce 20 miles.

674. Has it frequently happened that the river has been closed for more than a day or two? Yes. This is the worst time of the year, because the tides are lower now, and there are not generally any floods to cause a scour. Of course, if we get a heavy fresh that deepens the bar, and I have known there to be as much as 12 feet of water on the Bellinger bar immediately after a flood.

675. In your opinion, the improvement of the river is to be preferred to both a North Coast railway and a railway from the Bellinger to Coff's Harbour? Yes. All these rivers—the Tweed, the Bellinger, the Nambucca, and others—are deserving of consideration, and their improvement must be of great benefit to the people on the North Coast. My intimate knowledge of these districts leads me to say that if better means of communication were provided, so that goods might be taken to market more cheaply, there would be a large increase of settlement.

John McLaughlin, Esq., M.P., sworn, and examined:—

676. *Mr. Humphery.*] You represent the Electorate of Raleigh in the Legislative Assembly? Yes.

677. The Raleigh electorate embraces the Bellinger district? Yes. Raleigh, on the Bellinger, is about the centre of the Raleigh electorate.

678. *Mr. Lee.*] From what point of view do you wish to give evidence upon this question? I want to give evidence in favour of the extension of the training-walls which have already been commenced, and I want to show what a great benefit the carrying out of this work will be to the district. When I visited the Bellinger in May, 1896, I found the people almost in a state of famine. The bar was impassable, and they were almost without the necessaries of life, except such as they produced themselves. The storekeepers had to get their goods from Sydney *via* the Macleay or *via* Coff's Harbour, while the produce that was raised was left on the hands of the producers, because it was impossible to get it to market. I visited the entrance to the river, and I found that the southern training-wall, which was being made, was only a half-tide wall, so that the water flowing over it prevented any considerable scour. The bar was really shoaling up rather than improving, and there were not more than 4 or 5 feet of water upon it. I pointed this out, and it was decided by Mr. Darley, upon the advice of the local engineer, to raise the wall above high-tide, so as to prevent any loss of scour. Along the wall at the present time there is a depth of nearly 15 feet. Very shortly after the wall was raised and brought a little further down the river the entrance began to improve. At one time it used to be a good deal further south than its present position. I have seen the "Rosedale" coming in through a channel nearly half a mile south of the present entrance. The contractor and the Government engineer explained to me that they hoped that as the southern

J. See,
Esq., M.P.
6 April, 1898.

J.
McLaughlin,
Esq., M.P.
6 April, 1898.

J.
McLaughlin,
Esq., M.P.
6 April, 1898.

- southern training-wall reached completion the entrance, instead of being down south, would go out nearly straight, further to the north, and within a very few months that was what happened.
679. Have you been there since this improvement came about? Yes, I have been there since, and I found that it has nearly always been impossible to cross the bar. Until the recent rough weather the steamer was never bar-bound. Every £1,000 spent upon the work has improved this harbour. The wall now can never suffer from the rough seas, because the sand prevents them from coming in. It is not intended to take the wall out into rough water, because the stone obtainable is not heavy enough to resist the seas.
680. In your opinion the further the training-walls extend the better the bar becomes? Yes; the construction of the northern training-wall will make a very great improvement.
681. It is not proposed to extend the southern training-wall very much? No; and I do not think that is necessary.
682. It is proposed to put a wall on the north side, where the firm red lines are shown. In your opinion, what effect would that have? The effect of that must be to concentrate the water which now flows over the flats upon the entrance. The short wall that has been completed upon the north side of the South Arm has had a beneficial effect, but the current to a great extent expends its force upon the sandbank a little further down.
683. Which contributes most water in flood-time, the North Arm or the South Arm? I should think the North Arm always; but there is a great deal of high country which drains into the South Arm.
684. If the works now proposed to be carried out were made, they would give a good entrance to the river? I feel confident of it from my own observations since 1896.
685. Have you any suggestions to lay before us in regard to the proposed work? I have never heard any suggestions for the alteration of the plans in any way.
686. *Mr. Fegan.*] What about Back Creek? I understand that it is proposed to dam Back Creek, but I do not think it matters what happens to that creek.
687. Some work has been done in the neighbourhood of Back Creek on the north side of the south arm? Yes; that has confined the scour to some extent.
688. *Mr. Lee.*] You are satisfied with the proposals of the engineers? Perfectly.
689. You think they will be effective if carried out? Yes.
690. Then, as to the justification for the work? I think the Bellinger is as nice a little river as we have in the Colony. No one could pay a first visit there without being struck with great admiration for its richness, the beauty of its scenery, and the magnificent timber to be found there. If you travel between the Bellinger and the Nambucca, you will see extraordinarily good timber and splendid soil all the way through. You cannot excel the soil along the banks of the Bellinger.
691. What settlement there is is situated on the banks of the river? The settlement of the district will largely increase if facilities are given for sending produce to Sydney. Hitherto they have been unable to get anything away from the place.
692. All the river land has been alienated for some years? There is a large amount of good farming land still reserved; blocks are thrown open to selection nearly every year. A lot of land fit for agricultural purposes has been reserved, and a lot of timber land has been reserved.
693. Let us take the position as we have it to-day. The Bellinger is an old settled district, its chief productions being maize, butter, eggs, poultry, and timber. The trade is conducted by one steamer, making a weekly trip, and by a few small coastal vessels. That being the case——? I do not admit it to be the case.
694. We have evidence to prove it? The witnesses are mistaken. Mr. Ellis has recently brought a saw-mill from the Nambucca, and erected it upon the South Arm. He is starting a store, and will give employment to about 200 men. No matter how many men are at work upon it, the timber there will not be exhausted for many years to come. Mr. Ellis' steamers will bring timber to Sydney, and produce as well probably, and they will carry back goods.
695. *Mr. O'Connor.*] We have it in evidence that the timber of the district is the finest in Australia? I should say that it was almost the finest in the world. Between the Bellinger and the Don Dorrigo country you get every kind of timber.
696. *Mr. Lee.*] Timber can be allowed to find its way to market as circumstances permit, because it does not fluctuate in value, nor is it perishable. The timber trade could be dealt with under present conditions? Sometimes the vessels cannot get into the river to take the timber away.
697. If they cannot get in one week they can get in the next; but if maize is kept under the hatches of a steamer for six or seven days it deteriorates? Undoubtedly.
698. Does not the value of maize in the Sydney market fluctuate? Yes, very much.
699. If the settlers upon the Bellinger are to be put upon the same footing as those of more favoured rivers, they must be given an opportunity to take advantage of the Sydney market? That is so.
700. To put them upon the same footing as the residents of the Clarence it becomes necessary to improve the entrance to the Bellinger, as the entrance to the Clarence has been improved? It is both necessary and just.
701. Can maize-growing be carried on profitably in the district unless these facilities are given? Only under a great disadvantage.
702. Live stock and perishable produce must be got to market as quickly as possible? No doubt.
703. Do you think that if a reliable port were given to this district the quantity of produce sent away would largely increase? Yes, very largely.
704. The settlers there would cultivate more of their land? Yes, a great deal more.
705. And probably more Crown land would be taken up? Yes.
706. You think the development of the district is retarded by the want of proper communication with the Sydney markets? Yes.
707. Do you know of any better way of giving this communication than by improving the bar? The only other way would be to make a tramway or a railway to Coff's Harbour, and Coff's Harbour is not always available to shipping. In 1896 the people of the district were in despair because of the state of the Bellinger bar, and an agitation was got up in favour of the railway to Coff's Harbour; but a steamer cannot lie at the jetty there. Passengers have to be landed by the help of the crane.
708. And that is not always possible? No.
709. Would it be possible for settlers on the South Arm to send their produce by droghers up the North Arm,

Arm, then to put it on to the railway, and afterwards to ship it at Coff's Harbour? The handling would handicap them to such an extent that I am afraid there would be no profit left.

710. The increased expenditure would equal the loss now entailed by detentions at the bar? It would intensify their loss. I believe that when the proposed works are carried out there will be from 10 to 15 feet of water on the bar. At the present time, if you are located in Bellingen, Fernmount, or any of the towns in the district, you never know when you can get away again.

711. There is room for the development of the district? A great deal of room.

712. How far away is Don Dorrigo? The Never Never Creek joins the river about 24 miles from the entrance. The district there is very fertile, and you then gradually commence to ascend to the Don Dorrigo country. You go through magnificent country; but the land is so thickly timbered that no attempt can be made to use it until the timber has been removed. After 12 miles travelling you get into the Don Dorrigo country, and you are then at an elevation of nearly 2,000 feet. There you find splendid agricultural land. A large number of settlers are at present engaged in clearing off the timber, which in most cases they destroy altogether. Their produce they bring down to the Bellinger.

713. Not to Coff's Harbour? No; they have no road there.

714. Would that be a more convenient place if there were a road? If there were a good road they would prefer to go to Coff's Harbour, because they are always sure of getting a steamer there. The steamer leaves there at a fixed hour every week.

715. If the proposed works are carried out, how will that produce find its way to market? I think it would then go by way of the Bellinger. Of course, a great many of the settlers residing at the back of Coff's Harbour will always go there.

716. You think that the effect of improving the river will be to concentrate the traffic from the district lying immediately behind the Bellinger and about 30 miles back? I think that the traffic from a great part of the Don Dorrigo country will come down to the Bellinger.

717. There is a lot of good grazing country lying at the back of the river which at the present time cannot be used? Yes; for want of a market. At the present time farmers bring their potatoes from Guy Fawkes down to the Bellinger by team.

718. What is your opinion of the future of this district? I think that the more it becomes known the more its population will increase, and the richer it will become. It is a wonderfully rich country. There used to be but one storekeeper in the district, but now there are four in the town of Bellingen alone.

719. There is a good deal of similar country behind Coff's Harbour? Yes. There is good mining and agricultural country behind Coff's Harbour. The land is higher, but it is similarly timbered.

720. Do you think the residents on the Bellinger would be willing to contribute something to recoup the Government for this expenditure, seeing that it would mean a reduction of freight to them? I think they would be willing to pay something if they were not asked too much. At the present time they pay 1s. 6d. to send away a bag of maize, whereas on the Clarence they only pay 9d. Still, the Clarence people pay nothing to recoup the Government for the expenditure upon the Clarence, and, therefore, it is likely that the Bellinger people would object to pay anything.

721. You think that if river dues are imposed they should be imposed all round? Yes.

722. Beyond that you do not wish to express an opinion in regard to the matter? I would not recommend the imposition of dues.

723. Have you any reason to suppose that the bulk of the settlement will be in the vicinity of Coff's Harbour rather than in the vicinity of the Bellinger? No; because the land near Coff's Harbour is not so well suited for agriculture as is the land along the Bellinger. The country for 10 or 15 miles round Coff's Harbour is timbered country.

724. I presume you are of opinion that if these works are carried out traffic will be attracted from a much larger district than that from which the river at present draws traffic? Undoubtedly.

725. Possibly a large amount of traffic may be drawn from Coff's Harbour? No doubt.

726. Do you see any objection to that? No.

727. It would be better to have a reliable entrance to the Bellinger than an unreliable port at Coff's Harbour? Yes; but Coff's Harbour will always be used.

728. Still it is an unreliable port? Yes; steamers cannot lie there.

729. Is it likely that passengers would go to Coff's Harbour to be put on board the steamer by means of a crane if they could take the steamer from the Bellinger River? No. People going to Coff's Harbour from the Bellinger have to be driven 20 miles, and someone must be there to meet them on their return. There would be a great increase in the passenger trade from the Bellinger if passengers could always be sure of getting away.

730. Do you think the country is justified in undertaking the improvement of the North Coast rivers at the present time? Yes, in the absence of a North Coast railway. The people in these districts have paid large sums of money to the Crown for their land, and there is a very large amount of settlement. Nearly all our maize comes from these rivers, and we must provide the people there with facilities for getting to market.

731. Irrespective of your political connection with the district, you think that it would be wise to carry out this work? If I were about to retire from the district to-morrow I would say that the work is not only justifiable but absolutely necessary.

732. *Mr. Fegan.*] How will the improvement of this river benefit the Crown in any way? The more people settle there the more the Crown will get for its land. A very large land revenue comes from the district now; but if the people are not given facilities for getting to market they will not be able to pay for their land.

733. If a railway were about to be constructed, the people using it would have to pay something towards its cost? No doubt.

734. But the Government will get no direct profit from this work? No. I think it is a pity that the North Coast railway was not constructed many years ago.

735. Would you prefer a railway to the proposed harbour improvements? Yes, if I had a show of getting it.

736. Have you at any time presented a petition in favour of the construction of this work? No. A petition was presented, but that was in 1892, before I became the member for the district. Since I have been a member I have impressed upon the Department the absolute necessity for pushing on with this work.

J.
McLaughlin,
Esq., M.P.
6 April, 1898.

- J. McLaughlin, Esq., M.P.
6 April, 1898.
737. Is one of the polling-booths for the electorate on the Bellinger? There is a polling-booth at Bellingen, another at Fernmount, another at Raleigh, and another at the Bellinger Heads.
738. What is the population? The population at the Heads is not very large. At the time of the election a number of the men employed in connection with the construction of the training-walls were working at a quarry 7 miles up the river, and they voted at Fernmount. Since Mr. Ellis went there the population has considerably increased.
739. The saw-mill will only employ about twenty-five men? More than that. They employ as many people as they can in getting timber. There is plenty of timber to be got, and the mill will cut it.
740. What market have they for the timber? They are sending it to Sydney. The red mahogany they are sending to London.
741. The greater part of the timber taken from the Bellinger may be expected to go to the London market? Yes.
742. We have been informed that there are 34,300 acres of alienated land in the Bellinger district;—17,500 acres of reserved land; and 241,200 acres of Crown land. If the proposed works are carried out, the Crown land will probably fetch a higher price than it would otherwise fetch? Yes.
743. That will be an indirect benefit obtained from this work? Yes.
744. Do you not think that if Back Creek were blocked, there would be a better scour down the main channel? No doubt. I do not know if the blocking of the creek would do any harm.
745. Part of the traffic now goes up the creek? Yes.
746. There is a shoal at the junction of the two arms? Yes.
747. You are satisfied that if the proposed work were carried out, the Government would be recouped indirectly by the sale of Crown land; homes would be given to more people; and a greater amount of produce would be sent to the Sydney market? Yes.

Louis Paulson, master of the steamer "Rosedale," sworn, and examined:—

- L. Paulson,
6 April, 1898.
748. *Mr. Fegan.*] How long have you been trading to the Bellinger? About six years.
749. What is the navigation of the river like now? The river is not navigable for coasting steamers like the "Rosedale." We can only get up about half a mile—as far as the Government wharf.
750. What does your vessel draw? Seven feet six inches when loaded.
751. What hinders you from getting up the river? The shoals and sandbanks. There is a large shoal lying across the entrance to the North Arm. The water follows down the training-wall that is being constructed on the eastern side of the North Arm; but there is no wall on the western side to confine it and thus make a scour. Where the temporary bank is shown on the map they were pumping sand from the south side to the north for some time, until a deep gutter was formed on the south side, and the pressure of water on the north side drove the sand back again. Now they are pumping the sand from the north side, but the bank will never be permanent until the training-walls are made, because the first fresh will break through again. The danger we have to fear is that the river may break through to the beach above the present channel. When they start to build the wall down along the island it will confine the water and cause a scour.
752. I understand that it is easier to get up Back Creek than to get up the main channel? Yes, at the present time, because of the shoal at the entrance to the North Arm. Still a dredge could cut through that bank in a week, and then the droghers could get up the river. Back Creek is merely a gutter. If the north end were blocked, it would silt up altogether.
753. What is the longest detention you have had at the Bellinger? I was kept there six days last trip because of the heavy sea. Three or four years ago I was there for fifteen days; but that was before they started to make the training-wall. There were then only 4 feet of water on the bar.
754. Since these works have been carried out, has the channel improved at all? Yes, considerably.
755. Do you think that if they are continued as proposed, there will be 10 feet of water at the entrance? There is 9 feet at the present time.
756. What is the tonnage of your vessels? Two hundred tons.
757. What are the chief products that you carry? Maize, cedar, poultry, &c.
758. Farm produce? Yes; we bring down cream and butter now because they are going in for dairying.
759. What do you do with the cream when you are detained inside the bar for three days? It kept very well last time. We have a cool chamber on board.
760. The uncertainty of transit is a great drawback to the district? Yes. Of course you would be delayed at times, even if there were 20 feet of water on the bar, by the heavy seas. Under ordinary circumstances, however, I have only been delayed two or three days in a year since they commenced to make the training-walls. We must credit these walls with the improvement.
761. Do you think that the carrying out of this work will develop the district? The district is bound to develop if facilities are given for the carriage of produce.
762. Do you think the lack of these facilities has kept the district from becoming thickly populated? Yes; but since I have been trading there the district has improved wonderfully, and especially during the last four years.
763. Have you any figures, showing what the improvement of the trade has been? No; I am not keeping a special account, but I know that the quantity of farming produce sent down has increased wonderfully, and our vessel has been fairly successful. At one time the channel used to be always shifting away to the north, but now we always have a fair depth of water.
764. What winds are worst for getting into the river? Easterly winds.
765. Is the South Arm navigable? Yes, for a distance of about 7 miles. I do not know exactly what the depth is; but vessels drawing 6 or 7 feet go up there.

TUESDAY, 12 APRIL, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Bellinger River.

Patrick Hogan, sworn, and examined:—

766. *Chairman.*] You at one time were a Member of the Legislative Assembly? Yes.

767. You are now in business in Sydney? Yes.

768. *Mr. Roberts.*] You are well acquainted with the North Coast district generally? Yes. I do not think there are many men who could come before this Committee who are better acquainted with the North Coast district from Newcastle to the Tweed than I am. I have had an every-day acquaintance with it for the last thirty years.

769. You have had business relations with the district for many years? Yes.

770. And you represented an electorate there for some years? Yes; for three years.

771. Are you well acquainted with the Bellinger district? Yes.

772. Do you think that the improvements which it is proposed by the Government to carry out at the entrance to the Bellinger will have the desired effect? I think so. When I was there less than three years ago, a man could have ridden a bicycle over the Bellinger bar.

773. Would that be at low tide? Yes. There is not more than 3 feet of a rise in the tide there at any time, and at the time of which I speak there was not more than 4 ft. 6 in. on the bar. I was there again less than twenty days ago, when the s.s. "Rosedale," upon which I was a passenger, and which was drawing not less than 7 ft. or 7 ft. 6 in., crossed the bar without the slightest difficulty, at ebb tide, and without touching.

774. Is this improvement owing to the work that has already been carried out? Yes, unmistakably. The additional depth is due to the southern training-wall. When I was last there I made it my particular business to look into the whole matter, so as to be able to afford what information I could to this Committee on my return.

775. How much of the works shown on the plan has already been carried out? The greater part of the southern training-wall. When that wall was started at the old ferry a boat drawing more than 4 or 5 feet of water could not moor there, but now there are 20 feet of water at the Government wharf, and I do not think there are less than 17 feet of water at any part of the wall. On the northern side they are also constructing what is shown on the map as a "temporary bank," to conduct the water of the North Arm against the southern wall, and thus cause a scour in the channel. I do not think money has ever been expended in the Colony with better results than at the Bellinger River.

776. Do you think it desirable that the north and south breakwaters should be carried out in the near future? Yes. I am of opinion that if you carry the training-walls 150 or 160 feet further out you will get sufficiently deep water for all practical purposes. The silt from the quarries which they are now throwing away would be very useful in the construction of the temporary bank, because there is no force of water to wash against that bank.

777. Do you think that the works at present proposed will be sufficient to meet the requirements of the river traffic for some years? I think so. There is nothing but sand above where the northern wall is shown. Whether that sand is likely to become troublesome in the absence of the northern wall I cannot say, but at the present time the southern wall carries deep water all along it, and, of course, if the northern wall were constructed it would be impossible for the sand above it to interfere with the channel.

778. Where do they get the stone which they are now using? In a quarry which they have opened up about 6 miles up the South Arm. To get stone of the size required by the specifications, they have to move a lot of silt and small stuff into the river. When I was there I suggested that this refuse, which now goes to waste, might be used in the construction of a temporary bank. It would be just as effective as larger stone, and only less expensive.

779. Has the work been carried out by contract or by day-labour? By contract. The contract is to quarry the stone, and punt it down to the wall, and for this work so much a ton is paid. They are now putting stone into the temporary bank which would be much better used on the southern training-wall. Only very small stone is necessary for the temporary bank.

780. What are the principal products of the Bellinger district? The products of all these rivers are pretty well the same—maize, timber, pigs, poultry, and so forth. This is purely an agricultural district.

781. Is the land as fertile as the land on the Macleay? Yes, it is very similar. There is a sameness about the whole district north of the Manning. The Bellinger is a beautiful little river, and is well worthy of the expenditure necessary to make a harbour there.

782. Is the production sufficiently large to warrant the expenditure of £36,000 there? Unmistakably, yes. I do not know of any public work that has yielded better results than that part of this scheme which has already been carried out. The district is as good as any north of Sydney, though it is limited in area compared with the Clarence and the Macleay districts. Overhanging it is the Don Dorrigo country, one of the best districts in the Colony.

783. Do you think that the improvements to the Bellinger are likely to lead to settlement in the Don Dorrigo country? It must have that effect. The Government have already gone to the expense of making a road from the valley of the Bellinger up to the Don Dorrigo country.

784. Is the soil there capable of producing anything? Yes. It is as good as the soil in the Big Scrub on the Richmond, though the climate is not quite the same.

785. How far would the Don Dorrigo country be from the nearest point at which produce could be shipped on the Bellinger? From 20 to 25 miles.

P. Hogan,

12 April, 1898.

- P. Hogan. 786. How far up the river do the ocean steamers go? Only as far as the Government wharf—not more than a mile and a half.
- 12 April, 1898. 787. Is the North Arm navigable to an ocean steamer? No. The ocean steamer could get up to Fernmount, a distance of about 12 miles, if the channel were dredged.
788. Is all the produce of the district brought down to the Government wharf by droghers and punts? Yes.
789. For how many miles is the produce carried in this way? I should say 20 or 30 miles. There are between 40 and 50 miles of settlement on the Bellinger River.
790. Does that include the North Arm? The North Arm means the main Bellinger River.
791. How far does it extend? Only 40 or 50 miles. I have been at least 15 miles beyond where the Don Dorrigo Road crosses the Bellinger, and I was told that farming settlements extend that distance beyond again.
792. Have you any knowledge of the area of the rich agricultural land on the banks of the Bellinger? I could not say what it is. When you get up to the head of the river the quality of the land is good; but the inconvenience of getting produce away has kept people from taking it up. Less than 20 miles from Bellingen there is only about a foot of water in the river.
793. Could that part of the river be made navigable by the use of dredges? No; you could not make the river navigable, and it would be hopeless to think of bringing the ocean steamer above Fernmount.
794. Is all the land on the banks of the river occupied? Yes; as far as deep water is concerned, and it has been under cultivation for thirty years past. The people that came to the district followed the river up, and the people higher up appear as happy and contented as those down on what is known as the deep water.
795. Is there any land still available for settlement? I think there would be some at the head and arms of the river.
796. How far would the Don Dorrigo people have to bring their produce before they could put it on to the droghers? The distance would be very little, if anything, short of 20 miles.
797. Is Back Creek navigable by punts? Yes; everything has to be punted from any point west of Fernmount.
798. I suppose Sydney is the market for the produce in this district? Yes.
799. Is one steamer able to carry it all? Yes.
800. How many trips does she make? One a week.
801. Are any sailing vessels employed there? Yes; five or six. They are engaged in carrying timber. There are mills there which cut hardwood, and the sailing vessels bring this timber away.
802. Do the sailing vessels also bring maize? No, not now.
803. So that there are two distinct trades? Yes.
804. There is no difficulty now in getting over the bar? Not the slightest. Vessels can get in and out without inconvenience.
805. You say that the works already carried out have brought about this result? Yes. This result is attributable to the good work done by the training-walls.
806. Do you look upon the Bellinger district as as good for the production of maize as the Macleay district? The land is as good, but its area is limited. It is alluvial land, and grows good maize. Right up for 50 miles, it is good farming land.
807. Is there any difference between the quality of the maize produced on the Manning, the Bellinger, the Macleay, the Clarence, and the Richmond? To get the best maize, we must not go further north than the Clarence. Maize grown more to the south is more approved of than maize grown on the Clarence and on the Richmond; but the difference in price is merely nominal. The maize grown on the other rivers is more marketable. The Clarence maize comes into the market earlier than the maize from the rivers further south; but it is not quite as good.
808. The Macleay is one of the best districts in the Colony for the production of maize? Yes; because of its area; but the maize grown there is not better than that grown on the Bellinger or on the Nambucca.
809. From what other parts of the Colony do you get maize? I get maize from Tumut, and I have also got maize from the Bega district.
810. Do you get any from New England? No. The maize grown there is consumed locally.
811. Is not maize now grown in the Western district? Yes; but it is not sent to the Sydney market.
812. How does the maize, grown in the various parts of the Colony, compare? Maize grown at places like Tumut or at Bega will keep longer than maize grown on the northern rivers, because it is not so subject to weevil.
813. *Mr. Clarke.*] Maize sometimes comes to Sydney from Mudgee? Possibly; but I have never had any maize from there.
814. *Mr. Roberts.*] But that maize does not command a higher price? Occasionally, when river maize is weevilly.
815. You are prepared to recommend the expenditure of £36,000 upon this work? Yes. Double that amount would be profitably expended if you could make a good harbour at the Bellinger.
816. The people on the North Coast rivers have for many years past been isolated, and they now think they should be given better communication with the Sydney market? Yes; for thirty years past I have been trading with these places, and have owned vessels going there. When I first sent a vessel to the Macleay she got 3s. 4d. a bag freight, because of the difficulty of navigation and the absence of other communication. It is all nonsense to talk about the North Coast railway relieving this district. It would never pay to send heavy produce by rail to Sydney. What they want is the improvement of their bar harbours.
817. What freight is paid upon maize sent from the Bellinger? I think the average freight on the Nambucca and Bellinger is from 4½d. to 5d. a bushel.
818. That is from the wharf? Yes.
819. And there is an additional charge for droghering? No; the whole freight from the Bellinger is at the present time about 4½d. a bushel.
820. *Mr. Lee.*] That includes droghering? Yes.
821. *Mr. Roberts.*] Do you regard that as a very liberal charge? I do not think there is room for competition with such a freight.
822. What is the freight for timber? For log timber it is 3s. per 100 feet.

823. Since the navigation of the Bellinger has been improved have the insurance charges been reduced? As a matter of fact, there is no insurance effected now on the North Coast in connection with sailing vessels, because, for some years past, there have been subsidised tug services. Tugs meet the sailing vessels, and tow them into and out of the rivers, reducing risk to a minimum. When I was connected with sailing vessels going to the district the average rate of insurance was 10 per cent. on the declared value. P. Hogan.
12 April, 1898.
824. What is the rate now? I do not know. I should think it would be about $1\frac{1}{2}$ or $1\frac{1}{4}$ per cent.
825. The rate for the Bellinger would be about the same as the rate for the Macleay? Yes.
826. Is the entrance to the Bellinger better than the entrance to the Macleay? I should think so; but no doubt the Government will succeed in making a good entrance to the Macleay.
827. Do you think there is any other way in which the people of the North Coast district could be as well served as by the improvement of their harbour? No. The only facility you can give them for getting their produce to market is by the construction of works like this which you are now considering.
828. Have you seen the plans of the surveyed railways from West Maitland to Taree and on to Grafton? No; but I know the country.
829. Of what use would such a railway be to the people of the district? It would facilitate their communication with Sydney, but I do not think it would carry the produce of the district. In the first place, the railway would have to go at the head of the rivers, and it would be next to impossible to take produce to it. In the next place, the railway charges would be too heavy to make it profitable for the people to send produce by it.
830. So that the line would be used only for passenger traffic? Yes; and for light and valuable produce. Heavy produce would not pay to send by railway.
831. What is the steamer fare from the Bellinger to Sydney? The single fare is 25s. first-class and 15s. second-class.
832. Are the fares the same to the other rivers? The passenger fare to the Clarence is lower, because the traffic is greater. The produce rates are less on the Clarence, because the trade is larger and the steamers can go right up the river and load at the various wharfs. The rate for maize is 9d. a bag from the Clarence, and 1s. 6d. a bag from the Bellinger.
833. Maize could not be sent from this district by rail so cheaply as by water? No.
834. Do you know what quantity of maize is shipped from the Bellinger each year? Last year 200,000 bushels of maize were grown on the Bellinger, and it was all shipped to Sydney.
835. Has there been an increase in the production during the last four years? No, not much; but this year being a very favourable one, 250,000 bushels of maize will be sent to Sydney from the Bellinger, and the production from the Nambucca and from the Macleay will probably exceed the ordinary annual production by about the same proportion.
836. Has the railway been surveyed through the Don Dorrigo country? I believe so. Only a railway would serve that country.
837. A railway from the New England table-land? Yes.
838. From what point should such a railway be brought? From any point on the Northern line. There are not many people in the Don Dorrigo district yet, but the land is very valuable. It is all but impossible, however, to bring produce from there to the Bellinger Valley for shipment to Sydney.
839. If a railway were taken to the Don Dorrigo country would it open up any market for the Bellinger maize? No; because they can grow maize in the Don Dorrigo district. There is no land on the Bellinger or on the Macleay better than the Don Dorrigo land. It is what is known as cedar scrub land, and is exactly on all fours with the Richmond River big scrub land.
840. Could any market be found for the Bellinger maize further to the west if such a railway were made? The Don Dorrigo country stands at an elevation of from 2,000 to 3,000 feet above the Bellinger district, so that you could hardly haul anything there from the Bellinger Valley. The only thing that is brought from the Don Dorrigo country to the Bellinger at the present time is cedar and other valuable timber, which is found there in great abundance. I have been up into the Don Dorrigo country, over the Government cutting, but it is very difficult to get there.
841. Is not the road good? Yes; but it is exceedingly steep.
842. How long is it? It would take you from six to seven hours to drive the distance in a buggy, and I suppose you would travel at about 3 miles an hour.
843. I suppose it would be 90 miles from the Northern line to the head of the Bellinger? I do not know exactly what the distance is, but I should think it would be close upon 100 miles from Armidale to Kempsey.
844. Which is the principal town upon the Bellinger? Bellingen is the Government township; then there is Fernmount, 3 miles further east; and there is also a pretty considerable settlement at the Heads, if you include the pilot station and the men working on the harbour works there.
845. Are the people in the district fairly prosperous? They are as well to do in a general way as in any place I know of. They are industrious, and they live on their own resources.
846. Are they making any experiments in dairying? Dairying is carried on there as on the Macleay and in other places. On all these rivers they go in for mixed farming—they milk, grow maize, rear pigs, and so on. Hence they are in a better position now than they used to be in the past.
847. Is much bacon curing done there? There is no factory on the Bellinger, but there is a large factory at Kempsey to which pigs are driven.
848. But the pigs are, as a rule, sent to Sydney alive? Yes; before the Kempsey factory was established they all came to Sydney.
849. Will the North Coast district ultimately become essentially a dairying district? Only on a limited scale. Of course, if they take land away from maize production it will shorten the supply of maize.
850. Which gives the better return, dairying or maize-growing? It depends upon the price at which maize is selling. I understand that it would take an acre to support a cow, whose produce would be worth £7 a year, while an acre of maize, yielding 40 bushels, would give a return at 3s. a bushel of £6 a year, but the labour of production would be less.
851. Is much cheese-making done on the North Coast? No; the cream is mostly sent to Sydney; but at the factories, of course, they make butter and cheese.
852. Do you see any reason why the North Coast district should not gain as good a reputation for cheese and bacon curing as the South Coast district? There is no reason why it should not.
- 853.

- P. Hogan.
12 April, 1898.
853. Is it not a fact that some of the butter produced in the North Coast district is looked upon in England with greater favour than any other Australian butter? I am told that no better butter can be produced than some of that made in the North Coast district. The grass on the Richmond is better for the production of cream than the ordinary grass, because the land there has been laid down with English grasses.
854. Has there been much loss at the Bellinger in connection with shipping? The losses there have been serious, and must represent a considerable figure. Not only have vessels been wrecked, but there has also been great loss of time through detentions.
855. Which is the most dreaded weather there? The most violent weather comes from the south-east; but the easterly weather is also bad.
856. When is the bar at its best—in winter during the prevalence of westerly gales, or in summer when north-easterly winds are blowing? There is no trouble at all now, but in the past north-easterly weather used to wash the sand on to the bar.
857. Therefore the bar used to be best during the winter? Yes. When these works are finished, however, the scour will be sufficient to make a perpetually deep channel.
858. *Mr. Clarke.*] You have stated that the rate of freight is now 1s. 6d. a bag;—do you think that the freight will be reduced when it becomes possible to take vessels into the river drawing 8 or 10 feet of water? The company say that they will then make a reduction in the freight.
859. To what extent? I should not think it would be less than 25 per cent. if the ocean steamers are enabled to go in safely, and load up fully.

WEDNESDAY, 20 APRIL, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Bellinger River.

Frederick Thomas Matthews, sworn, and examined:—

- F. T. Matthews.
20 April, 1898.
860. *Chairman.*] You are a resident of the Bellinger River? Yes.
861. You have resided there for a number of years? For nearly twenty years.
862. *Mr. Clarke.*] What was the state of the bar during the last few years previous to the commencement of harbour works at the Bellinger? At times it was very bad indeed. During my residence on the Bellinger I have known ten weeks to elapse during which vessels were unable to cross in or out, owing to the shallowness of the bar.
863. That would greatly injure the trade of the district? Yes; I have known the farmers to take the maize out of their barns and burn it in order to give room for the new season's crops.
864. Since the commencement of the river improvement has the depth of the water on the bar increased, and the navigation of the entrance become easier? Up to about eighteen months ago the improvement of the bar was not very noticeable, but the crossings inside were very much better. Since November, 1897, however, there has been a marked improvement in the depth of water on the bar.
865. Has that been caused by the harbour works? Yes, undoubtedly.
866. I suppose you are aware that it is proposed to expend between £130,000 and £140,000 in improving the Bellinger entrance;—do you think that in the interests of the country that expenditure is justifiable? I am not an engineer, but from what I have seen of the results of the expenditure up to date I should not think that so large an additional expenditure was required.
867. You are not an engineer? No; but I have had a great deal of experience in connection with the Bellinger bar. I have seen it weekly, and sometimes almost daily.
868. Is the dredging of the river going on at the present time? Yes. I think I have been the largest shipper both inwards and outwards on the Bellinger for many years.
869. I suppose the river still requires dredging? Yes; all the northern rivers do. The floods periodically silt them up.
870. I suppose the dredges will be required even after the improvement of the entrance has been completed? I have noticed that where the training-walls have been constructed the scour has deepened the channel without any dredging. Near where the Government wharf is I have known it to be impossible to get an empty boat up at low tide, but now there are 12 or 13 feet of water there at low tide. The tide, too, rises much more rapidly, even at a distance of some miles up the river, than it used to do. The entrance is straighter.
871. What is the average value of the import trade of the Bellinger? I should say that it was between £35,000 and £40,000 per annum.
872. How many tons of goods are brought in? I should say from 150 to 180 tons a month.
873. About 20,000 tons a year? Yes.
874. What is the export trade? Last year about fifty-one bags of maize were sent away. In conversation with the pilot, who keeps a record, I learnt that 40,000 bags had been sent away, and the season at that time was not quite over.
875. What other produce comes from the district? Pigs, poultry, and eggs are shipped from the district. Probably 40,000 dozen eggs are sent away annually, and from 4,000 to 5,000 pigs. This exportation has increased largely of late owing to the improved shipping facilities.
876. I suppose that when maize is cheap more is consumed by the pigs than when it is bringing a better price? Well, it is only lately that the farmers there have gone in for exporting pigs.

F. T.
Mathews.
20 April, 1898.

877. Is that because of the better prices obtained for bacon? That may have had something to do with it; but I think that it is chiefly due to the improved shipping facilities. During the last eighteen months, the s.s. "Rosedale" has been trading to the port regularly. There have been some slight delays; but they have been owing to heavy weather outside, not to the want of water on the bar.

878. I suppose the depth of water on the bar will increase if the harbour works are continued? I think so, judging from the effect of the existing works.

879. *Chairman.*] Has the improvement of the bar been incidental to the carrying out of the harbour works, or merely contemporaneous with it? I think it has been incidental to it. The harbour works have created a channel in quite a different position from the old channel. The bar has been deepened, and the channel has moved 300 or 400 yards further north. For a time the bar was very bad; but since the influence of the diversion of water caused by the wall overcame the natural flow of the river there has been a good depth of water on the bar, and a straight entrance. The steamer has been coming in regularly, both by night and by day. I should think that the velocity of the tide has at least doubled since the training-wall was constructed.

880. *Mr. Clarke.*] Can you tell us what is the population of the district? There are about 430 electors in the Bellinger division of the Raleigh Electorate.

881. Would that represent a population of 1,600? Well, the families there are pretty large. In the Bostobrick division, which comprises the Don Dorrigo Scrub, there are fifty or sixty electors.

882. These people would be immediately benefited by the improvement of the river? Yes.

883. Do you think that the whole number to be benefited would exceed 2,000? I think that the population of the Bellinger is much more than 2,000, and I include the population of the Don Dorrigo country, whose outlet is the Bellinger. I think the whole population would be about 2,500.

884. If the improvements were carried out, do you think the population of the district would considerably increase in five or ten years? I think there is room for a considerable increase in population. In the Don Dorrigo Scrub alone there is sufficient country to support a much larger population than that already settled on the river. There is a far greater extent of good country there than there is on the Bellinger River. On the Bellinger there is a considerable area which would be used for dairying, if we had regular steam communication.

885. *Mr. Wright.*] What distance is the Don Dorrigo country from the Bellinger? From the point to which the droghers ply to the first selector on the top of the mountain the distance is 18½ miles. You enter the scrub immediately you reach the top of the mountain.

886. *Mr. Clarke.*] I suppose the Bellinger is the only outlet for the population of the Don Dorrigo? Yes; there is a very fair road now from the valley of the Bellinger to the top of the mountain, a distance of 7½ miles. The Government have expended about £11,000 on that road already.

887. There is a considerable quantity of good land in the district, apart from the land on the flats where the maize is grown? Yes.

888. Would that be taken up for dairying and grazing purposes? I think that the whole of the Don Dorrigo Scrub will be taken up for dairying. During the last twelve months 2,000 or 3,000 acres have been taken up there. Men have come across from the Richmond River scrub to take up land there.

889. I suppose that dairying is only in its infancy there, and is likely to increase? There is a very large area there which is admirably adapted for dairying. The climate is very suitable, and the country is well watered.

890. What is the elevation of the Don Dorrigo country? The average elevation would be from 2,500 feet to 2,800 feet. It is 2,800 feet where the road reaches the top of the mountain.

891. There would be frost there in the winter time? Yes, it is cold there in the winter.

892. Would that interfere with dairying? Of course, the winters there would be more severe than the winters on the Bellinger; but the climate is very suitable for the growth of English grasses, such as rye, which does particularly well, so that the cold has its advantages.

893. Would a North Coast railway suit the people of the Bellinger as well as the improvement of the river entrance? No; I do not think it would be possible for it to compete with water carriage if there were a good entrance. The distance to Sydney by rail would be between 300 and 400 miles, whereas the distance by water is only 230 miles. Judging by the rates charged on the Southern line for the carriage of grain, the railway rates that we should have to pay would be twice what we should have to pay for water carriage. Of course, there are some products which we should prefer to send by rail—live stock and perishable goods. There would also be a large passenger traffic by rail.

894. That would scarcely be sufficient to encourage the construction of the railway? Well, the Bellinger district alone would be a very small factor, so far as the railway receipts were concerned.

895. The same remark would apply to nearly all the other river districts? I suppose it would.

896. The proposed expenditure would give you better communication with Sydney and other parts of the Colony, and would bring about the reduction of freights by 25 per cent.? Undoubtedly it will lower the rates of freight; but the district has suffered not so much from the high freights as from the delays which the bad state of the entrance has caused. If we could get more speedy and regular communication, we should be willing to pay even a slightly-increased rate of freight.

897. What has been the chief cause of the delays you complain of? The bad state of the entrance, and of the crossings inside the bar.

898. *Mr. Lee.*] Are you in business? Yes.

899. Have you been in business for many years? Yes; ever since I have been in the district.

900. Have you noticed an increased demand for land in the district of late years? Yes; very recently a number of people have been looking for land there. Several of them have taken up land on the Don Dorrigo.

901. Of course the land along the river banks has been alienated for some years? For many years.

902. I suppose some of it is held under old grants? No; no land was taken up there before the passing of the Act of 1861.

903. Those who have taken up land there recently have had to go back from the river? Yes.

904. They have gone to the Don Dorrigo country? Yes, some of them.

905. Is the Bellinger the natural outlet for the Don Dorrigo country;—do you not think that some of that traffic will find its way to the Nambucca? No; it would be impossible for any of the Don Dorrigo trade to go to the Nambucca. The natural features of the country would prevent it. There are two or three mountain ranges between the two places.

F. T.
Matthews.
20 April 1898.

906. Of course there is some poor country between the Bellinger and the Don Dorrigo? The face of the mountain is poor; it is rugged, broken country. After you leave the fertile flats on the Bellinger you have to go $6\frac{1}{2}$ miles to get into the good country on the Don Dorrigo.
907. There is no land nearer than the Don Dorrigo country which can be compared with it? No.
908. As soon as that land is made available it will probably all be occupied? Yes.
909. At the present time a large part of it is a forest reserve? Yes; a large area has been kept as a cedar reserve. What people want to know is whether, if they go in for dairying there, they will be able to get regular steam communication with Sydney.
910. Up to what point on the river do the steamers go at the present time? Only about a mile inside the bar. Small droghers go up the river for about 25 miles.
911. Would the present state of things suit the residents if they were certain that it would continue? Yes.
912. Would it suit the settlers on the Don Dorrigo? Yes; there are settlers up the river who have to cart their maize a longer distance than some of the settlers on the Don Dorrigo.
913. Is there any other part of the district which would be settled if a certain port were given? There is a considerable area of land on what is known as the Little North Arm or the Never Never Creek. It is brush land; it is not adapted for maize-growing, but it would be very suitable for dairying. Two or three selectors have taken up some of the land within the last few weeks.
914. You spoke about maize being burnt by the farmers; was that not because the price in Sydney was so low that it would not pay them to send it away? No; maize was fetching 4s. and 5s. a bushel at the time, but they could not get their maize away. This happened some fifteen years ago. Of course, much of the maize was very much eaten by weevils, and it was necessary to clear it out to make room for the incoming crops. We had not regular steam communication then, and there were not many pigs on the river.
915. I suppose, that as a business man, you find it necessary to trade in maize? Yes; I am a large shipper of maize.
916. To deal in maize successfully you must have certain regular means of communication to enable you to take advantage of the market? Yes; maize perishes very quickly.
917. And fluctuates in price very much? Yes. A district which has not regular and speedy communication with Sydney is at a great disadvantage with another district which has good communication.
918. How does your district compare in importance with the Nambucca, the Manning, the Macleay, and the Hastings districts? Of course, the Bellinger district cannot compare in importance with either the Manning, the Macleay, or the Hastings districts. I do not think the quantity of maize grown on the Hastings is larger than that grown on the Bellinger; but the population of the Hastings is larger than the population of the Bellinger. As compared with Nambucca, our population is larger, and there is more room for development.
919. You seem to be firmly impressed with the opinion that your district has a future before it? Yes.
920. Do you think that, with proper facilities for getting to market, the population will in a few years nearly double itself? In the Don Dorrigo country alone, there is room for more than twice the present population of the Bellinger. I have been all through that country, and I have had experience of dairying in the South Coast districts.
921. I suppose there is no fear of the Don Dorrigo traffic going towards New England? No. The present railway is too far away. But if a line were made from Guyra to Coff's Harbour the Don Dorrigo traffic would go to Coff's Harbour, because such a line would go right through the middle of the Don Dorrigo country. That railway is the only prospective factor that would divert the trade from the Bellinger River.
922. Do you think that, if a better entrance were given you would have a better steamer service than you have now? That would naturally follow with the increased production.
923. Some people would rather ride to Sydney than travel by the coasting steamers? Yes; people who are not good sailors.
924. If you did not get a better steamship service the scheme would be a partial failure? Yes.
925. Do you think that the trade of the district is likely to increase in proportion with the increased facilities for shipment? Increased production generally means better shipping facilities. A steamship owner will not send his vessels to a port unless there is sufficient produce to be taken away to form a cargo. If we had regular steam communication there are many things we should produce which we do not produce now.
926. You think that if these works are carried out, you will be benefited by having your steamer freights greatly reduced? Yes, I think so. Our insurance rates have already been reduced from 25s per cent. to 17s. 6d. per cent, and a further reduction is in contemplation by the insurance companies.
927. Will you be in a position in the future to pay harbour dues on these northern rivers? If all the other rivers in the Colony are charged tonnage rates, I think it will be only fair and equitable to make a similar charge on us; but I do not think we should be the only place to pay tonnage dues.
928. If tonnage dues were charged on all the rivers, you would be able to pay them? Yes, if all the other districts were similarly treated.
929. You have been agitating for harbour improvements for a very long time? Ever since I have been living on the river I have been one of the agitators.
930. Have you any opinion to express in regard to the Departmental design? I am not an engineer; but it seems to me that the work so far carried out has been very well done.
931. It has fully answered its purpose? Yes.
932. You have no reason to take exception to the Departmental proposal? No. I should like to point out, however, that I fear there is a possibility of the river breaking out 2 or 3 miles to the north of the present entrance. The width of that long spit of land has decreased by one-half at the point I refer to since I have known it.

FRIDAY, 6 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).	
The Hon. CHARLES JAMES ROBERTS, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.	

The Committee further considered the proposed Harbour Works at Bellinger River.

Alderman Francis Buckle, steam-tug proprietor, sworn, and examined:—

933. *Mr. Lee.*] You have a personal knowledge of the Bellinger River? Yes, for fifteen years.
934. Have you had the contract for the steam-tug service all that time? Nearly. I lost the contract for a few years, but I got it back again.
935. You think that something is required to be done to improve that entrance? Yes.
936. If a safe entrance could be made, suitable for ordinary-going steamers and, perhaps, for steamers of a larger draught, you think it would be a very great convenience to the settlers in the district? Yes, very great.
937. You are thoroughly acquainted with all the North Coast rivers? With a good many of them.
938. Possibly some years ahead a railway may be made along the North Coast, say from Maitland to the Clarence? Yes.
939. When it is made would not the bulk of the stuff go by the railway and thus render the ports partly useless? It might; but my experience is that railway carriage is not equal to water carriage.
940. Do you think that the residents of these rivers, if given fair steamers which are fairly navigable in all weathers, will be able to send their stuff by railway as cheaply as they can by steamer? I do not think so.
941. Do you anticipate that if these works are carried out the immediate benefit to the settlers will be a reduction in freight? I think so.
942. Suppose the construction of the works should not result in a reduced freight to the settler, it would afford very little relief to him? There would be a reduction in freight. Larger steamers would come, and they would be able to carry produce for less money, and their profits would be still larger.
943. Are you clear in your mind about that? Perfectly clear.
944. If the rivers are made navigable, naturally large steamers will trade there, carry larger cargoes and charge less freight? The freights must come down if they can get their steamers into these rivers. The "Rosedale" is about the largest steamer which can get in. I think she takes about 1,500 bags—that is about 150 tons—and that on a very shallow draught too.
945. You are aware that it is proposed to improve the bars on two other rivers than the three you have been examined about this afternoon? Yes.
946. The total cost of these harbour improvements will be very large;—if the settlers are going to have the benefit of reduced freights do you not think it would be a reasonable thing for the State to impose a small rate to cover the interest on the outlay? It would not be hard for the Government to try that plan. The work at the Clarence is finished; they know what it has cost and what they can get from it.
947. It would not be fair to impose a rate on one particular river, but inasmuch as the Government is going to improve the entrances to all these rivers, and thus improve the value of property, would it not be a reasonable thing for the State to impose a small tonnage rate on the exports from the rivers, say, so much per bag of maize? To be very candid, I do not think that any one of the rivers will ever be in a position to pay one farthing, or anything like 3 per cent. interest on the capital cost of the works.
948. Why do you think so? We all know that if a Member for a constituency wants a new road he torments the Government till he gets it. I would like to see the Government trying to put a tax on the products of the country. The first cry would be that the Government was going to ruin the country. We know that the settlers would not stand an export duty on their maize.
949. Suppose the freight on maize to-day from the Bellinger was 1s. a bag, and that, with an improved port, it was reduced to 9d., if a local export duty of 1d. a bag were put on for the purpose I mentioned, would not the producers be better off than they are at the present time? Certainly.
950. Would they object to pay the duty under those circumstances? Certainly.
951. Do you not think it is an objection which should be overcome? That is quite right.
952. Considering that wharfage rates or tonnage rates are charged on ships at the various ports of the Colony, why should these river ports be made an exception to the rule? They should pay tonnage dues in every port they go to. If you put a tax on a ship, which she cannot make up, she must charge more freight.
953. If a tax, not a burdensome one, is put on the cargo, not on the ship, it will only be payment by results? Exactly. It might be done, but I am very dubious about it. There is no doubt that when a harbour is made fit for any ship to come in, we ought to pay a small charge. I am sure they would not object to pay a small charge.
954. You approve of the principle that some charge should be made, even if it were only sufficient to maintain the works? Yes. I think if a ship can get in to a port to-day and out to-morrow she has a right to pay something.
955. They would save money if they could? Certainly. If the rivers were in good order, on many occasions vessels would sail in and sail out, and as they would not require to pay any towage, they could afford to pay harbour dues.
956. Do you think these northern rivers are going to sustain their present population? I think it will be doubled if they can get their produce away.
957. Do you think they will go on producing the same kind of agricultural products, and yet be able to make a sufficient living? I would not like to say that. We have so many changes here. A short time ago we had a great sugar industry on the Clarence and the Richmond, but now the cane-growers are producing milk. The same thing might take place in regard to the maize-growers.

F. Buckle.
6 May, 1898.

- F. Buckle. 958. Maize has been grown there for a great many years under all conditions—with fiscal assistance and without it? Yes.
- 6 May, 1898. 959. It would appear that they are able to compete with others under any conditions? Yes.
960. Do you think these conditions are likely to continue? I think so.
961. Do you think the land is likely to become so exhausted that the crops will fall back. I do not think so. If the farmers will cultivate the land as they should they will always get good crops. The trouble is that so long as they can get enough money to carry on with, they will not cultivate. If the people of England, Ireland, and Scotland were to work their lands in the same way as our people work theirs, they would not see their rents; they would not get a bite to eat.
962. Do you think that the construction of these harbour works will lead to further settlement and development? I believe it will. If something is not done to improve these rivers, the people must leave and be ruined. If the water is shallow up the river, they get punts to bring their stuff down to the wharf. All the trouble is at the mouth of the rivers. If you improve the entrances to the rivers, no doubt many men will go down there and settle on the land; but they must work. When I advocate the construction of these harbour works, I am thinking, not of to-day at all, but of the future.

THURSDAY, 19 MAY, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Bellinger River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and examined:—

- H. R. Carleton. 963. *Mr. Wright.*] What work have you already done on the Bellinger River? The work which is shown by black lines on the plan; in fact, somewhat more than is shown on the plan is constructed. The temporary bank on the eastern side is almost filled in; we are doing that with the sand-pump.
- 19 May, 1898. 964. What is the object of the bank? It is to drive the water out into this channel. The training-wall leading to the northern breakwater is also in place.
965. What effect have these works had on the river? To put it as concisely as possible, the ocean-steamer can go direct to the wharf now at almost any time. Before we commenced the work we could not reach the wharf at all.
966. Where is the wharf? At the junction of the two arms.
967. What depth of water have you there now? Along the wall it runs 9 feet, 12 feet, 9 feet, 7 feet, 9 feet 3 inches, 13 feet, 15 feet, 15 feet, 20 feet, 16 feet, 11 feet, 10 feet, 8 feet 3 inches, 6 feet 6 inches, 5 feet 9 inches, 6 feet 6 inches, 7 feet 9 inches, and 10 feet.
968. The effect of the work has been to give the channel along the toe of the bank? Yes.
969. How wide is it? From 150 to 200 feet.
970. Quite wide enough for navigation purposes? Quite wide enough. Formerly the river used to wind about in the southern bay.
971. You have got a bit of wall constructed below the junction of Black Creek? That is extended nearly to the junction of the two arms.
972. How much money have you spent there? £29,985.
973. Out of various loans represented by £33,000? Yes.
974. How much additional money is required according to your plan to complete the work? £36,000.
975. Would £36,000 complete the whole of the work? All that is shown by full red lines.
976. It will not complete either breakwater? No.
977. It will not complete the training-wall on either side of the North Arm? That is not included in the scheme before the Committee.
978. What is the proposed expenditure on the additional work which is shown by dotted red lines? The completed scheme is estimated to cost £171,000.
979. You think that with an expenditure of £36,000 you can make a fairly good harbour? It is very much improved as it is. There is very little delay there now. The bar does silt up, but it does not remain shallow for any length of time. You get a good run along the wall, and it soon cuts out again. The periods of delay are very much less than they were.
980. The ocean current, I suppose, helps very largely to remove it? That helps it, and it is swept out.
981. Before the construction of these works you had a very wide entrance? Yes. We were handicapped. We had no headland on either side, and we were rather afraid of it on that account, but the results so far are very pleasing.
982. The entrance was practically several miles wide? It ranges over that distance. It is pretty well fixed now since the training-wall has been constructed.
983. Is there any necessity to continue that wall to the point of both arms of the river;—what is the special object to be obtained by the construction of that piece? So that the two currents will meet at a sharp angle and will not injure one another. If that point were not there they might meet one another and neutralise the current.
984. What, in your opinion, is the order in which this work should be constructed to produce the best results? There is very little left but the northern training-wall now to carry out. That is the one which should be pushed on, and a slight extension of the southern wall if our stone is sufficiently good. We are getting now into rather rough water, and it is doubtful whether the stone we are using there is sufficiently good for it.
985. How much further do you propose to extend the southern wall? I think it is 300 or 400 feet.

H. R.
Carleton.

19 May, 1898.

986. That will almost complete it to the end of the breakwater? No, it will complete half that breakwater.
987. That is not included in the sum of £36,000? No.
988. What stone are you using now? It is something like the same formation as we are getting at the Nambucca. It is a slate which is obtained from a reserve 7 miles up the South Arm. It is brought down by punt.
989. Is the stone deteriorating or improving in quality? It is remaining about the same. The contractor maintains that it is improving. I doubt if there is much variation in the quality of it. It never was good.
990. What is your impression of its durability in the water? It gets a kind of weed on it, and as long as that weed is on it it cannot be eroding. It is standing fairly well. We might get a few 4-ton blocks out of the quarry, but that is not enough. If you go out into broken water you want heavy stone.
991. If you do get into rough water where do you propose to get the heavy stone? If I had had time when I was up there a few weeks ago I would have hunted round the country for better stone. There is a creek called Pigott Hill Creek which runs into the South Arm just opposite the quarry. It leads up to what is called the Bellinger Peak. I know that mountain is granite. The creek is not navigable for any great distance, but it would not be costly to make it navigable for punts. If we had a good quarry I am sure the contractor would be only too glad to be allowed to go there.
992. Suppose you failed to find suitable stone, what would be the result then? We will only have to do inside work. We cannot do any outside work with it, but it is quite good enough for training-walls. I would not be responsible for a breakwater which was built out of it.
993. If you have to go further to get suitable stone for the breakwater, there is a possibility of the cost of construction being considerably increased? I do not think so. I am inclined to think we shall get good stone in the direction I indicated.
994. But suppose you find stone which will involve the expense of land carriage also? In estimating for the breakwater we allowed an increased rate per ton. Our contract rate for the stone which is being used in the training-walls is 3s. 9d., but in estimating for the breakwaters at the Bellinger we allowed as high as 6s.
995. If you have to go much further afield for the stone, that amount will cover the cost? Yes, we can go a long way for 6s. a ton.
996. It ought to be sufficient to cover anything in the shape of land carriage? A farthing per ton per mile would cover the towage.
997. You might have to construct a tramway? We shall try as much as possible to get stone near the water.
998. Even if you have to build a tramway the margin you have left would be sufficient? Quite sufficient.
999. In the event of no suitable stone being found for the breakwaters, what effect would it have on the works;—your works would have to stop? Yes.
1000. Under these circumstances would you have a decent entrance? Yes; it is very much improved by one wall.
1001. You feel satisfied that even the construction of the northern wall and the training-wall at the junction of the two arms, would give you a fairly good entrance, putting the breakwaters on one side? I think so.
1002. Is there any necessity to build that very long length of training-wall on the eastern and western side? I think not. We contemplated facing the work there at one time.
1003. Do you think the necessity is ever likely to arise for the prolongation of those walls? Not for many years to come.
1004. What is the river above the point shown on the plan? There is good water up the South Arm for 6 or 7 miles up to the quarry, which is about the head of navigation.
1005. Where is the largest population? Up the North Arm, at Fernmount and Bellingen. Fernmount is 9 miles from the Heads, and Bellingen 13½.
1006. Is it navigable water to both places? To Fernmount, but not to Bellingen.
1007. What may we consider the minimum depth of water in the shallow portions, between the Heads and Fernmount? About 6 feet.
1008. I suppose the traffic on the river is done entirely by droghers? Yes, the "Rosedale" does not go beyond the wharf.
1009. Is 6 feet a sufficient depth for the droghers which are used, or which are likely to be used, on the rivers? I think if we had a good entrance there would not be much difficulty in cutting out a few shallow places in the river, so as to enable the steamer to go up to Fernmount. There is not much settlement on the navigable portion of the South Arm.
1010. Is it deep all the way in Back Creek? It carries about 6 feet. We dredged it out once or twice. We cannot make it any deeper. There is one bar of rock with 6 feet of water on it.
1011. Is it proposed to leave that open? I do not think we will do anything with it. If it is not touched the mouth of it will silt up of itself.
1012. That would give you a bigger volume of water down the main Arm? Yes.
1013. If £36,000 is spent, the result you think will be to give a good entrance to the river? I think it will.
1014. *Chairman.*] Is there anything which you desire to add? No; unless to emphasise the fact that the Trial Bay breakwater is costing far more than any other work on the coast.
1015. *Mr. Wright.*] So far as its utility as a national work is concerned, it is simply wasting money? I do not see any necessity for it now. It is a very costly work. It is a remarkable thing that it costs 5s. 6d. a ton for the stone which is used in that breakwater.

WEDNESDAY, 15 JUNE, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Bellinger River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and further examined:—

C. W. Darley. 1016. *Mr. Farnell.*] With regard to the entrance to the Bellinger River, and the alleged danger of the river breaking out at a certain point, towards the end of the eastern training-wall, some of the residents seem to think that the river is very likely to break out there in flood time, and it was suggested that the training-wall should be started, therefore, at a point further up? I do not think there is very much in that contention. Of course, it is very hard to say what a big flood will do. We know that they do break out in the case of many of these rivers, but the openings repeatedly close up again. I have no doubt that the main entrance will be maintained close to where we are forcing it. I gave the local officer instructions to watch the first opportunity to put up some brush fencing at one or two points, which would have the effect of raising the sand where there is a danger of an outbreak in time of flood. The brush fencing catches the sand, and the fence is raised from time to time, and in that way a barrier is created.

15 June, 1898. 1017. You are constructing a temporary bank at one point shown on the plan;—do you think there is much possibility of the river breaking through that bank? Instead of going on with the long wall that cheaper work was undertaken. The bank has been raised with silt from the dredge. It is intended to face it with stone in order to enable it to withstand the action of the flood, and we shall then go on with the wall.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

HARBOUR WORKS AT BELLINGER RIVER.

REPORT.

THE Sectional Committee, consisting of Messrs. C. A. Lee (Chairman), H. Clarke, F. Farnell, the Hon. C. J. Roberts, and the Hon. W. J. Trickett, appointed on Thursday, 12th May, 1898, to "inspect, take evidence, and report with reference to the proposed Harbour Works at Bellinger River," left Sydney on Tuesday, 19th May. The Committee reached Grafton on the following Thursday, and on Monday, 23rd May, they proceeded by special coach, *via* Woolgoolga, to Coff's Harbour, where they arrived next morning. They opened their inquiry at Coff's Harbour on the 25th, and continuing their journey on Thursday, 26th May, they visited and took evidence at Bellinger, Fernmount, and the Bellinger Heads. Here they concluded the examination of witnesses and made a thorough examination of the works now in progress. They visited the quarry at Picket Hill, on the South Arm of the river, from which the stone for the training-wall is obtained, and carefully examined the sites of the proposed walls and protecting banks. They returned by way of the Nambucca and the Macleay, and reached Sydney on Friday, 10th June.

1. During the inquiry the following witnesses were examined:—At Coff's Harbour, Messrs. James Gill, caretaker of the Government jetty; James Marles, storekeeper; William Crabb, manager of the Beacon Gold-mine, Bucca Creek; Eugene Frederick Rudder, farmer, Coramba; and Henry Boulwood, journalist, Fernmount. At Bellinger, Messrs. J. T. Greer, farmer; David Anderson, farmer and maize-buyer; Edward Raymond, wheelwright and coachbuilder; Fred. Doepel, shipbuilder, drogher-master, and local agent for the North Coast S.S. Co.; J. E. Tyler, farmer and grazier, Guy Fawkes; Robert Taylor Thorburn, Nowra; and Fred. T. Matthews, storekeeper. At Fernmount, W. R. Spillett, farmer; A. Black, hotelkeeper, F. R. A. Baker, auctioneer, R. S. MacDougall, and James Pollock, cordial and aerated water manufacturer. At the Bellinger Heads, D. Houison, District Engineer in charge of the Bellinger Harbour Works, W. D. Higgins, Government Inspector of Works, A. E. Ellis, saw-mill proprietor and storekeeper, and T. K. Ratcliffe, pilot and telephone master. Messrs. R. S. MacDougall and A. Black were further examined.

2. Evidence was sought upon, and a thorough investigation made into, all matters relating to the subject referred to the Committee for consideration. Statements as to the present and future trade of the district, its natural resources and possibilities of development, the advantage which would attend the success of the proposed works and their probable efficiency, were obtained from the most reliable sources available, and the Committee spared no pains in the prosecution of an exhaustive and searching inquiry.

3. The Bellinger valley is exceedingly fertile, and capable of supporting a large population. Large crops of maize are grown upon the rich alluvial flats which form its banks; the higher ground, while slightly inferior in quality, is, when cleared, admirably suited for the pasturage of dairy cattle, and excellent hardwood is everywhere exceedingly plentiful. At the present time the staple products of the district

district are maize and timber; the export of maize during 1897 amounted to 51,518 bags, while, in the same period, 587,314 feet of hardwood and 87,774 feet of cedar were shipped to Sydney. The dairying industry is yet in its infancy, and its improvement is retarded by the delays and inconvenience which attend the shipment of cream and butter to the metropolis, but large tracts of country are being cleared and made ready for dairying by the selectors on the land, and inquiries for suitable ground are constantly made by persons desiring to settle in the district and embark in this enterprise. Poultry, eggs, and pigs are sent from the river as opportunity offers, and a tabulated statement of the yearly exports for the years 1892 to 1897, inclusive, shows an increase in every department of production.

4. It was suggested at an early stage of the inquiry by the main Committee that the proposed expenditure could be saved, and the district well served, by the construction of a light line of railway which would connect some point upon the Bellinger with the deep waters of Coff's Harbour. This suggestion was not favourably entertained by the residents of the district, and it was pointed out by them that a railway would render little or no assistance to its development. The rates of freight are now considered excessive, and farmers would find it impossible to pay railway charges in addition to shipping rates, while produce would deteriorate because of the frequent handling. During the occurrence of continuous bad weather upon the coast, or the shoaling of the bar, perishable commodities might be sent by rail in order to reach the market quickly; but under normal conditions shippers would avail themselves of the steamers trading direct to the river, and the railway would be unsupported. To these objections to railway construction the Committee would add that, in their opinion, the cost of even the cheapest line would greatly exceed the estimated cost of the proposed harbour improvements.

5. While on the Clarence the Committee took advantage of the opportunity to inspect the harbour works at the entrance of that river, and they were greatly impressed by the object lesson thus afforded of the value of training-walls in guiding and confining the waters of the river, and the utilisation of the scour thus created in the deepening and straightening of the channel. At the Bellinger almost the whole of the southern training-wall has been completed, and the improvement of the bar which has already resulted justifies the Committee in believing that complete success will attend the carrying out of the scheme submitted by the Engineer-in-Chief. The increase of scour which it will bring about will, it is believed, remove almost all difficulties in the way of safe and easy navigation, and will give a sufficient depth of water to enable vessels suited to the trade of the district to visit the port. For these reasons the Committee recommend that the proposed works be carried out.

CHARLES A. LEE,
Chairman.

Kempsey, 7th June, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT BELLINGER RIVER.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

WEDNESDAY, 25 MAY, 1898.

[The Sectional Committee met at the "Cricketers' Arms Hotel," Coff's Harbour, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. |

HENRY CLARKE, Esq.

FRANK FARNELL, Esq.

The Sectional Committee proceeded to consider the expediency of constructing proposed Harbour Works at Bellinger River.

James Gill, caretaker, Coff's Harbour Jetty, sworn, and examined:—

1. *Chairman.*] How long have you held your present position? Nearly six years.
2. Are you in a position to give the Committee information as to the exports and imports of Coff's Harbour? Yes; I have the figures in my books.
3. Do your books cover the whole of the period during which you have been here? Yes.
4. Will you give us the figures for the first year that you were here? I may state that the first wharfinger was a brother of mine. He was in charge of the jetty from March to July, 1892.
5. Still, the figures for the year are complete? The first entry is dated March 22nd.
6. Do your books show the amounts collected, or the value of the articles exported and imported? They show the value of the articles exported and imported, and the amount of revenue obtained by the Government.
7. Will you tell us the chief items of export during 1892? Maize, sugar—sugar, unfortunately, has fallen off since—cedar, hides, tallow, spokes, poultry, eggs, and pigs.
8. No hardwood was sent away that year? No.
9. Can you give us the value of those exports? No. The only figures I have here relate to the amount of revenue collected by the Government.
10. What were the inward cargoes during 1892? They consisted of general groceries, flour, sugar, potatoes, and stores of that kind. Machinery, too, was imported. We have both exported and imported potatoes.
11. During 1892, how many visits had you from steamers? Seventy-five.
12. Does that number include both steamers going north and steamers going south? Yes.
13. Can you tell us the total weight of the exports and imports of the year? I take it that the imports averaged 10 tons a week, and the imports about the same.
14. Twenty tons of wheat altogether? Yes.
15. Now we come to the year 1893;—if there was any special item of imports or exports that year, you may mention it? In the early part of 1893, 5 tons of machinery were imported, while a large quantity of sawn timber was exported. On the 9th January, 1893, 2,924 feet of timber were exported.
16. Was there an increase in the trade of the district in that year? There has been an increase each year, without doubt. Pine logs and hardwood—sawn timber—were exported in 1893. From May, 1893, I can give you precise figures. The first entry that appears in the cash-book is 6s. 9d. for wharfage dues. Tonnage dues are levied on the steamship companies for the right to come alongside the jetties, while wharfage dues are levied upon every article landed on the jetty.
17. What are the tonnage dues? At that time 10s. was charged for any part of twenty-four hours; but this year the charge has been reduced to 2s. 6d. for the first six hours, 5s. for the first twelve hours, 7s. 6d. for eighteen hours, and 10s. for twenty-four hours.
18. A fixed sum is charged for each vessel, not so much per ton? That is so.
19. Do these charges meet with public approval? So far as I know, they do. I have never had any complaint.
20. Now, as to the year 1894? The business of the port still went on increasing. There was a large increase in 1894.
21. What about 1895? There has been a gradual increase every year up to the present time.
22. Does the year 1898 seem likely to show a larger return than any previous year? Yes.

J. Gill.
25 May, 1898.

- J. Gill.
25 May, 1898.
23. What was the amount collected in January, 1897, from wharfage and tonnage dues? In the first week of January, 1897, the return was £2 1s. 8d.
24. What was the return in the same week of January, 1898? £5 9s. 11d. In the second week of January, 1897, the return was £1 4s. 7d., as against £2 13s. in the same week of January, 1898. The return for the third week of January, 1897, was 13s. 4d., as against £1 12s. 4d. in 1898; for the fourth week 17s. 7d., as against £1 12s. 1d.; and for the fifth week—which, of course, runs into February—£3 4s. 9d., as against £6 8s. 10d.
25. Do any sailing vessels come here? No.
26. Has there been an increase in the number of steamers coming here? Yes. We have now a regular weekly service, and another steamer makes about three trips a month to take away timber.
27. Where is the maize grown which is exported from Coff's Harbour? On the Orara. In 1896 a large quantity of maize came from the Bellinger, because the Bellinger bar was closed.
28. What do you call a large quantity? 3,970 bags; 296 pigs also came from the Bellinger in that year.
29. Has the passenger traffic gradually increased? Yes.
30. Has that been in consequence of an improvement in the class of steamers running here? Yes.
31. Were the Bucca Creek mines in existence when you came here? No.
32. Did not the opening up of those mines cause a large increase in the business of this place? It has done so during the last year. The gold obtained in those mines is shipped from here to Sydney every month. The mines have led to an increase in the passenger trade.
33. And in other trades too? Yes.
34. Was the machinery used in the mines landed at Coff's Harbour? No; but all the material that is required there now is landed here.
35. When did the local sawmill commence work? In the early part of 1897; but there was not so much timber cut then as is being cut now.
36. Do you know whether any of the timber, sent away from here, goes to foreign parts? Yes.
37. Is it used for wood-blocking? Yes, and timber has been sent from here to Marseilles and London for the building of railway trucks.
38. Have you ever known a steamer to be prevented from crossing the Bellinger bar and then to come on to Coff's Harbour? The Belmore could not cross the Bellinger bar, and came round here for shelter; but eventually the captain had to beach her.
39. When steamers are unable to cross the Bellinger Bar, do they come on to Coff's Harbour to discharge passengers and cargo? No; that is never done. A schooner bound for the Bellinger at one time sheltered under the island here for three or four days.
40. How many times a year have you known the steamers to be unable to come alongside the jetties here? During my time, I do not think the boat has passed the jetty three times—that is, in six years. The boats which trade here trade also to Woolgoolga and Byron Bay, and when they come alongside this jetty it is also impossible for them to go alongside either of the other jetties.
41. I suppose in leaving Sydney they are guided a good deal as to their movements by the conditions of the weather? Yes.
42. If a gale sprang up could a steamer come alongside this jetty? It would have to be a very heavy gale to prevent her from discharging at the jetty.
43. But, during the prevalence of certain winds, steamers cannot lie alongside this jetty? A heavy south-east gale will prevent them from doing so.
44. In your opinion, the trade of the port is conducted with a great deal of regularity? Yes.
45. To what do you attribute that? To the goodness of the port—to the shelter afforded by the island, and the headland to the south.
46. Do you think there is a prospect of an increase in the trade of the port? The trade is increasing every year.
47. Is there sufficient water alongside the jetty at low tide to enable vessels to lie there? There is 21 feet of water at low tide where the boats berth.
48. What do you think would be most advantageous to the country—for the Government to carry out the proposed harbour works at the Bellinger Rivers, or to make a railway from the Bellinger here and improve Coff's Harbour? I should not like to answer that question.
49. The district round Coff's Harbour contains a very large quantity of good hardwood? Yes; there is an abundance of it.
50. Consequently, you look forward to large shipments of hardwood from Coff's Harbour? Yes. Unfortunately for us, we are isolated, and cannot communicate directly with Sydney, and it sometimes happens that, although the sea at the Bellinger Heads may be reported rough, it is quite smooth here.
51. The steamers which trade to the rivers and bays along this coast have to regulate their trips according to the weather? I do not think they need do that so far as Coff's Harbour is concerned.
52. But they have to do so in regard to the rivers? Yes.
53. Has a steamer ever had to let go her moorings and get away from the jetty because of bad weather coming on? Not since they have moored to the jetty.
54. Is there any other way they can moor now;—have not the moorings put down by the Government gone ashore? Yes; but they can let out their anchors.
55. We have been informed that the moorings were sent adrift during some very rough weather? Yes.
56. *Mr. Farnell.*] I suppose moorings only have a certain life? They want to be looked to regularly. These buoys were put down and nothing was done to them afterwards. The captains have asked to have them replaced, and I have reported that it would be of advantage to the harbour to have them replaced.
57. *Mr. Roberts.*] What are the dimensions of the jetty? Its length is 1,650 feet, and its width about 21 feet. I believe that it is about 150 feet shorter than the Woolgoolga jetty.
58. And about the same width? That jetty is wider at the outer end than this jetty.
59. Can you tell us the cost of the Coff's Harbour jetty? No.
60. In which item of export has there been the most marked increase since you have been here? In maize.
61. Has there been a large increase in the shipments of timber? Yes, a very large increase. During the first three months of this year something like 100,000 feet of timber went from here.

62. Can you give us any figures showing the increase of the maize export? I hand in figures showing the amount of the exports, and the value and quantity of the imports, from the years 1892 to 1897. They are as follows:—

J. Gill.
25 May, 1898.

1892.				1895.			
Exports—				Exports—			
Maize ...	...	...	149 bags.	Maize ...	...	...	1,998 bags.
Pigs ...	...	...	324	Pigs ...	...	...	410
Hides ...	...	...	139	Hides ...	...	...	200
Timber ...	...	...	20,724 ft.	Timber ...	...	...	90,000 ft.
Sugar ...	...	...	1,604 bags	Sugar ...	...	...	1,600 bags.
Oysters ...	...	...	18 "	Poultry ...	...	...	90 coops.
Eggs ...	...	...	90 cases.	Eggs ...	...	...	200 cases.
Spokes ...	...	...	5,000	Imports—255 tons.			
Poultry ...	...	...	29 coops.	Revenue—£106 5s. 4d.			
Passengers ...	...	...	10				
Sundries ...	...	...	60 packages.				
Imports—11 months, 110 tons.							
Revenue—£51 13s. 4d.							

1893.				1896.			
Exports—				Exports—			
Maize ..	...	...	700 bags.	Maize ...	...	...	5,560 bags.
Pigs ...	...	...	401	Pigs ...	...	...	550
Hides ...	...	...	112	Hides ...	...	...	250
Timber ...	...	...	21,500 ft.	Timber ...	...	...	50,000 ft.
Sugar ...	...	...	1,700 bags.	Hides ...	...	...	210
Spokes ...	...	...	3,000	Poultry ...	...	...	110 coops.
Poultry ...	...	...	32 coops.	Eggs ...	...	...	310 cases.
Passengers ...	...	...	15	Imports—300 tons.			
Sundries ...	...	...	80 packages.	Revenue—£164 10s.			
Eggs ...	...	...	100 cases.				
Imports—12 months, 200 tons.							
Revenue—£80.							

1894.				1897.			
Exports—				Exports—			
Maize ...	...	...	1,100 bags.	Maize ...	...	...	2,500 bags.
Pigs ...	...	...	410	Pigs ...	...	...	450
Hides ...	...	...	200	Hides ...	...	...	300
Timber ...	...	...	2,200 ft.	Timber ...	...	...	224,691 ft.
Sugar ...	...	...	1,400 bags.	Hides ...	...	...	200
Timber ...	...	...	81,000 ft.	Poultry ...	...	...	110 coops.
Sugar ...	...	...	1,000 bags.	Eggs ...	...	...	290 cases.
Poultry ...	...	...	45 coops.	Imports—350 tons.			
Eggs ...	...	...	110 cases.	Revenue—£169 8s. 8d.			
Passengers ...	...	...	50				
Imports—250 tons.							
Revenue—£90 18s. 5d.							

63. Has any maize come here from the Bellinger since 1896? No.

64. How much water was there on the Bellinger bar when the people were unable to send their produce from that river? I think about 4 feet; but I am not certain.

65. Was the bar in that condition long? Yes; but I do not know how long.

66. How far does the maize come to be shipped at Coff's Harbour? Some of it comes from Nana Glen, about 16 miles from here.

67. I suppose it is perfectly safe to land at this jetty unless the wind is from the east? Yes; an easterly gale is the only weather that affects the jetty. During the six years I have been here we have only had two heavy easterly gales, one last year and one this.

68. An easterly gale would affect every harbour upon the coast? Yes.

69. Are the people of the district well satisfied with the loading appliances at the jetty, and with the charges made? I have not heard any expressions of discontent.

70. The jetty affords them every facility for the export and import of goods? Yes.

James Marles, storekeeper, Coff's Harbour, sworn, and examined:—

71. *Chairman.*] How long have you been residing here? Since 1880.

72. *Mr. Clarke.*] How long have you been engaged in the business of a storekeeper? Between six and seven years.

73. What were you doing before that? I was a selector. By trade I am an engineer.

74. You are able to give us some information as to the capabilities of the district? Yes, and I have here a short statement which I would like to read. It is as follows:—

J. Marles.
25 May, 1898.

To the Sectional Committee of the Public Works Committee, sitting at Coff's Harbour.

Gentlemen,

I beg to submit the following brief history and summary of facts relating to the port of Coff's Harbour and country within a radius of 17 miles:—

It was first occupied by selectors for the purpose of agriculture in 1880, although used for many years previously by timbers getters as a safe and easy place to ship timber.

The

J. Marles.
25 May, 1898.

The advent of farmers and development of mining industry caused the Government to erect a jetty, which was commenced in 1890, and finished February, 1892. There are within a radius of 15 miles not less than 200 farmers who depend on this port for access to the market. We have working for the various mining syndicates, and some on their own account, 150 men who draw their supplies from here. Their appliances consist of six batteries.

There is also one dairy factory worked by steam and five smaller separators in operation within the same distance. One sawmill is at work in close proximity to the jetty, and also one other within 3 miles.

The timber is of first-class quality, and in such quantity that years must elapse before it would be necessary to go back more than a short distance to procure logs.

The observation of this Committee will bear me out in this statement.

The port, to a great extent, is naturally protected, and if the Government decides to finish what nature has done much for, there is rock in practically unlimited quantities of good quality, a sample of which I will submit if this Committee require it.

The Progress Committee of this place have received communications from a section of the residents of the Bellinger River asking us to unite with them in praying the Government to construct a line connecting them with this port. Similar requests have come to the hands of our secretary from the Don Dorrigo, Guy Fawkes, and Guyra. And I trust that this Committee will recognise the fitness of this port to serve the places mentioned, and as the nearest and natural outlet for New England, and use their influence to cause the Government to improve this harbour so it may properly serve these places. Money thus spent will certainly be reproductive and for the advancement of New South Wales.

The data *re* number of farmers and miners is from my own ledgers, and probably under-estimated.

I might also add that seven years ago we only had a receiving office, and to-day we have an up-to-date post, telegraph, money order, and savings bank offices. The total amount of moneys remitted to Sydney, exclusive of moneys paid out in the district, amounted to £4,430 for the year 1897.

75. I presume that the trade of the district has increased from year to year? It has increased within the last six or seven years to seven times its original volume.

76. Both as regards imports and exports? Yes, and particularly so far as eggs and poultry are concerned. These may seem small lines, but they are of great importance to the district.

77. I thought that sawn timber was the principal export? I think the export of farm produce is greater than the export of timber, and I believe that in value the export of gold exceeds the export of timber.

78. But the gold exported would not bring much revenue to the Government in wharfage dues? No; but indirectly the gold-mines bring a good deal of revenue. They give employment to people who have to use the wharf.

79. These people increase the local consumption of goods of every description? Yes.

80. What rate of freight is charged from here to Sydney? £1 a ton deadweight.

81. What is the rate from Sydney here? Eighteen shillings for deadweight, and 1s. 6d. wharfage.

82. Do you get your goods from Sydney? Yes.

83. In what way? They are landed on the jetty here.

84. In no other way? No.

85. Then you should know exactly what the freight is? The freight is what I have told you. Cases are charged for according to measurement.

86. Would £1 a ton both ways cover the average freight? Yes.

87. If the port were improved by the construction of a breakwater, would vessels be able to carry goods to and from the harbour at lower rates? If the harbour were improved the rate would not be more than 9s. 6d. a ton. The rate charged on the Clarence is 1s. a ton, and we are much nearer Sydney.

88. But any breakwater would be very expensive? I think its cost would be small in comparison with the good it would do. Suitable material can be obtained at both the north and south headlands.

89. What is the depth of water between the southern headland and the island opposite? I cannot tell you; but a P. and O. boat could enter the bay.

90. A great depth of water would make a breakwater very expensive? Well, on the north side there is a reef which would be of great assistance in the construction of a breakwater.

91. Is it your opinion that a railway from the Bellinger to Coff's Harbour would answer the purposes of people residing on the Bellinger as well, if not better than, an improvement of the entrance to the Bellinger? I have stated that the opinion of a section of the residents there is that the improvement of Coff's Harbour would serve them better than the improvement of the Bellinger. Part of the country on the north arm of the Bellinger is nearer to Coff's Harbour than it is to the Bellinger Heads.

92. But a railway from the Bellinger to Coff's Harbour would not suit farmers residing on the south arm of the Bellinger? I am not able to say.

93. Would it not be very expensive to them to punt their stuff across the river and put it into railway trucks? Our contention that Coff's Harbour should be improved is not based upon the necessities of the Bellinger district, but upon the necessity of the Don Dorrigo, the Upper Orara, and our own district.

94. Does the produce of the Orara all come this way, or does some of it go to Grafton? It all comes this way.

95. You think that a railway is required to open the country between Don Dorrigo and Coff's Harbour? Yes. There are many miles of country there, 100 acres of which would support a family. That land is still in the hands of the Crown, and if a railway were made, and Coff's Harbour improved, the expense would be met by the immediate sale of the land I speak of.

96. Unless a railway were made from Guyra, or some other point on the Northern line, it would be of very little use? The projected line from Guyra would suit us.

97. In your opinion is the improvement of the Bellinger entrance justifiable, or would a connection from the Bellinger to Coff's Harbour by rail be more beneficial to the country? I would rather not offer an opinion upon the subject. The Bellinger people are neighbours whom we think well of, and I hope they will get what they want.

98. Are there any sugar-mills in the district? There are none working, but there are two idle.

99. Why were they closed? Because of the fall in the price of sugar from £36 a ton to £19 a ton.

100. Is there much land under sugar-cane in this district at the present time? The cultivation of sugar-cane has been discontinued in this district owing to the fall in the price of sugar. It is not profitable now to manufacture sugar unless you have very large mills.

101. Is sugar-cane grown to feed cattle? Sugar-cane has been used to feed cattle in this district; but I cannot say if it is used for that purpose now.

102. How many saw-mills have you here at the present time? Two.

103. Is any of the timber sent away in logs? Yes.

104. For piles, I suppose? Yes; and to be sawn at the Sydney mills.

105. Is timber sent from here to other parts of the world? Not directly, I believe.

106. Is the population of the district large? I cannot tell you what it is.

107. Is it likely to increase? Decidedly. The figures which have been placed before you show the advancement which has taken place. J. Marles.
108. *Chairman.*] Your contention is that to improve this part of the district it is necessary to improve Coff's Harbour, and you are of opinion that, if that were done, the trade of a large area of country lying back from here, and probably the trade from a portion of the Bellinger district, would be shipped here? 25 May, 1898.
- Yes.
109. Would the improvement of the Bellinger be of any advantage to the people here? Not the slightest.
110. Why? Because our present harbour accommodation is better than anything you could do for us on the Bellinger.
111. It is not likely that you would send your produce to the Bellinger, or get back goods from the Bellinger? No.
112. Still you are of opinion that something should be done to improve Coff's Harbour? Well, it would reduce the shipping charges from £1 a ton to about 9s. 6d. a ton, and would materially increase our trade.
113. You said just now that the Bellinger people were in favor of the construction of a line to Coff's Harbour—did you refer to a line from the table-land, or to a line from the Bellinger? To a line from the Bellinger.
114. That would lead one to suppose that the Bellinger people are in favour of the improvement of Coff's Harbour? I believe that they are.
115. Those would be the people on the north arm? I believe that the people on the main arm are in favour of the construction of such a line.
116. Do you not think that if the proposed works at the Bellinger were carried out the trade from both arms of the river would be exported through the Bellinger Heads? I could not say.
117. When maize came here from the Bellinger in 1896 from what part of the Bellinger did it come? From beyond Bellingen and from other parts of the river.
118. When the entrance to the Bellinger is bad does any large quantity of perishable goods, such as eggs, poultry, and so on, come here for shipment? At times we get cream. Some cream came here only a short time ago.
119. How far is the creamery from here? Twenty miles.
120. It is closer to the Bellinger Heads? Yes.
121. I suppose that at the time you speak of it could not be shipped from the Bellinger? There was a shoal bar at the Bellinger then, I believe.
122. Apart from the question of opening up the Bellinger, are you of opinion that in the interests of the Colony at large, and particularly in the interests of the residents of this district, Coff's Harbour should be improved? Undoubtedly. I am of opinion that, even if they make a line to the Macleay and another from New England to the Clarence, this line must be made.
123. But do you not think that the improvement of the harbour would meet all your requirements for many years to come? It would do an immense amount of good; but to get the best results, a line from Guyra, or from some other point on the table-land, must be made.
124. It is not likely that you would send timber or maize to Sydney by way of Guyra? No; but we should get produce from the table-land.
125. If that produce came here the harbour would have to be improved to enable better steamers to engage in the trade? Yes. The main object of such a line would be to serve the settlers of Guyra, and those in the Don Dorrigo Scrub.
126. But is it not likely that much of the trade from Don Dorrigo will go to the Bellinger? The natural features of the country make it next to impossible for that trade to go to the Bellinger; it is nearer to Coff's Harbour.

William Crabb, manager of the Beacon Gold-mine, Bucca Creek, sworn, and examined:—

127. *Mr. Roberts.*] Is the mine you manage the property of people residing in the Colony? No; it is the property of English capitalists. W. Crabb.
128. How long have you occupied your present position? A year and nine months. 25 May, 1898.
129. How far is Bucca Creek from Coff's Harbour? It is 12 miles from this place.
130. When you took charge of the mine had it been opened up? No. When I went there little or no work had been done.
131. Is it quartz or alluvial mining? Quartz mining.
132. What area of land does your company hold? Seventy-three acres.
133. To what depth have you gone so far? We have sunk two shafts, each 200 feet deep, on two distinct reefs.
134. What is the width of the reef? It varies from 2 inches to 3 feet. The average width is about a foot.
135. What is your average yield per ton? Our average yield for the first year was 1 oz. 13 dwt.
136. Are the shares saleable in this Colony? I do not think so. The mine is held in 200,000 shares, and the last quotation was 16s. 6d. a share.
137. How much is paid up? Five shillings.
138. What dividends have been declared since the formation of the company? £25,000 has been paid in dividends.
139. Are the dividends declared half-yearly? No; quarterly.
140. How much per share is usually paid? We usually pay 6d. a share; but I think one dividend came to 9d. a share.
141. Do you send your gold direct to Sydney? Yes; by way of Coff's Harbour.
142. Have you a crushing plant on the ground? Yes; with a capacity of 120 tons a week.
143. Do you use it to its full capacity? Yes; it has never stopped yet.
144. Is the ore difficult of treatment? The top ore is not difficult; but as we get down it becomes more refractory. A plant has been ordered to treat the tailings. It will treat 600 tons a month.
145. Where is it coming from? It is being manufactured by the Otis Company in Melbourne.
146. Was the erection of this machinery suggested by you? Yes.
147. You think that it will treat successfully the ores with which you have to deal? Yes.
148. I suppose you have been mining pretty well all your life? I have had forty years of colonial experience. 149.

- W. Crabb. 149. On what other gold-fields? I have been at Bendigo, at Ballarat, and at almost all the gold-fields in the Colony.
- 25 May, 1898. 150. What is your opinion in regard to the country adjacent to the property which you are now managing? Only recently we took over another property—Mount Browne—situated within 6 miles of Coff's Harbour. This is a very large property, consisting of two large lodes. The ore is of a low grade, but it can be worked at a profit. I am expecting daily to receive instructions to obtain machinery to test the property thoroughly. We have laid out something like £600 in developing this property already. I have inspected other mines in the district, and in my opinion there is no reason why, with the employment of capital and systematic management, the Orara should not become a good mining district.
151. Is Bucca Creek on the Orara? No; it is $3\frac{1}{2}$ miles from there.
152. What is its present population? About 400. There are 100 men employed upon our own property, apart from Mount Browne.
153. Does much other mining take place there? There is another claim within $2\frac{1}{2}$ miles which has given very satisfactory results so far. I crushed 48 tons of stone for them, and obtained 50 oz. of gold, and they are sending another 100 tons, which I believe will give equally good results.
154. How many other claims are there there? There is another claim within $\frac{3}{4}$ -mile of the Beacon mine. I had 25 cwt. of ore from that claim, which was given into my custody by the Warden, pending settlement of a law case. From the specimens I have seen I am inclined to think that they have a magnificent lode.
155. Are those the only claims at Bucca? They are the only claims I know of. We almost monopolise the field.
156. Is any prospecting going on? No. It is a difficult country to prospect because of the dense scrub, and the reefs do not as a rule come up to the surface.
157. I suppose it is of no use for men without capital to go there? No.
158. Have you secured all the auriferous country there? Pretty well.
159. Does it appear to you to be merely a patch? No; the gold appears to be in fissure lodes and veins. Up to the present our returns have been very satisfactory. We have not too much free gold in the very deep lodes; but the refractory ores will make up for that.
160. Do you feel satisfied as to the permanency of the field? Yes; but there is always a lot of uncertainty about mining, just as there is about farming.
161. In your opinion there is no more country to be taken up there? Well, capitalists may take up some of the country; but it is beyond the reach of working-men. My expense of water channels alone is £50 a month at the present time. We have two very large steam-pumps and engines.
162. Have you had much water to contend with? Yes; but of course you can utilise it.
163. Would one-half of the population of the district be employed in mining operations? No; but one-half of them get their living from the mines.
164. Is there any land near the mines which is suitable for agriculture? I cannot say.
165. Is any maize grown between Coff's Harbour and Bucca Creek? Yes; we can grow maize on Mount Browne; it has already been grown there I believe.
166. *Chairman.*] Was not Mount Browne originally taken up as a selection? Yes.
167. *Mr. Roberts.*] Do you know the Bellinger district at all? No; I have only been there once.
168. If the proposed harbour works were carried out there, Coff's Harbour would still be your nearest port? Yes, and all the other mines must use Coff's Harbour. Bucca Creek, Nana Creek, Coramba and all these places must use Coff's Harbour.
169. Have you been put to any inconvenience at Coff's Harbour in connection with the landing of machinery? My machinery was landed at Woolgoolga, because at the time I got it up there was no road from Coff's Harbour to Bucca Creek. I paid £50 to cut a road through the scrub to get up my machinery. The present road from Bucca Creek to Coff's Harbour is a great convenience to me.
170. Have the steamers always been able to come alongside the jetty when you have been expecting goods? Yes; but I could not send my gold away last time because the weather was then unusually rough.
171. That was during the recent gales? Yes.
172. They affected every harbour on the coast? Yes.
173. Do you regard the present facilities for shipping here as ample? They are not quite up to date.
174. What do you think ought to be done here? I think we should have a breakwater. We deserve a better class of steamers, and such steamers would call here if we had a breakwater. My directors in London object that they cannot come here because the accommodation is not quite good enough for them. Men with plenty of means do not put themselves about much; but if we could get them to come here it would be an advantage to the district.
175. You think that would attract more capital here, and lead to the increased development of the district? Yes.
176. Where does the Coramba trade go? To Coff's Harbour.
177. Is that a trade to be considered? Yes, there are some very large reefs there which are being worked with satisfactory results.
178. What is the extent of them? I cannot say; but they have been working ever since I have been in the district. There is a 10-head battery there, managed by Mr. Cadell, and he tells me that the results are very satisfactory. The Lady Elerslie is a claim which I tested, and one which could be worked at a profit if it were properly developed. It adjoins the Coramba King, and there are 50,000 or 60,000 tons of ore in sight which I believe it would pay to put through with large machinery. The reef is a very large one, and would keep 50 or 60 heads going for many years to come.
179. Would the stone obtained compare with the stone that you are getting? I do not think it is quite so good; but our stone is of exceptional value.
180. Are the deposits similar to yours? Yes.

Eugene Frederic Rudder, farmer, Coramba, sworn, and examined:—

- E. F. Rudder. 181. *Mr. Farnell.*] How long have you resided in the district? About sixteen years.
- 25 May, 1898. 182. I understand that you know both this district and the Bellinger district? I have not a very intimate knowledge of the Bellinger district.
183. Do you know whether it is necessary that something should be done to give the people on the Bellinger better facilities for getting their produce to market? Undoubtedly it is necessary.

184. How many steamers visit Bellinger in the course of a year? I cannot say.
185. If it has been shown that the works already carried out at the entrance to the Bellinger have proved beneficial do you think we are justified in believing that the proposed improvements will be a success? I think it is a question whether it would not be better to make a railway from the Bellinger to Coff's Harbour.
186. Would there be any justification for making the railway and at the same time improving the Bellinger entrance? I am doubtful about that.
187. Have you inquired into the probable cost of the railway? No; but in my opinion such a railway would confer a permanent and certain advantage upon the residents of the Bellinger. I should look upon it in that light if I were a resident upon the Bellinger.
188. If that railway were made would there be any necessity for the proposed harbour works at the Bellinger? I think not.
189. Do you think the railway would be reproductive? Yes.
190. Do you know what the jetty here cost? £11,000 or £13,000, I believe.
191. Are you aware that the present trade of the district does not pay interest upon that amount? I am not.
192. Still you are thoroughly satisfied that the traffic which could be induced would be sufficient to pay interest and working expenses for a line of railway? I think so. There are great possibilities of development in this district.
193. Which, in your opinion, would be more beneficial to the district concerned, the improvement of the Bellinger entrance or the improvement of Coff's Harbour? The improvement of Coff's Harbour.
194. What district comes within the influence of Coff's Harbour? All the Orara and Bucca Creek country, extending towards Grafton for a distance of 25 miles, and the whole of the Don Dorrigo country from as far as Guy Fawkes. If the railway were made it would draw trade to Coff's Harbour from the Bellinger as well.
195. What part of the Bellinger district would come within the influence of the proposed harbour works at the Bellinger entrance? The south arm and the main river. The people on the north arm would be as near to Coff's Harbour as to the entrance of the Bellinger.
196. Then more trade would come to Coff's Harbour than to the Bellinger? Yes.
197. In your opinion, how could Coff's Harbour be improved? By joining the island and the south headland.
198. That is the island to the south-east of the jetty? Yes.
199. What would it cost to carry out that work? I have an impression that it has been officially estimated at about £30,000.
200. Do you think that that amount will pay for the work? I imagine so. I believe that the depth of water between the two points I have mentioned is something like 32 feet.
201. All the materials for a breakwater are close at hand? Yes. There is ample material of the very best quality.
202. What weather is most dangerous here? South-east and easterly weather. The harbour would be absolutely safe even during the prevalence of gales from the quarter I have mentioned if the breakwater was constructed.
203. Do you think it would be necessary to construct an eastern breakwater? Well, the harbour would then be well sheltered.
204. A northern breakwater would not be necessary? Not for many years.
205. If it were found necessary, I suppose it would be practicable? Yes.
206. The water on the north side is not too deep? No.
207. What has been the development of the district during the last five years? The district has steadily progressed.
208. In what branches of industry? In agriculture generally, in dairying, in mining, and in the timber industry.
209. Is more timber obtained now than was obtained four or five years ago? Yes. The roads are better now, and there is more capital invested in the industry. There were one or two small mills in the district a few years ago, but the men owning them had not sufficient means to work them properly.
210. Are there many consignments of timber from Coff's Harbour to foreign parts? Timber is consigned from this port to foreign parts.
211. And I suppose most of the timber obtained here finds its way to the metropolis? And to inter-colonial ports.
212. What is your opinion of the timber here? It is the finest in New South Wales, or indeed in Australia, with regard to both quality and to size.
213. Do you think there is any fear of the forests being denuded at an early date? That is very unlikely, because they are very extensive and the growth of timber is very heavy. There are many varieties of timber here.
214. You think that, with proper control, the timber resources of the district may be looked upon as a great source of national wealth? Most decidedly. I might mention that, if there were better facilities for shipping, and better access to the port, many farmers would make thousands of pounds out of timber which they have now to destroy. I myself have large quantities of timber which I am most anxious to export, but I cannot do so because of the cost of shipment and the want of facilities in the way of roads.
215. Would the proposed railway be of service to you? No; excepting as a means of communicating with the Bellinger. The vessels which visit Coff's Harbour now are not large enough to allow of the charging of low freights.
216. You think that if the harbour were made safer larger vessels would be sent here, and larger consignments would be taken away? Yes. Some years ago a gentleman came from Sydney and proposed to establish large saw-mills on the Don Dorrigo. He guaranteed to erect machinery and to employ 100 hands if the Government would open a road for him; but the Works Department declined to do anything, and the whole project fell through.
217. How far would it be from Coff's Harbour to the point from which you would start your railway? Do you mean how far away is the the Don Dorrigo country—about 14 miles.
218. Do you anticipate that a railway would be required, or would a tramway serve? A tramway might answer to a certain extent; but I was thinking of a connection by railway with the New England table-land.

E. F. Rudder.

25 May, 1898.

The

- E. F. Rudder. The timber industry alone would supply such a railway with profitable freights for years to come. There are hundreds of millions of feet of the finest pine in Australia in the country I have mentioned, besides other kinds of timber. I have seen cyprus pine there 5 feet in diameter and 70 feet without a limb, though that pine usually only grows to a diameter of about 18 inches.
- 25 May, 1898.
219. What kinds of timber are there in the Don Dorrigo district? There is the cyprus pine, cedar, rose-wood, and what they call the English beech.
220. I suppose it is virgin forest country? Yes. A great deal of the land is comprised in timber reserves and in railway reserves. There are about 300 square miles of heavy brush lands in one patch.
221. You unhesitatingly say that if the harbour improvements are carried out here there would be a large development of the timber industry? I think that the timber industry might give profitable employment to a railway for years to come, and might engage the services of at least 10,000 people. Some of the finest country in New South Wales, in regard to both climate and soil, is to be found in the Don Dorrigo district.
222. Is the rainfall of the Orara and Don Dorrigo districts regular? Yes; and one of the best in Australia.
223. What progress has been made in farming in this district during the last five years? There has been a great increase in the output of the original farmers, and a large number of new men have come into the district. The whole of the produce of the district does not come to Coff's Harbour, because of the want of roads; part of the produce of the Orara goes to Grafton, because there is a better road leading there. When the roads of this district are improved, however, this produce will come to Coff's Harbour.
224. Do you think that if Coff's Harbour is improved people will take up more land here and put more ground under cultivation? Undoubtedly. People will then have an inducement to extend their cultivation areas, and population will increase. All that we require are means of outlet.
225. What does it cost per acre to clear the land here? It depends entirely upon the character of the land. Some of the coast lands will cost £30 an acre to clear; but in a large part of the Don Dorrigo country there is no hardwood, so the clearing there is less expensive. In five or six years the bulk of the timber will rot away, and there is not that undergrowth that you find nearer the coast.
226. What is the Don Dorrigo soil capable of producing? Wheat, potatoes, and semi-tropical products. It is eminently adapted for dairying, both on account of the climate, the supply of water, and the character of the soil.
227. For dairying you must have artificial grasses? Yes; on the Orara we have to resort to the cultivation of artificial grasses.
228. What is the average yield of maize in your district? I should think from 40 to 50 bushels an acre.
229. What do you consider a payable price? The price should never go below 2s. 6d. per bushel.
230. If the growing of maize alone were unprofitable, I suppose a man could make a livelihood by entering upon mixed farming? Yes; in country like this mixed farming yields the best results.
231. Have you tried growing various kinds of fodder for cattle? Yes.
232. With success? Yes.
233. Have you tried growing fruit? Yes; I have grown oranges, pears, apples, persimmons, peaches, apricots, and grapes.
234. Do cattle thrive well here? Exceedingly well.
235. Sheep do not do well? No; sheep are only brought here to kill.
236. Have you any knowledge of the mineral resources of the district? Yes; I have taken an interest in the mining industry here. I quite endorse what Mr. Crabb has said in regard to its being necessary to obtain capital to develop the field. I have been all over the field, and I know that there are dozens of men in a district lying west of that of which Mr. Crabb was speaking—a district which it would pay to work if capital were invested there.
237. So that you have travelled over country showing indications of auriferous deposits which may not have come under the notice of Mr. Crabb? Yes. There are a number of mines there which have been opened up by men who knew nothing about mining. They have simply pig-rooted the country and spoilt it for capitalists coming after them.
238. Your evidence amounts to this: That you do not wish to say anything detrimental to the proposal to improve the Bellinger entrance, but, at the same time, you wish to put forward claims for the improvement of Coff's Harbour and the opening up of this district? Yes. Something has been said about the trade of the Don Dorrigo going to the Bellinger. The road which connects the Don Dorrigo with the Bellinger taps the Don Dorrigo 4 miles east of Bealestown Creek, but owing to the formation of the country it would be impossible to send any of the produce from the main part of the Don Dorrigo to the Bellinger. The northern portion of the Don Dorrigo country must always send its produce to Coff's Harbour, though, no doubt, part of the Don Dorrigo country would send produce to the Bellinger if there were a good entrance to that river.
239. I understand that the north arm of the Bellinger is not navigable? The little north arm is not navigable.
240. Therefore the people on the little north arm would not be able to avail themselves of any facilities for shipping produce to the Bellinger? They would not have a water-way down the river.
241. *Chairman.*] I understand that you were at Coramba about sixteen years ago? Yes; I was the first resident there.
242. There was no dairying done there then, and the timber trade was very little? Yes.
243. How were you employed then? I grew corn, and I exported a small quantity of timber—cedar.
244. By which route? *Via* Grafton.
245. Some time after that the mines were opened up;—is it not to the mining industry that the settlement of that district is really due? Yes, very largely.
246. Almost simultaneously with the opening up of the mines a great development in the timber trade took place? No. The cedar was practically exhausted when I came there, and very little development in the timber trade has taken place of late years. The mines at Nana Creek have been open for fifteen or sixteen years.
247. But the important mines are at Bucca? The Beacon mine is the important centre.
248. You naturally desire to obtain the lowest rate for freight? Yes.
249. You are aware that low rates of freight can only be obtained by the employment of sailing vessels? Yes.

250. Hence the necessity for improving Coff's Harbour to enable sailing vessels to trade here? Yes. I interviewed the manager of Messrs. Howard Smith & Co., and he told me that they would be glad to send their intercolonial boats to Coff's Harbour if better facilities for shipping were given here. E. F. Rudder.
25 May, 1898.
251. They do not want to run too much risk? No. The danger is that the steamers may be thrown heavily against the wharf.
252. As the output of the mines commences to diminish, I suppose what has taken place in other parts of the Colony will take place here—land will come under cultivation, and the country will be permanently settled? Yes. As mining goes out agriculture will take its place.
253. Is the soil good enough for agriculture? Undoubtedly. In accordance with an application made by me, 10,000 acres were measured out of the forest reserve, and the Government sold that land in special areas at from 30s. to £6 an acre. The land I speak of is within about 7 miles of Coff's Harbour.
254. Have the selectors kept that land? Yes.
255. Was it heavily timbered? Yes. Fortunately a reappraisal cut down the price somewhat.
256. Prior to the commencement of dairying and mining there was no settlement worth speaking of in the district? No; the district was then a wilderness.
257. It is only of late years that it has made rapid strides? Yes.
258. The supply of timber here must come to an end? Yes, ultimately. The difficulty of getting to the Don Dorrigo country by railway is caused by the first 14 miles, and I believe that a grade could be got which would be found suitable. When you get into the Don Dorrigo you are upon a plateau 300 or 350 square miles in extent, the whole of it heavily timbered with pine, beach, and other valuable trees.
259. Do not the forests near the coast contain more valuable hardwood than the Don Dorrigo scrub? Undoubtedly.
260. Is there any part of the northern coast country where there is better hardwood than is to be found within 18 or 20 miles of Coff's Harbour? I do not think there is any better hardwood in Australia than here.
261. With better harbour accommodation large sailing vessels would take cargoes of hardwood direct to foreign places? Yes.
262. If the harbour is improved will the improvement be of permanent advantage to the people here, or will it simply serve their purpose for the time being? I think it will be of permanent advantage to them, and it will cause an increase of population.
263. Apart from the question of improving the Bellinger, you think that Coff's Harbour has sufficient claims to justify expenditure here? Yes.
264. Both in the way of harbour improvements and in the construction of a railway to the table-land? Yes.
265. Do you think a line from Don Dorrigo to Coff's Harbour would be warranted? Yes. Coff's Harbour is the only outlet for the Don Dorrigo country? I am speaking of that part of the Don Dorrigo between here and the Bellinger, which is cut off from the Bellinger by a deep gorge.

Henry Boultonwood, journalist, Fernmount, sworn, and examined:—

266. *Mr. Clarke.*] Has the work already carried out at the entrance to the Bellinger improved the navigation of the river? Undoubtedly. H. Boultonwood.
25 May, 1898.
267. Are you aware that it is proposed to expend about £36,000 in extending the training-walls? I thought that that amount included the expenditure up to date.
268. No, that is a proposed further expenditure;—do you think it advisable to spend that money? Well, that is rather a steep question. We who live on the Bellinger have a great idea of its importance. We have now about 8 feet 6 inches on the bar, and the proposed improvements might possibly give us from 12 feet to 13 feet, which would be sufficient for the trade of the district.
269. The Bellinger bar has been considered one of the worst on the coast? It has been among the worst. I think it has been the most dangerous and difficult bar on the coast. The entrance has shifted as much as $\frac{3}{4}$ mile in a few days.
270. Do you recommend any alternative scheme, such as the construction of a breakwater at Coff's Harbour? I think the construction of a breakwater at Coff's Harbour would be of considerable assistance to us in enabling us to get perishable products away. Our district is small, and, of course, our trade is small, and the consequence is that shipping companies do not give us a very regular service. We get a boat now about every ten days, and sometimes at longer intervals, and that is not often enough for perishable products.
271. Do you think the Bellinger would be in a better position if it were connected with Coff's Harbour by rail? I think so. We send a large quantity of our perishable products this way now. We have sent large numbers of pigs and a quantity of cream this way.
272. When vessels could not enter the Bellinger? Until quite recently. If a vessel does not come for more than eight days we are bound to send our produce this way.
273. The dairying industry is only in its infancy on the Bellinger? Yes. I think we have four steam creameries now, and others are projected.
274. Do you think it likely that other people will go in for dairying? I think so. People are buying cows now at every opportunity.
275. Will the alluvial land on the Bellinger, upon which maize is grown now, be utilised for dairying? I think so. A great deal of that land has now been under cultivation for thirty or forty years, and it is therefore not so rich as it used to be; but it would do well for grass.
276. And I suppose there is a good deal of land at the head of the river which might be used for dairying? Our back country is very rough.
277. It has been suggested that a breakwater should be made at Coff's Harbour, and a railway constructed from Guyra through the Don Dorrigo scrub to Coff's Harbour;—do you favour the suggestion? Most decidedly. Those works would be of enormous assistance in the development of country at the back of Coff's Harbour.
278. But the Bellinger people say that the Bellinger is the proper outlet for that district? I do not think that it is. At the Bellinger Heads we are about 25 miles from Don Dorrigo, whereas you can reach the Don Dorrigo country in about 14 miles from Coff's Harbour, and probably by a better road. The road

H.
Boultonwood.
25 May, 1898.

road from the Bellinger contains 7 miles of cutting on a fairly steep grade. Then, too, the freight on maize from the Bellinger is 1s. 6d. a bag, while from Coff's Harbour it is only 1s. a bag.

279. If Coff's Harbour were improved freights would be reduced? Undoubtedly. I have the assurance of Mr. Nicoll that if the trade increases as it promises to increase he will reduce his rates even under present conditions.

280. It has also been proposed to construct a railway from the Bellinger to Coff's Harbour;—what do you think of that proposal? It would be of enormous assistance to us.

281. Would the people on the Bellinger, particularly those on the south arm, be very much inconvenienced if they had to come to Coff's Harbour? It would depend very much upon what it cost. As I have shown you, they would save 6d. a bag in sending maize from here, and if the cost of railway carriage and handling only came to 6d. a bag, it would be of advantage to them to send to Coff's Harbour. Sometimes it is nearly three weeks before a steamer comes to the Bellinger; but at Coff's Harbour they have a steamer weekly.

282. I understand that a great deal of the maize grown on the Bellinger is brought down to the steamer by the droghers? Yes; and of course it could be brought to the railway in the same manner. A railway from the Bellinger would probably start at Raleigh, which is on navigable water, and droghers could bring maize there.

283. But a railway would mean extra expense and handling;—is Coff's Harbour equal to or superior to Woolgoolga? It is very much superior to Woolgoolga.

284. Why? The southern headland extends further to sea, and affords more shelter than is given at Woolgoolga, apart from the shelter that is given by the islands at Coff's Harbour.

285. Your worst weather comes from the south-east? Yes.

286. A breakwater connecting the southern headland with the adjacent island would greatly improve the harbour? Yes. Captain Howard made a thorough survey of Coff's Harbour. His proposal was to carry a wall from the large island to almost connect with the headland, and to guide the sea on to the headland so as to break its force, and to create a scour.

287. Is the water here very deep? As nearly as my memory serves me there are about 24 feet of water near the island, and the depth increases up to about 32 feet.

288. Then a breakwater would be very expensive? Captain Howard's scheme embodied another wall, to shelter Coff's Harbour Creek. His idea was that ultimately the creek might be used as an inner harbour. His estimate of the cost of the whole work was, I think, £270,000. That would make a harbour second only to Sydney Harbour.

289. Do you think the resources of the district would justify such an expenditure? I think sufficient shelter could be given for less money. I think that one breakwater would be enough at present.

290. Do you think that the improvement of the Bellinger entrance is also justifiable? I think so.

291. Apart from any railway scheme? Well, I think if I were in the position of the Government I would scarcely carry out the two works.

292. Which would you prefer to see carried out? I think that the requirements of the Bellinger might be met with a smaller expense than is proposed, and the two works might then be carried out.

293. The opinion of the engineers is that a smaller expenditure than £36,000 would not be effective in improving the Bellinger entrance? Well, in my opinion, they could use cheaper material for part of the wall. They are now paying 3s. 9d. a ton for stone, and they are throwing away debris which, in my opinion, could be used. There is no wash of the sea against a large part of the wall, and that part could be constructed cheaply.

294. Is the jetty at Coff's Harbour sufficiently good for the trade? I think so. I have heard it stated by people connected with the timber trade that if shelter were afforded for sailing vessels there would be a direct export of timber from here to the old world. At the present time it is dangerous for large sailing vessels to lie alongside the jetty. Sailing vessels have attempted it at Woolgoolga, but one or two of them went ashore there.

295. You think the jetty is sufficiently good for steamers? Yes; it is nearly up to the requirements of trade, but if it were more sheltered there would probably be more competition and a cheapening of rates.

296. Do you think it advisable that sailing vessels should come here? Yes; I have known vessels to be able to load and unload at Coff's Harbour when other vessels were weather-bound at both the Bellinger and the Clarence.

297. You think that the expenditure of a reasonable amount of money at the Bellinger should be undertaken? In my opinion the position is simply this: The resources of the Bellinger district justify the improvement of the entrance; but in taking into consideration the development of the outlying districts, the improvement of Coff's Harbour is also to be regarded as beneficial. We have a road from the north arm of the Bellinger which connects with the main road to Coff's Harbour, and I think that the produce from that part of the country will come here. That road is only just being opened up, and I think the people there spent from £50 to £60 upon it themselves. I should like to endorse what Mr. Rudder has said about the Don Dorrigo country. We have been obtaining potatoes from the Don Dorrigo for the supply of the Bellinger district, and they are equal to any we can get from Sydney or elsewhere. Some were exhibited at a local show, and four of them weighed nearly 17 lb.

298. What is the Don Dorrigo soil like? It is a reddish volcanic soil. They tell us that without cultivation they can produce 12 and 14 tons of potatoes to the acre.

299. *Mr. Roberts.*] What is the area of the Don Dorrigo country? I understand that it is not less than 300 square miles. There are 50,000 acres in one reserve, and a great deal of land has been thrown open there and is settled upon. It is beautiful country, and is excellently watered, but the people there labour under enormous difficulties.

300. *Mr. Farnell.*] What do you think of the terms and conditions offered to settlers in this district;—are they suitable? The price of land is excessively high. We have had non-residential selections in special areas sold for as much as £6 an acre, and residential selections for £3 an acre; and they have fixed the price at £2 an acre in some parts of the Don Dorrigo. Such prices are excessive, and prevent people from making a living off the land.

FRIDAY, 27 MAY, 1898.

[The Sectional Committee met at the Court-house, Bellinger, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. | HENRY CLARKE, Esq.
FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Harbour Works at Bellinger River.

John Thomas Greer, farmer, Bellinger River, sworn, and examined:—

301. *Chairman.*] How long have you resided here? Thirty-four years.
302. What in your opinion would be the best way to overcome the difficulties to navigation which exist at the entrance to the river? To continue the work already begun by the Department.
303. Have you reason to suppose that the Government scheme if carried out will be effective? Yes because the work already done has proved beneficial.
304. Do you think that if it is extended upon the lines suggested by the Department you will obtain all the relief which is necessary at the present time? Yes.
305. You have no exception to take to the Departmental proposal? No.
306. We shall be very glad to hear from you anything you have to say as to the progress of the district, its present position, and its future outlook? Last year we exported about 50,000 bags of maize. I do not think the maize production is likely to increase very much, but I believe that the dairying output will increase, though a good bar and a regular steamer service are necessary for its success. With a good bar thousands of acres of land, which are useless for maize growing, would be cleared and put under grass.
307. Is the land available? Yes.
308. Is it Crown land? Yes; all the back country lying to the north, between here and Coff's Harbour, is Crown land.
309. Is it good land? It is not first-class agricultural land, but it is good grazing land. It would cost a great deal to clear, because it is heavily timbered.
310. It is not likely that maize will be grown there? No; that land is not good enough for maize.
311. Is maize likely to be the chief product of the river-bank land? It has been so up to the present time, but if the dairying industry increases the production of maize will increase.
312. Has maize-growing paid the farmers? In a sort of way. They have made a haphazard living out of it.
313. Would a better steamer service improve the position of the maize-growers? Yes. If the steamer could come in and go out at any time, we could get our produce to market at any time. The entrance has been a little better since the southern training-wall has been taken out.
314. Inasmuch as the price of maize fluctuates from time to time, I suppose it is of importance to a farmer to be able to send his produce to market, so as to take advantage of any change? Yes.
315. At the present time you have to send your maize away when you can? Yes; you cannot wait to take advantage of the market.
316. So that the producer is entirely at the mercy of the seller? That is so.
317. If the entrance were improved, you would have more regular communication, and probably larger vessels? That is my impression.
318. Would you look forward to a reduction in freights? Yes.
319. What is the present rate for maize? 1s. 6d. a bag all the year round.
320. Why is the price so high? I think it is because our trade is not very large, and we cannot keep an opposition boat going. Then, too, everything has to be taken to the steamer on the droghers.
321. And has not the company to take a great risk when it sends a steamer here? Yes. With the improvement to the bar the risk would be lessened.
322. At the present time there is a risk? There are risks at all bar harbours.
323. But here in particular? At the present time I do not think the risk here is greater than the risk at the Macleay entrance.
324. But the Bellinger entrance cannot be compared with, say, the Richmond entrance? There is not a great deal of water on the Richmond bar, but larger boats go there.
325. Unless the construction of harbour works resulted in a reduction of rates, would the proposed Government expenditure be of any advantage to you? Yes; because it would enable us to ship our maize away at any time we pleased, because the steamer could make frequent trips. Now, if the pilot sends word that there are only 6 feet of water on the bar she does not come.
326. You do not attach much importance to the possibility of a reduction of rates? I should like to see the rates reduced, but I would rather have a regular steamer service.
327. How does the present condition of the entrance affect the export of perishable articles, such as live stock and farm produce? The export of perishable articles cannot be carried on to any large extent under present conditions. The company send a wire saying that the steamer is leaving Sydney on a certain day for the Bellinger, but we never know if she will be able to get in. Fowls and other live stock sent down to meet the steamer may be kept waiting on the droghers for a week.
328. And the result is —? Great loss; live stock die, and other articles perish.
329. I suppose people living at a distance cannot get sufficient notice of the arrival of the steamer? That is so.
330. How many creameries are there on the river? There are four which buy cream, and then several people do their own separating.
331. Which is the chief creamery? That at Fernmount. It was built as a butter factory, but it is now a creamery.
332. How is the milk sent to Sydney? Only cream is sent to Sydney.
333. Is it possible to send cream to Sydney in summer time? We send it to Coff's Harbour then.
334. Why? Because our own steamer service is not regular enough.
335. Still you can send cream away in the summer time? Yes; but some preservative is used.

J. T. Greer.
27 May, 1898.

- J. T. Greer. 336. Is there a refrigerating chamber upon the steamer? Yes; upon the steamers leaving Coff's Harbour.
 27 May, 1898. 337. If you can send cream from Coff's Harbour, would it not be possible to keep it on the river for a few days, and then send it direct? No; because the direct boat might not call for a week. You always know when there will be a steamer from Coff's Harbour. We take advantage of both services.
 338. The dairying industry will have to develop a great deal before the shipments from here can be very large? Yes.
 339. You are not butter exporters? No.
 340. Your output of cream will always be small? Yes.
 341. Is it proposed to make butter just yet? I do not think so.
 342. But you think the district eminently adapted for dairying? Yes.
 343. Is there good feed for cows all the year round? You can grow fodder all the year round. Of course, in the winter time grass is rather scarce.
 344. Do you look upon Coff's Harbour as a more reliable port than the entrance to the Bellinger? Yes.
 345. Would you prefer to see Coff's Harbour improved and a railway made there from the Bellinger? Yes; if there was a probability of our getting the railway at once; but if we have to wait long for it I think the Government should go on with the harbour works. If the entrance to the river ceases to be of use to us our bread and butter ceases. We have had difficulties enough in the past, and we cannot afford to go back.
 346. It is not likely that both works will be carried out;—the question is: which would be best for the district? I consider that a railway to Coff's Harbour would be the better.
 347. Failing that? Failing that, you could carry on the harbour works.
 348. Suppose the harbour works were carried out, and no connection with Coff's Harbour made, would that meet the requirements of the district? I think so.
 349. If it resulted in a regular and reliable steamer service? Yes; that is what the producers want.
 350. That is what the district really requires? Yes; it has not suffered so much during the last twelve months, because the bar has been gradually improving. If it has been bad it has only continued so for a day or two.
 351. Has the district improved as the bar has improved? I am sure that it has.
 352. What instance can you give us of a recent development? The people here to-day are in a better position than they were in five or six years ago.
 353. Why? Because of the better steamer service.
 354. Is it because of the better prices? I do not think so. The prices have been about the same.
 355. What has been the average price of maize during the last four years, as compared with the price during the previous four years? I think that the price during the previous four years was a bit better.
 356. I suppose that a regular service has a good moral effect upon the people, in giving them heart to go on with their work? Yes; people get very down-hearted when they cannot send their produce to market. One year we had to send everything to Coff's Harbour.
 357. Do you look upon the Bellinger district as a good one? Yes; it is a small district, but very fertile.
 358. How is the land mostly held? Chiefly by conditional purchase. Some of the land was taken up as early as 1863, and has become freehold.
 359. From that date downwards the people here have had a hand-to-mouth existence? Yes; I have known a vessel here to be bar-bound for weeks at a stretch. In my opinion the people would be a great deal better off if they went in for dairying. With maize-growing you are apt to suffer loss through the floods.
 360. It is possible that dairying may be overdone in the near future. I suppose if the price of butter came down very low, you would cease to produce it? You would have to go in for mixed farming. I do not believe in going in for dairying only. A man need not cease maize-growing when he goes in for dairying. I believe that if people went in more for dairying and grew less maize they would get a better price for their maize.
 361. I suppose it is possible to grow everything on the Bellinger that can be grown on the other northern rivers, with the exception of, perhaps, sugar-cane? Yes.
 362. And you think that you should be put in the same position as the people on the other rivers in regard to the facility for getting to market? Yes.
 363. Which, in your opinion, would be the better—an improved river entrance, or a coast railway from Morpeth? An improved entrance, I think.
 364. Would you be able to send produce by rail to Sydney as cheaply as you can send it by steamer? I do not think so.
 365. If the proposed work were successfully carried out, and larger vessels traded to the Bellinger at reduced rates of freight, and it became necessary for the Government to make a charge upon all the northern rivers for the services rendered in the construction of harbour works, would there be any objection on the part of the producers to paying that charge? I do not think so, if it were applied equally wherever harbour works have been carried out.
 366. Do you think that would be a good arrangement? I think so.
 367. It would be wise for the State to make a charge to recoup the cost of these works? I believe that it would be wise to do so.
 368. If a railway were made, you would have to pay for the services afforded you? Certainly.
 369. I believe that at the present time Bellinger is the head of navigation for droghers? Yes.
 370. Produce is taken down to the Heads from here by the droghers and there put on board the steamer? Yes.
 371. This system of droghering will continue even after the proposed works have been carried out? That is a matter lying with the people themselves. I think that dredging should be carried on in the lower parts of the river. That would give the ocean steamer a chance to come up here.
 372. If that could be done it would be a great advantage to the settlers on the banks, as it would enable them to save the expense of droghing? Yes.
 373. If the dredging of the river is not possible, will the people remain content with a good entrance? I think so, but I think they will try to get the steamer up the river.
 374. Is there any point you would like to emphasise in connection with our inquiry? A railway to Coff's harbour has been mentioned. If we had such a railway, we should have a regular steamer service—a service that could be relied upon.

375. The question is, whether you could pay for the railway carriage, together with the droghering and constant handling? Of course, if it cost more to send the stuff away by rail the people would not use the railway. J. T. Greer.
27 May, 1898.
376. Which do you think would be the better for the district—a railway, or the improvement of the entrance? I think that a railway to Coff's Harbour would suit the people of the district better than the improvement of the entrance to the Bellinger, especially so far as the butter industry is concerned.
377. Could you pay an extra charge for the carriage of your maize? I do not know that we should have to pay an extra charge. I believe that we could get maize taken from Coff's Harbour for 8d. or 9d. a bag.
378. At the present time you have as good a service from the Bellinger as they have from Coff's Harbour? Very little is sent from Coff's Harbour now, but if the Bellinger trade went there there would be a bi-weekly service.
379. There are times when steamers cannot go to Coff's Harbour? Yes; but I believe that the "Wollumbin" has been able to make regular weekly trips. A steamer would only be kept away from Coff's Harbour for a day or two at a time.
380. But some harbour works would be necessary to make Coff's Harbour a certain port? Yes.
381. If the trade of the Bellinger is to go to Coff's Harbour that harbour must be a certain port? Yes; but the making of Coff's Harbour a certain port would be a national work, because it would create a harbour of refuge.
382. But it would cost more to do that than to improve the entrance to the Bellinger? Yes, I believe so. If we can get a railway at once I am in favour of its being made, but if we are likely to have to wait ten years or a generation for it, I say give us a better entrance.
383. If the entrance is improved it will do away with any possibility of railway connection? I am aware of that. I should like to see a railway made to Coff's Harbour.
384. If the Bellinger entrance is made safe, will it be sufficient for the requirements of the district? I think so.
385. *Mr. Roberts.*] What are the principal towns on the Bellinger? The principal town is Bellingen, and there are also Fernmount, Raleigh, and the Bellinger Heads.
386. How far up the river does the "Rosedale" come? She only comes as far as the Government wharf, which is about half a mile inside the entrance.
387. Has she never come further than that? I do not think so.
388. Has any ocean steamer ever come as far as Fernmount? Yes, the "Euroka" came there last week. She draws 5 feet or 5 ft. 6 in. and carries about 1,400 bags.
389. Does she belong to the North Coast Company? Yes.
390. Have they ever been asked to send her here constantly instead of the "Rosedale"? A deputation waited upon Mr. See at Raleigh the other day asking him to send the "Euroka" to Fernmount, and to take cargo from there at lower rates; but his answer was that he could not do it—that the bar would have to be deepened so as to permit of the entrance of larger boats before the freights could be reduced.
391. What is the rate from Fernmount? One shilling and sixpence a bag.
392. Is the same rate charged from all parts of the river? Yes.
393. Does it include droghering? Yes.
394. If a farmer draws his maize to the Government wharf at the entrance, does he get any reduction of freight? No, none whatever.
395. What distance do the droghers bring maize to the Government wharf? From about 16 or 17 miles up the river.
396. How far is Bellingen from the entrance by the river? Sixteen or 17 miles.
397. All the towns you have mentioned are on the North Arm? Yes.
398. Is there not a branch of the river called the Little North Arm? Yes. It joins the North Arm 4 or 5 miles by road from here.
399. Is there much settlement on the Little North Arm? There are a good many settlers there; I cannot say how many.
400. I suppose that the land near the Heads is not suited for agriculture? They grow maize at a distance of 3 or 4 miles from the Heads.
401. Does the land improve in fertility as you go up the river? Yes.
402. Is not the good land confined to very narrow strips? Yes; it does not run very far back from the river—generally not more than the depth of a farm.
403. What is the average acreage of the holdings upon which maize is grown? I think very few farmers hold more than 300 acres. I suppose that from 100 acres to 150 acres would be an average holding.
404. They only grow maize on the river frontages? That is all.
405. Of the 150 acres you spoke of I suppose some would be timbered country? Some of the farms are mostly timbered land.
406. What would be the average acreage under cultivation? I suppose 40 or 50 acres.
407. Is the rest of the land as nature made it? No; a great many farmers have their back lands cleared and under grass.
408. What is that land adopted for? Chiefly for growing grass. It might be possible to grow some kind of produce there if the stuff could be got to market.
409. Still the land is good for dairying? Yes.
410. Does the country improve as you go west from Bellingen? I think the country up the river from a little below Fernmount is nearly all pretty good. The further you go up the newer the land is, and the better are the crops that you get, because, of course, the first settlers took up land as near to navigable water as possible.
411. How far do the farmers on the Little North Arm have to bring their produce in order to get it to the droghers? I suppose 6 miles would be the shortest distance.
412. What would it cost them to carry produce 6 miles? I could not say, but one man told me that he was drawing 10 miles for 5d. a bag.
413. Do the people on the Little North Arm ever send their produce to Coff's Harbour? I do not know that they do, but for some time they have been agitating for a road there. A gentleman the other day told me that when the road was completed all their produce would go to Coff's Harbour.
414. Why do they want a road to Coff's Harbour? Because there they would get a more reliable steam service.

- J. T. Greer. 415. How long has the agitation for this road been going on? For two or three years, and perhaps more.
- 27 May, 1898. 416. Has there been any delay in getting produce away from the Bellinger since the entrance works were commenced? The worst delay we had was about two years ago. There have been delays since; but I do not think they were altogether the fault of the bar. The fault has been with the company in not sending a boat there.
417. Is it not a fact that since the works were commenced you have 10 feet of water on the bar, as a rule? I think the average depth would be 7 or 8 feet. We have had 10 feet and more than that; but I do not think that the bar remains deep for long. I heard the other day that the depth now was 7 ft. 6 in.
418. Is it not true that when the "Rosedale" has been unable to leave the river it has been because of the prevalence of easterly or south-east gales, and not because of the want of water on the bar? About two years ago the "Rosedale" was bar-bound for three or four weeks, because of the want of water, but since the southern training-wall has been carried out the bar has not been so bad.
419. Has she ever been unable to get out since? Last year one of the steamers—I think it was the "Fernmount"—was unable to get out for a couple of days, but these delays have not lasted long.
420. What is the draught of the "Rosedale"? From 7 to 8 feet when loaded.
421. Under these circumstances why do the Little North Arm people want to go to Coff's Harbour? Well, only one steamer trades regularly to the Bellinger, and she has to serve three or four other ports, so that we are sometimes a fortnight without a boat. At Coff's Harbour there is a steamer every week.
422. Does the steamer not come here regularly because there is not sufficient cargo for her? I believe that if the ordinary boat came regularly she could take away all the cargo in six months. In the busy season, of course, we could keep her going.
423. For how many months in the year would that be? For about half the year—that is, when the maize crop is being sent away.
424. Has it been decided to make a road from Little North Arm to Coff's Harbour? It is partly open now.
425. Is it intended to complete it? I cannot say.
426. For how many miles has that road been made? I could not tell you, but I understand that when another £50 has been spent upon it no more stuff will go to the Bellinger.
427. What saving will they make by having that road? They will have to draw 20 miles instead of 10; but they will be able to send their maize away from Coff's Harbour for 1s. a bag.
428. What would it cost to draw stuff 20 miles? I suppose they would get it drawn for 1s. a bag. They have also to pay 1d. a bag wharfage at Coff's Harbour.
429. That would be a total charge of 2s. 1d. as against 1s. 11d. from the Bellinger? Yes; but then they would get a regular service. I suppose it is that that influences them.
430. How often is there a steamer to Coff's Harbour? Once a week.
431. Is 1s. a bag the lowest rate at which maize is carried from the northern river to Sydney? No; I believe that it is taken for 9d. a bag from the Richmond and the Clarence.
432. Although the distance is greater? Yes.
433. Do you know the rate from the Tweed? No.
434. Since the southern training-wall has been made, has there been a more contented feeling among the farmers? Yes.
435. Then is it not difficult to understand why they want to go to Coff's Harbour? I suppose they will get an advantage by going to Coff's Harbour.
436. Has there been any agitation for a railway to Coff's Harbour in this district? I do not think so. A gentleman on the river once called a meeting on the subject, but it was decided that it would be better to go on with the harbour works.
437. Before the harbour works were commenced was any large quantity of produce sent to Coff's Harbour? No; I believe that 3,000 or 4,000 bags of maize went over there on one occasion after our bar had been bad for a few months; but it was found very expensive to send maize there.
438. That was about two years ago? Yes.
439. Not much maize has been sent to Coff's Harbour since? No; live stock—pigs and so on—and cream have been sent there.
440. Is the "Rosedale" fitted with a refrigerating chamber? I think not.
441. Is it a fact that before the improvements were commenced by the Government the farmers upon the river were so disheartened by their isolated position that some of them abandoned their holdings? I never heard of any. Probably one or two found their holdings were no good and left; but I do not know any valuable holding that has been abandoned. Holdings may have been sold, but not abandoned.
442. How many saw-mills are there on the river? Two; one at the Bellinger Heads and the other at Raleigh.
443. Do they send away much timber? Not a large quantity so far; but I believe that they will send away a great deal. The owners of the new mill seem to be very energetic men, and I believe that they will put through a lot of timber.
444. Is not the Bellinger famous for the quantity and quality of its timber? Yes; there is a great deal of hardwood here—blackbutt, tallowwood, gum, ironbark, and so forth.
445. Is there a large foreign trade in timber? I think all the timber is shipped to Sydney.
446. I suppose all the alluvial land here has been taken up? All of any value for maize-growing.
447. From what distance from the Heads is the land settled? I suppose for pretty well 40 miles from the Heads.
448. Do you know the Don Dorrigo district? I was never there; I only know it by repute.
449. Have you ever been to Guy Fawkes? No.
450. Do you know of people being anxious to settle in the district since the harbour works were commenced? A good many people have come here, and I believe that others are coming, but I think it is chiefly to get land for dairying purposes. A good many people are going on to the Don Dorrigo country.
451. Do you think it likely that the Don Dorrigo country will be settled in the near future by a large number of families? From what I hear that land is capable of carrying a great population.
452. What produce is it most likely to grow? They can grow potatoes there, but I do not think the land is suitable for maize-growing. They could grow wheat, probably, and they could dairy.
453. Are there any potatoes grown on the Bellinger? All the potatoes grown here are for local consumption.

454. Would there be a good market here for Don Dorrigo potatoes? The difficulty would be to bring them from Don Dorrigo, because of the expense of carting. J. T. Greer.
455. Do you know if potatoes are being sent away from the Don Dorrigo country at the present time? I cannot say if any are sent to Sydney, but some are sent here. 27 May, 1898.
456. Are they good potatoes? Those I have seen are splendid potatoes; they compare favourably with the best I have ever seen.
457. At what point do you think it would be most convenient to connect the Bellinger with Coff's Harbour? At Raleigh.
458. Have you ever considered whether produce could be sent to Sydney in that way more cheaply than by steamer direct? I do not know what the railway charges would be, but if the freight were no more than the freight we pay now the people would be very well served by a railway.
459. The freight from Coff's Harbour would be at least 1s.? It would not be 1s.
460. Say 9d.? Well, 9d.
461. Would you be likely to have your produce taken from your farm, put on the trucks, carried by the railway, unloaded at Coff's Harbour, and put into a steamer there for another 9d.? I think so.
462. Would it not be very inconvenient for people residing at some distance from Raleigh to get to the railway? They would have to use the river.
463. What do you think it would cost to carry goods by water from Bellingen to Raleigh? Not more than 3d. per bag.
464. The farmers on the Little North Arm would have to pay 5d. a bag to bring their produce to Bellingen? Yes.
465. Therefore, they would have to pay 8d. a bag to get it to Raleigh; then 9d. for railway carriage and handling would make the cost 1s. 5d.? Would the cost of the railway service be more than 6d.
466. Well, if it were 6d., the cost of getting their produce to Coff's Harbour would be 1s. 11d.? We are paying as much as that now; besides, those who did not wish to use the droghers could draw their produce to the railway station themselves.
467. Have you been over the country between Raleigh and Coff's Harbour? Yes.
468. Along the Great North Coast road? I have been through that country by different tracks before the road was made.
469. Is it not very ridgy country? I do not consider it very ridgy; it is good, hard ground.
470. Does it not strike you that it would cost a good deal to make a railway there? I do not know what it would cost, but I have heard it put down at £6,000 a mile.
471. Was that estimate made by a man well able to form an opinion on the subject? I think so.
472. How many miles is it from Raleigh to Coff's Harbour? Fourteen, and then 2 more down to the jetty.
473. Sixteen miles altogether? Yes.
474. That would make the cost of the line £100,000 in round figures? I believe so.
475. Three per cent. on that amount would be £3,000 per annum;—the estimated cost of the proposed harbour improvements is £36,000, or, at 3 per cent., £1,080 per annum? Yes; but the railway would be a section of the North Coast line. Part of that line—from The Tweed to Lismore—is already made.
476. Do you look forward to the continuation of that line south? Well, there is great talk about it, but I do not know if it will ever be made.
477. If that railway were made, what number of farmers would use it? I could not say. I believe that the bulk of the farmers would use it, if it were to their advantage.
478. Do you think the railway would get 50 per cent. of the trade? I think so, and probably more. I believe that the farmers would study their own interests.
479. Do you know how many bags of maize were exported from this district last year? I think 50,000 or 52,000 bags.
480. That at 1s. 6d. a bag would give £3,750 per annum in freight? Yes.
481. If £3,000 of that amount were set apart to meet the interest charges on the railway, how would you make up the working expenses? Other things besides maize would be sent by rail—perishable goods, for instance. The trade too would increase.
482. Is the timber all sent away by sailing vessels? Yes, so far. I believe that the owner of the new sawmill has chartered some small steamers.
483. What steamers are they? The "Trilby" is one.
484. What is her tonnage? I suppose she would carry 30,000 or 40,000 feet of hardwood.
485. Is all the timber sent to Sydney? It goes chiefly to Sydney.
486. How many sailing vessels are there trading to the river now? I do not think there are more than two or three.
487. Are they able to carry all the timber? Yes, so far.
488. What tonnage are they? Some of them are 100 tons, and some of them are 70 tons.
489. Do you think the Bellinger will be the outlet for the Don Dorrigo country? I think so, under certain circumstances.
490. Does much timber come down from there now? Not a great deal.
491. Where does the timber come from chiefly? The cedar trade is about done on this river. It is only cedar that comes here from Don Dorrigo.
492. How far is the timber which is now being cut at the sawmills brought? Some of it comes from above Bellingen. They take it down the river in pontoons.
493. What distance do they have to draw it before they get it to the river? On the higher parts of the river they do not have to draw it very far; but, lower down, near the mill, they have to draw it 3 or 4 miles.
494. Are the mills constantly employed? Up to the present time they have not been constantly employed, but I cannot say what the new mills will do.
495. Has there been a want of timber? Yes; and the machinery of the old mill is not very good. It has broken down and repairs have had to be made.
496. There has been no difficulty in getting timber away by sailing vessels? There was a difficulty about two years ago; but I do not think there has been any since.
497. So far as you can judge, is the stone used for the training-walls well adapted for the purpose? It seems to me to do well enough. 498.

- J. T. Greer. 498. What kind of stone is it? I should call it a sort of hard slate.
 499. Have you ever seen the stone that is being used on the Clarence River? No; I have seen the stone that is used at Trial Bay.
 27 May, 1898. 500. Is the stone on the Bellinger similar to that? No; it is not nearly as good.
 501. Where is the stone that is being used obtained? About 3 or 4 miles up the South Arm.
 502. Do you know of any better stone in the district? There is better stone, I believe, along the coast, but it would be more expensive to get.
 503. Has a quarry been opened up on the South Arm? Yes.
 504. And the stone is brought down the river? Yes, in punts.
 505. How far is the quarry from the river? It is right on the river bank.
 506. Do the sailing vessels still come to the Bellinger in ballast? Chiefly in ballast. The saw-mill proprietors may bring up some back cargo that way sometimes.
 507. Is the ballast used in connection with the harbour works? I do not think so.
 508. Is a dredge constantly employed on the river? Yes; we have had a dredge here for 12 or 13 years.
 509. It has been absolutely necessary? Yes.
 510. What was the river like before you had that dredge? When people first came here there was no erosion of the banks, and consequently the river was deeper. Vessels at that time could come up past Fernmount.
 511. Sailing vessels? Yes.
 512. How much water would they draw? Six or 7 feet.
 513. At that time all the maize was taken to Sydney by sailing vessels? Well, we had a little steamer which used to come up the river.
 514. In those days did the farmers suffer vexatious delays in getting produce to market? Yes; and in one year the maize had to be burnt because it could not be got to market at all.
 515. But you say you had more water then? In the river, but not on the bar.
 516. Once a vessel is got over the bar, what shoals are there to be crossed in the river? There are two or three flats which could be easily dredged; but it would be difficult to dredge the river above Fernmount.
 517. What water have you on the South Arm? The depth is about the same as on the main arm; the droghers go up about the same distance.
 518. Does the South Arm require constant dredging? It has to be dredged once and again.
 519. I suppose the dredge is constantly employed on the river, from one year's end to another? Yes.
 520. Do the droghers go up Back Creek now? That is the only channel at the present time.
 521. Does it require constant dredging? Now and again it may want touching up. It has all been dredged.
 522. Do you think Back Creek ought to be closed? I believe it would be better to keep the main river open.
 523. Are there farmers on the banks of Back Creek? There are no farmers there at all.
 524. Then why do the droghers go up that way? Simply because that is where the deep water is. They cannot get up the Main Arm. They have always come up Back Creek since it has been dredged.
 525. What is the length of Back Creek? Hardly a couple of miles. It commences on the South Arm at about a mile from the Heads, and finishes at the North Arm about 3 miles from the Heads.
 526. Has the North Arm silted up since the training-wall was commenced? There is not much depth of water in the North Arm, because the channel goes through Back Creek. I do not think droghers have gone along the lower part of the North Arm for some years.
 527. What is the value of the best farming land on the river bank here? From £20 to £25 an acre.
 528. What is the highest price that you have known such land on the Bellinger to fetch? I suppose, £30 an acre.
 529. Have you known sales to be effected at these prices? I have known farms to be sold for prices equivalent to about £30 an acre.
 530. Have you heard of sales taking place during the present year at which £20 or £25 an acre has been obtained? No.
 531. Do the farms here often change hands? Not very often. A few of them have changed hands, but a great many of those who selected in 1863 still own the same farms.
 532. Is the district in what you would term a fairly prosperous condition? It is.
 533. Do you think it has been more prosperous since the training-wall was commenced? I think so.
 534. The people realise the great advantage which they will get from the training-wall? Yes.

David Anderson, farmer and maize-buyer, Bellingen, sworn, and examined:—

- D. Anderson. 535. *Chairman.*] How long have you resided here? For thirty-four years.
 536. Where were you residing before you came here? On the Macleay.
 27 May, 1898. 537. *Mr. Clarke.*] We understand that the condition of the river entrance has been detrimental to the interests of the people here? The bar has been very bad. The river enters the sea through an opening in the beach, and there is no headland near the mouth. After heavy floods the entrance has shifted very considerably at times.
 538. What has the bar been like during the last few years? I believe that it has been better than in former years.
 539. During your long residence here have you known vessels to be detained for several days at a time? I have known vessels to be detained here for months. In those times there was no pilot and no tug service, and they had to wait for a favourable wind and tide.
 540. That state of things must have injured the trade of the district? Certainly.
 541. Do you think that the proposed harbour works will materially benefit the district? They may, and they may not. I think that unless the walls are carried out into deep water, the works must be regarded as an experiment.
 542. You consider that the proposed work should be carried out; but, not being an engineer, you cannot give a decided opinion as to their value? No.
 543. What is your opinion of the resources of the district? I would favour the construction of a railway which would give us more direct communication with Coff's Harbour.

544. If such a railway were made, would it not increase the cost of sending goods to Sydney? It might; but I do not think it would. Intercolonial boats could call at Coff's Harbour, and they would take maize and other produce not only to Sydney, but to Melbourne, to Fremantle, and to other places where we might wish to send it. D. Anderson.
27 May, 1898.

545. I suppose if a railway were made to Coff's Harbour it would encourage competition among the steamship companies, and thus bring about a reduction of freights? Yes.

546. What is your opinion about the construction of a line from Guyra to Coff's Harbour? Such a line would open up good country on the Don Dorrigo and at Guy Fawkes; but I do not know that it would be of much advantage to the Bellinger district.

547. If a railway were made from the Bellinger to Coff's Harbour it is not likely that the entrance to the Bellinger would be improved;—now, is not water carriage always cheaper than railway carriage? Perhaps it is where there are large quantities of produce to send away; but here we have no large quantity of produce to send away, and we are at the mercy of monopolists who charge us what they think fit, and serve us just as they choose. They merely come to the Bellinger when they cannot get cargo elsewhere.

548. What are the productions of the Bellinger? Maize chiefly. One cannot go in for fruit-growing or dairying because of the unreliability of the steamer service.

549. Would not the maize always be sent away by the cheapest route? Yes.

550. That I suppose would be by the direct steamer? Yes; if we could send away when the market suited us; but that is impossible now.

551. If the railway were authorised it would take many years to complete? In that case I should approve of the carrying out of the harbour improvements. Eventually the North Coast Railway will come this way.

552. That would be a very expensive line to make? I dare say it would, but it would bring revenue to the Government, whereas dredging and harbour work bring no revenue.

553. Do you think dairying is likely to be a success here? I believe so.

554. Would it employ a larger number of people than are now employed in the district? It would employ a larger number of families, and it would give work to the children. There are thousands of acres here which might be turned into dairy farms which are utterly useless for maize-growing.

555. Then you think that perhaps mixed farming—maize-growing on the alluvial land, and dairying on the grazing land, could be carried on? Yes; our experience is that with regular communication it would pay us to turn our best maize land into paddocks.

556. Where are your creameries? At Raleigh, at Fernmount, at Bellinger, and on the little North Arm. The creameries buy milk from the farmers.

557. Do not some of the farmers separate their own milk? In some cases they do their own separating, sending the cream to Sydney, and selling their butter locally.

558. Is not the cream often spoilt because of the delays at the bar? The delays are not always caused by the bad state of the bars. It sometimes happens that after a steamer has been advertised to call here, she goes to Port Macquarie instead, and we have to wait for another trip. I have known pigs to be sent up and down the river two or three times to catch the steamer.

559. Would it not be better for all the farmers to send their milk to the creamery so as to avoid sending the cream to Sydney? The cream would have to be sent to Sydney in any case.

560. But it would then go as butter? Some of the creameries make butter and sell it locally, but they do not send it to Sydney; they send the cream to Sydney.

561. What has been the average price of maize on the river during the last few years? I think not over 2s. a bushel. From a little under 2s. to 2s. a bushel is what the farmer would get after paying expenses.

562. But what has been the gross price? About 2s. 6d. a bushel.

563. That would give the farmer a net return of from 1s. 11d. to 2s. a bushel? Yes.

564. The freight at 1s. 6d. a bag would be 4½d. a bushel? Yes; but to that must be added commission and other charges. Altogether you must deduct about 6½d. a bushel for expenses.

565. Does this price pay the farmers? No, not when you take into consideration their losses through floods and in other ways. We could often get better prices if we could get our produce to market at the right time.

566. If the entrance were improved to allow vessels drawing 10 feet of water to come into the river do you think there would be a considerable reduction in rates? I hardly think so, because there is not sufficient freight to create competition, and there would still be the expense of taking the maize down the river to the Heads.

567. But if larger vessels could come would they not take the produce at lower rates? If there were competition the rates would be reduced, but when there is only one line of boats the owners generally squeeze all they can out of the people. The trade of this river is not sufficiently large to bring about competition. The whole of our produce could be taken away in three months, and for about six months of the year there would be nothing to take.

568. Then a railway to Coff's Harbour would soon carry off all your produce? Yes; two or three trains would take it all. But with regular communication thousands of acres which are not used now would be taken up, and the present farmers would do more with their land. I do not think there is a better district in New South Wales for citrus fruit than the Bellinger district.

569. We had it stated in evidence in Sydney that if the entrance to the river were improved the steamer rates would be reduced about 35 per cent., and that instead of paying 1s. 6d. a bag for maize the people would have to pay only about 1s. a bag? I only hope that that will happen.

570. You do not believe that there will be any reduction? There may be a slight reduction.

571. What is the freight from Coff's Harbour? At the present time it is 1s. a bag, but only a limited quantity of produce goes from there.

572. There is a very good road from the Bellinger to Coff's Harbour;—would it not be to your advantage to cart your produce to Coff's Harbour now? Two years ago a large quantity of maize was sent there, but after wet weather the road becomes so boggy that it will not carry a waggon loaded with maize.

573. Have you any idea of the quantity of maize sent from the Bellinger annually? It has varied, according to the seasons and the floods, from 28,000 bags to nearly 50,000 bags.

574. What else is sent away besides maize? Large quantities of timber are sent away, together with poultry, pigs, cream, and a little fruit.

- D. Anderson. 575. If a railway were made, would not heavy goods, such as timber and maize, still be sent direct by steamer? I do not think so. I think the maize would be sent by railway to Coff's Harbour, and from there it might be shipped direct to the various colonies.
- 27 May, 1898. 576. You are entirely in favour of a line from either Guyra or the Bellinger to Coff's Harbour? I am in favour of a railway from the Bellinger to Coff's Harbour. I do not know much about the merits of a line from Guyra to Coff's Harbour.
577. *Chairman.*] How much land do you farm? Over 40 acres of maize.
578. Do you think 50,000 bags per annum is a fair estimate of the maize export of this river? No; I think it is too large.
579. What do you think the export is? Between 28,000 and 50,000 bags. 50,000 bags is the largest quantity of maize that has been shipped to Sydney in one year—if that quantity has ever been sent.
580. In a good season the district is capable of producing 50,000 bags;—do you think that with greater facilities for shipment more than that quantity could be produced? Well, there is very little more land to put under maize.
581. Is the district capable of producing 50,000 bags of maize per annum? In a good season.
582. How are your bad seasons caused? By floods.
583. Do you suffer from droughts? No.
584. I suppose the floods enrich your land and give you larger yields the following year? That happens sometimes, but in places the good soil is often swept clean away.
585. A railway to Coff's Harbour would cost at least £100,000; 3 per cent. interest on that amount would be £3,000 a year. What rate do you think you could afford to pay for the carriage of maize by rail from the Bellinger to Coff's Harbour? I should say 3d. or 4d. a bag.
586. Fifty thousand bags at 3d. a bag would only yield £625 to the railway, and even if the rate per bag were 6d. it would not meet the interest on the cost of the line, while the producers would be in no better position than they are in at the present time? I am certain that if half of the maize grown on the Bellinger went to Coff's Harbour, the rates would be reduced. The intercolonial boats take freight from Melbourne to Sydney for 4s. a ton.
587. But none of them call at Coff's Harbour? I understand that there is sufficient water there for them, and I have been told that one intercolonial company would be prepared to send a steamer there for £50 worth of freight. At the present time there is no more produce shipped at Coff's Harbour than Nicoll's boats can carry, so that they have to go to Byron Bay and the Richmond to fully load.
588. Suppose the rate from Coff's Harbour, by steamer, were 8d. a bag, and the railway charges came to another 8d., that would make the total charge 1s. 4d.; with such a charge how much better off would you be than you are at the present time? Well, we should have command of the market.
589. But if the entrance to the Bellinger is improved, and you get regular communication at reduced rate, will not that serve the district? I dare say it will.
590. If the entrance is improved farmers along the river bank can put their produce direct on to the droghers and send it straight away,—is not that the cheapest way of getting rid of it? I have had no experience of any other way.
591. Would not the improvement of the entrance be the best way of serving the general interests of the district? I believe that it would for some time to come, but it will be very expensive to continue the dredging of the river.

Edward Reymond, wheelwright and coachbuilder, Bellingen, sworn, and examined:—

- E. Reymond. 592. *Chairman.*] How long have you been here? Eight years and nine months.
- 27 May, 1898. 593. Where did you come from? From Bowra, on the Nambucca River.
594. How long were you living there? I am a native of the Macleay; and the Bellinger, the Nambucca, and the Macleay, are only short distances apart.
595. *Mr. Farnell.*] You have a general knowledge of the district? Yes.
596. And can speak from personal experience of its capabilities and resources? Yes.
597. The entrance to the river was very bad I understand before the Government commenced the training-wall? Yes.
598. It offered no facilities for the development of the district? No; quite the reverse.
599. What has been the effect of the work already done? Well, last season our maize was taken away very satisfactorily. The "Rosedale" could get in and out almost whenever she chose. She was detained for one or two days, but the delay was caused by bad weather.
600. Do you consider that the work already done will be permanent? Yes; I think it is splendid work.
601. Since these walls have been carried out has there been any development in the district in the way of the establishment of new industries? Well, the creameries are a development. Very little dairying was done here until twelve or eighteen months ago.
602. Do you think the establishment of a dairying industry is the outcome of the facilities offered for ready communication with the market? Certainly. A mill has been shifted from the Nambucca to the Bellinger, because of the improvement of the Bellinger entrance. That mill is capable of turning out 80,000 feet of timber a week. It is one of the best mills on the northern rivers.
603. The works already carried out having proved themselves so valuable, have you any doubt as to the effect of the extended scheme? No; if you confine the water the scour must deepen the channel.
604. Do you think the district is likely to continue to improve? Yes.
605. On how many occasions has the steamer been delayed at the entrance? You mean within the last two years.
606. Yes? I think not more than two or three days. Of course, she may have been detained by heavy weather. Last year's crop went away as well as any crop that has ever been taken from the river. We had a splendid service last year, and we hope to have a similar service this year.
607. Have you known of any sailing vessels being detained? No; when the steamers can get out the sailing vessels can get out, because they draw less water.
608. Do you think that the trade of the district justifies the expenditure which has already been undertaken? I think so.
609. Do you think the probability of development justifies an additional expenditure of £36,000? Yes. Only the other day I heard of a man going with his family to settle on the Don Dorrigo country. Of course,

course, if the entrance were blocked up, it would be useless for people to go there at all. The Bellinger is the natural outlet of that country. There is splendid land to be taken up there, and no doubt the improvement of the entrance would induce people to take it up. E. Reymond.
27 May, 1898.

610. Do you think that the resources of the district can be more fully developed? I do. On the Little North Arm there are thousands of acres of land to be taken up on which people could make good homes for themselves.

611. What is an average holding in this district? About 150 acres, I should say.

612. What portion of these holdings is under cultivation at the present time? As a rule, the alluvial land is used for maize-growing. Probably there would be from 30 to 40 acres of cultivated land on each holding.

613. Then, on the average, only a small part of the holdings has been cultivated? Nearly all the alluvial land has been cultivated.

614. But only a small part of the total holding has been cultivated? Of course, the balance of the land would go under grass.

615. Is the land which is not alluvial suitable for grazing? Yes; and you might grow fruit on it.

616. Will the improvement of the entrance be an incentive to the farmers to put larger areas under crop, and will it induce more people to take up land, and to settle in the district? I believe so. This the home of the citrus fruit. You can get 7s. or 8s. clear for peel for candying.

617. I suppose they only grow the citron here? No; they grow oranges and mandarins as well.

618. What other fruits can they grow here? They could grow the fruits which grow in warm climates. Chinese fruits would be specially suited to this climate; but I do not think English fruits would do.

619. I suppose no one has engaged in fruit-growing here to any extent? No. The cost of carriage is a little too high; but if the entrance is improved we shall probably get lower freights.

620. No one is specially engaged in fruit-growing here? No; they do not grow fruit for market here.

621. Does agriculture pay at the present time? I think so.

622. Agriculture, pure and simple? Yes. I think a man should live very comfortably upon a holding here.

623. What is the average yield of maize here? Between 45 and 50 bushels an acre, I think. Forty-five bushels an acre would be a fair average yield taking the district throughout.

624. And what would be a payable price for maize? If a farmer could get £9 per 100 bushels he would do very well. Such a man will also rear pigs and fowls.

625. Has a man a better chance of making a profitable living when he engages in mixed farming than when he devotes himself solely to agriculture? Most of the farmers keep pigs and cows, and grow maize as well.

626. You think there is a good future for this as an agricultural district? I think it is one of the best districts along the coast.

627. What area of country do you think would be served by the carrying out of the proposed works? The top farm on this river would be 23 or 24 miles west. Then there is the Don Dorrigo country. The Government has opened a road right through it. A team came in here from Guy Fawkes the other day with seventy bags of splendid potatoes.

628. Would the Orara produce come here? No; that would go to Coff's Harbour. Then there is all the country on the South Arm, extending half-way to Bowra, a distance of about 10 miles. Finally, there is a little North Arm country.

629. Do you think that if better facilities for the removal of produce were afforded all this country would use the Bellinger as a port? I think the trade must come to the Bellinger. There is a lot of land to be taken up along the road from the Little North Arm to Coff's Harbour.

630. You contend that there are some thousands of acres of Crown land in the district available for settlement? Yes; there is splendid land available.

631. Have you taken into consideration the cost of clearing this land? I have a fairly good knowledge of it.

632. What is your opinion of the timber of the district? There is not better timber in Australia. We have tallow-wood, blackbutt, messmate, ironbark, rosewood, and beech. The cedar is almost done now, though, of course, a little is still sent away.

633. Do you think it would be possible to cultivate a foreign trade in connection with the timber industry? There is a certain foreign trade being done now, and if we could get large boats into the river we could send the timber away direct, instead of having to send it to Sydney to be transhipped.

634. Do you think that if proper facilities were afforded vessels of a larger draught would come here for timber? They might do so.

635. Have you a local knowledge of Coff's Harbour? I have never been there.

636. Do you think that if a safe port were made there trade would be induced to go there rather than to the Bellinger? I do not think so. I do not think the Bellinger people would think of sending their produce to Coff's Harbour, even if a railway were constructed.

637. Supposing a railway were constructed, and Coff's Harbour improved, while nothing was done to the Bellinger entrance, do you think the people of the district would use the railway? If the entrance were completely locked up they would have to go to Coff's Harbour; but so long as they could they would use the direct water carriage, because that would be cheaper.

638. You contend that the best way of meeting the convenience of the people of this district is to construct harbour works at the Bellinger River? Yes.

639. You do not think there is any justification for carrying out both projects? No. A railway could carry our whole season's production of maize in a very few trips, though of course there is no guarantee that it would get the freight.

640. If a light line were constructed and Coff's Harbour improved, would not that develop the Don Dorrigo, the Guy Fawkes, and the Orara districts? If the railway started from Raleigh stuff would have to be punted down the river or taken by road to that point, and that would be expensive.

641. The question for us to consider is what is the best way to develop the district? I certainly recommend the improvement of the river entrance.

642. Have you any idea of the cost of clearing land in this district? Do you refer to scrub land, or to forest land? I dare say it would cost £12 an acre.

643. Is that the outside price? That is the minimum price.

- E. Reymond. 644. Do you think the farmers could afford to spend so much money in clearing their land? They do not clear all their land at once; they clear it gradually.
- 27 May, 1898. 645. Has the timber all to be burnt off? Yes.
646. Are the terms upon which land can be selected here satisfactory? I do not think so.
647. Do you think they should be more liberal? Yes. The land should be classified. The best land has already been taken.
648. Do the farmers grow fodder for their cattle? Those who have commenced dairying grow oats, tares, sorghum, and farmer's friend.
649. Any lucerne? Yes.
650. Do you know anything about the mineral resources of the district? It has no mineral resources, I believe.
651. The work already done at the entrance has proved so beneficial that you have no hesitation in recommending its extension? That is so.

Frederick Doepel, drogher-master and ship-builder, and local agent for the North Coast S.S. Co., sworn, and examined:—

- F. Doepel. 652. *Mr. Roberts.*] How long have you been residing on the Bellinger? About twenty years.
- 27 May, 1898. 653. How long have you been the local agent of the North Coast S.S. Co.? For four years. I have been in the shipping trade on the Bellinger for the last twenty years, and I have had boats of my own running here from Sydney.
654. Do you do the droghering on the river by contract? Yes.
655. Is the droghering plant your own private property? Yes; my contract is for twelve months at a time.
656. How many droghers do you employ on the river? I have one tug-boat and three punts. You cannot use any big droghers here. You have to have the machinery in one vessel, and the cargo in others, because of the shallowness of the river.
657. Have you ever been engaged upon any of the other rivers upon the North Coast? No; though I was sailing on the coast before I came to the Bellinger.
658. Do you mean that you were trading to the Bellinger? I traded to the Bellinger, to the Nambucca, and to the Manning before I came to reside here.
659. Is the Bellinger a more important river than the Nambucca;—is there more droghering to be done there? Yes; there is more cargo to droghe on the Bellinger than on the Nambucca.
660. How does the Bellinger compare with the Manning? There is no comparison. The Manning serves a far larger district.
661. For what distance up the North Arm do your droghers go? About 16 miles.
662. Do you go above Bellingen? No; a drogher has never been further than Bellingen.
663. Do your droghers go up the South Arm? Yes, for about 16 miles.
664. Is the South Arm as navigable as the North Arm? At the present time there is not much difference between them. The upper end of the South Arm is very shallow.
665. How many feet of water do your droghers draw? The biggest draws 4 feet unloaded; but we can never load it fully at this end of the river. On the average we cannot load it to draw more than 2 feet 6 inches, or 3 feet at spring tides.
666. What depth of water do you get at Bellingen? At the present time, at low tide, we only get a foot. We have to do most of our work during spring tides. With ordinary tides we can only take small cargoes.
667. Is the South Arm as shallow as that? Yes. At the present time there are only 6 inches of water on some of the flats on the South Arm at low tide. The trade there is very small, and we only send a punt when the tide is high.
668. What is the rise and fall of the tide? Sometimes during big spring tides we get 4 feet, but the ordinary rise is 2 feet. During neap tides we sometimes get only a foot.
669. Are you familiar with the proposed scheme for improving the entrance to the Bellinger? Yes; I have been up and down the Heads very frequently during the last twenty years. I am there every week nearly.
670. I suppose you remember the commencement of this work? Yes.
671. When was the work commenced? Something like four years ago.
672. How long was it before an improvement of the entrance took place? There was no improvement for about two years.
673. A good portion of the southern training-wall has now been completed? Yes.
674. What depth of water had you before that training-wall was commenced, and what depth have you now? Before we could not get more than 5 or 6 feet of water, and very often only 4 feet. I have known vessels to be unable to get out for five or six weeks at a time. During the last two years, however, the entrance has not been so bad. Anyone who knew it before would hardly credit the improvement which the training-wall has made.
675. I believe that where you had 4 or 5 feet of water you now have 9 or 10 feet? Well, 9 feet is a fair average.
676. Does that give plenty of draught for the "Rosedale" in moderate weather? Nine feet is quite enough for the "Rosedale."
677. Have you ever known a steamer to be delayed from want of water on the bar since the works were commenced? The steamer has not been delayed during the last two years for want of water on the bar, but she has been delayed a couple of times by heavy seas.
678. What gales are most hostile to a vessel wanting to get out of the Bellinger? South-easterly gales. The south-westerly wind raises the biggest sea on the bar.
679. During such weather the Bellinger entrance is affected only in common with the other harbours on the coast? Yes. As a rule, when the Bellinger bar is not navigable there is a heavy sea upon all the other bars along the coast. Sometimes there is a heavy sea south of Smoky Cape when here it is quite smooth.
680. Delays through bad weather would take place if you had 30 feet of water on the bar? Yes. If, however, the bar is shallow you cannot get out when there is any sea on at all.

681. What are the terms of your agreement with the North Coast Company;—are you paid for every bag of maize that you bring here? Not under the present contract. I put in my tenders to the North Coast Company by the bag and by the ton. F. Doepel.
27 May, 1898.
682. Do they call for tenders? No; but I have to put in tenders for piece-work and for a lump sum for the year, to be paid monthly.
683. Are public tenders invited by the Company? No; they only ask me to give a price.
684. Is it an annual contract? Yes.
685. You have held this contract for the last four years? Yes.
686. Do you carry only maize on your droghers, or do you carry everything? Any produce which the farmers may feel inclined to ship—maize, timber, poultry, anything.
687. I understand that most of the timber is sent away by sailing vessels? Most of the hardwood goes by sailing vessels, but if a farmer wanted to send any timber by steamer I would have to take it down the river.
688. Do you bring down large quantities of cedar? Not during the last two years, because the price has been so low that it does not pay to fetch it in, though there is still a good deal of cedar here. If they could get a good price a fair quantity of cedar would come in.
689. Does the steamer carry at the same rate as the sailing vessels? Yes.
690. What is the rate? 4s. per 100 feet, droghering included. Two years ago it was difficult to get cedar away, and I tried to ship some of it by a sailing vessel; but they could not take it at a lower rate than the rate the steamer was charging.
691. Does the cedar come from the Don Dorrigo district? Yes, most of it at the present time.
692. I understand you to say that the demand for it was not large? At present prices it does not pay to fetch it in.
693. How many miles have they to draw it? Twenty miles, some of it.
694. Is it sawn timber? Mostly sawn timber goes away now.
695. Is the timber sawn at the Don Dorrigo? Yes.
696. How many mills are there there? The timber I speak of is hand-sawn. This saves the drawing of waste pieces.
697. What timber do you bring by the drogher? Some beech logs sometimes. A few weeks ago I brought down some rosewood logs.
698. How far did that timber come? A distance of 2 or 3 miles.
699. It is obtained close to the river? Yes; they have not far to bring it.
700. Does not the "Eureka" sometimes come up the river instead of the "Rosedale"? She has been up here once.
701. Only once? Yes.
702. She is able to come as far as Fernmount? She got up as far as Fernmount with difficulty; but I do not think she will come up again in the present state of the river. There is only just water enough to enable her to get up, and Back Creek is so narrow as to be unsafe for her. She went up and down, but she would not take cargo.
703. Why did she come up;—had she a large cargo on board? No; she came in, and I had not had sufficient notice to get my droghers down to the Heads in time, so I sent one of my men down to pilot her up to Fernmount to take part of the load there. She came up, but the captain was not satisfied with the river, and he was glad to get back again empty.
704. Could not the difficulty be removed by dredging the river? Yes; if the main channel were dredged. Back Creek is too narrow for ocean-going boats.
705. Did the "Eureka" go up Back Creek? Yes; that is the only channel. We have not used the lower part of the main river for the last twelve years. We always get sufficient water in Back Creek for the droghers.
706. If a farmer brings his maize down to the Government wharf at the Heads, has he to pay the same rate to Sydney as if his produce is taken from the river bank and brought down by drogher? Yes.
707. You are paid a lump sum for doing the droghing work whether you carry one bag or 50,000 bags in the year? Yes.
708. Do you make periodical visits to different parts of the river, or have the farmers to communicate with you when they have a load waiting? They have to communicate with me.
709. To ask you to call for their produce? Yes; when I go up and down they let me know whether they have anything to ship.
710. From what part of the river do you get the largest quantity of produce? I get the bulk of the trade at Bellingen.
711. At Bellingen you get all the produce from the district west of that town? Yes; last year we sent close upon 50,000 bags of maize from the river, and of that number 28,000 bags were sent from the Bellingen wharf.
712. Was last year an exceptional year? It was a fair sample of a good year. I think the output this year will be a little better. I expect to have 2,000 or 3,000 more bags this year.
713. How do you account for the increase? By the better season, and because of the improvement of the bar. The crops, too, seem earlier this year, and the farmers are shipping more freely than they did last year.
714. Are they not always ready to ship their produce if they have it? They are guided by the market. If the market is low they are not in a hurry to ship, unless they are compelled to do so. They keep the stuff back if they expect the price to rise.
715. Is there any period of the year when the maize is more in demand than it is at some other time? As a rule the market is overstocked in June and July. People who live on rented farms have to send their produce to market early, and that brings the price down.
716. As a rule, when is the maize ready for market? In April.
717. The price a man gets for his maize depends upon his ability to hold back his produce? Yes, to some extent.
718. Has the improvement of the entrance given an impetus to the development of maize-growing here? Yes.
719. Have you heard of any more families coming to settle in the district? Yes; there are families coming here nearly every month, and settlement is going on in the Don Dorrigo country. 720.

- F. Doepel. 720. Has all the land on the banks of the river been taken up? Yes; all the good land.
- 27 May, 1898. 721. If a new-comer wants land, he must go to the Don Dorrigo country? He can get it nearer than the Don Dorrigo if he goes back on the North Arm or the South Arm.
722. Is there any unalienated land there suitable for the growing of maize? There are pieces suitable for maize, but not large areas. It would pay people to take it up for dairying and for poultry-farming.
723. Can you tell us what the annual export of maize, poultry, eggs, and cedar amounts to? I could not give you any figures, but I know that during the last two years there has been a large increase in the export of poultry and sundries.
724. There has been an increase in the export of poultry? The increase in the export of maize is not so great as the increase in the export of other things such as cream, poultry, butter, eggs, fruit, pigs, hides, and tallow.
725. Where is the fruit grown? Some of the selectors grow fruit. No one goes in for fruit altogether, but a good many farmers have a few fruit trees of their own.
726. What sort of fruit? Oranges and citrons.
727. Any bananas? No bananas are shipped from here, but tomatoes are sent from here.
728. Is much honey exported from the Bellinger? A good few cases of honey are sent away—perhaps fifty cases altogether.
729. Are there any bee farms here? Yes.
730. Do you take passengers down on the droghers? Yes; if any passengers want to come down, they are welcome.
731. Do passengers ever go that way? Yes; it is very seldom that they go by the coach.
732. Do they pay extra? No; it is not mentioned in my contract. I often take passengers without charge.
733. When people are travelling to Sydney, do they take the "Rosedale," or do they prefer to go by way of Coff's Harbour? Passengers often go to Coff's Harbour, not because they prefer that route, but because there is sometimes a steamer leaving there when there is no steamer leaving the Bellinger.
734. They do not abstain from using the "Rosedale," because of their fear of the danger of crossing the bar? No.
735. It is fair to assume that the people of the district travel by the "Rosedale," except under exceptional circumstances? Yes.
736. Do they ever go to the Nambucca or to the Macleay? Occasionally, perhaps, if they have very important business to transact. They then try to catch the first steamer wherever it goes from.
737. I suppose you have had many conversations with the people of the district about the difficulty of entering the river;—have you heard much about the agitation for a railway connection with Coff's Harbour? Not very much lately. About four years ago, when work was commenced at the Heads, there was an agitation for a railway to Coff's Harbour.
738. That was before the training-wall was constructed? Yes.
739. Since then have the people appeared more content? As a general rule I have found them more content. I have heard nothing about the Coff's Harbour railway during the last two years.
740. What is your idea as to the advisability of connecting Coff's Harbour with the Bellinger by rail;—do you think it a feasible scheme? I do not approve of it at all. I know that produce could not be sent that way to Sydney for the same amount of money as it costs to take it direct. The bulk of the produce would, in the first instance, have to be droghered or drawn a long distance to get it to the railway.
741. Would it not be most inconvenient to farmers to bring produce to the railway? Yes; just as inconvenient as to get it to the Heads. Besides, if a railway were made, it would have very little to do, because it would suit most people better to send direct from the Bellinger. The timber trade, which is half the whole trade of the river, would not go by rail at all. The cheapest way of improving our conditions is to make a better entrance.
742. What would it cost a farmer to send his produce from somewhere on the South Arm to a railway-station at, say, Raleigh? He could not send it there for less than 3d. a bag.
743. At the present time he would pay nothing to get it taken to the steamer? Well, of course, the droghering is included in the steamer rates.
744. Would 3d. a bag be a fair charge from any part of the river to Raleigh? Yes.
745. Do you think it would pay you to carry it on the droghers for less than 3d. a bag? No; I do not think so. I estimate the expense of droghering at the present time at 3d. a bag.
746. Once you get the produce on board the drogher, it does not matter much whether you have to take it half a mile or 5 miles? No.
747. How is poultry sent to Sydney—in coops? In coops; but the charge is so much a pair.
748. What is the rate? Sixpence a pair.
749. Is poultry sent away in small lots? From ten to fifteen pairs are put into a coop.
750. How are the eggs carried? One shilling and sixpence is charged for an ordinary case.
751. How many dozen eggs to a case? Thirty-six dozen.
752. What is the charge per coop? One shilling and sixpence a case for a single case, or 1s. a case where more than three cases are sent.
753. How many cases of fruit are sent to Sydney in the year? I do not know. It is only during the last two years that we have shipped any fruit. More fruit is going this year than ever went before.
754. How much has gone? I suppose about 200 cases up to the present time.
755. Are there any orchards in the district? No; because up to the present there has been no opening for the fruit industry here.
756. I suppose a farmer devotes part of his land to maize-growing, part to fruit-growing, and part to poultry-raising? Yes; most of the farmers have land that suits all sorts of produce. It did not pay to go in for fruit-growing when they had no regular communication with Sydney.
757. Is fruit-growing a paying industry on the Bellinger? I could not say.
758. Have you ever heard whether the returns are regarded as satisfactory to the grower? The people who ship the fruit away buy it from the growers.
759. The growers sell it on the tree? Yes.
760. Have you heard of any farmer enlarging his orchard? No; but the people who send away the fruit reckon that they can make it pay, and that the industry would pay if the people went into it extensively.

F. Doepel.
27 May, 1898.

761. What amount of cultivation has taken place in the Don Dorrigo country? I could not say; I have not been up there. Not much of their produce comes down here, except potatoes for local consumption.
762. Have they not sent any to Sydney? No.
763. Would it not pay them to do so? I could not say. The rates are very heavy from Don Dorrigo. It might pay when potatoes are very dear in the Sydney market.
764. What is the rate of carriage from Don Dorrigo down to the Bellinger? I suppose it is £1 a ton.
765. And what would be the freight to Sydney from the Bellinger? £1 a ton.
766. That would make £2 a ton altogether? Yes.
767. Would that charge prevent the Don Dorrigo people from competing with the people of other districts? I think so.
768. Do they not grow very superior potatoes in the Don Dorrigo country? The quality of the potatoes is first-class.
769. Is there any charge for droghering merchandise brought up from Sydney? That service is paid for in the steamer charge. The company pay me for delivering these goods.
770. Do you deliver goods at the farmers' own wharfs? On the river banks if they like.
771. You study the convenience of the residents in every way? Yes. Wherever they ship their produce, there their return goods are landed.
772. Are there any farmers in Back Creek? No.
773. There are farms all the way up the main arm? Yes, from above Back Creek.
774. Does not Back Creek require a great deal of dredging? It did when they started there, but having been properly dredged it has kept open.
775. If Back Creek were closed would there be a better scour? I do not think it would make much difference to the scour. If the main river were dredged it would keep open, and the water would more easily find its way down to the entrance.
776. But would not the closing of Back Creek improve the scour? It would improve the scour of the North Arm a little.
777. Is there constant work for a dredge on the Bellinger? Yes.
778. Where is it working now? At the heads, making a temporary bank.
779. Is there any tendency for silt to deposit where two arms join? I do not think there will be when the training-walls are made. I think there will then be sufficient scour to keep the channel open. At the present time the dredge is making a sand wall to prevent the water of the main arm from joining the water of the south arm before it gets to the bar.
780. Do you regard the work that has been done at the entrance as highly satisfactory? Yes.
781. Do you think any further work is necessary? I think the southern wall should be taken out further; it has not gone far enough out yet.
782. Do you think that Mr. Darley's proposed extension of the works is all that would be necessary for some time to come to enable the trade of the Bellinger to be carried on satisfactorily? Yes. I have been in favour of the work from the first.
783. There is no headland at the entrance to the Bellinger? No; it is something like the entrance to the Manning. Before these works were commenced you could hardly tell where the entrance was.
784. Used not the bar to be constantly shifting? Yes; it was always shifting. It used to work along the north beach for a time, and then break out to the southward again.
785. Has a pilot been stationed at the Bellinger Heads for the last twenty years? There has been one since I have been here.
786. Would the pilot have to signal to the master of the vessel to tell him what course to take? The pilot always places leading-marks, to show the line of the channel, and the masters of the vessels go by them.
787. At the present time the bar is stationary? It shifts a little, but not very much. It cannot get away from the end of the training-wall. Before, there was nothing to confine it.
788. How often have you known it to shift since the training-walls were made? There might be a slight alteration two or three times in the year.
789. Has the alteration been worth speaking about? No; not for the last two years.
790. And there have been 9 feet of water on the bar? Well, they have had as little as 7 feet, but generally there is plenty of water. After a heavy sea the bar shoals up a little, but a few tides scour it again.
791. What was the result of the serious gale which we had recently? It made no change.
792. Did you feel the gale up here? Yes.
793. But there were no disastrous effects? If there was any effect at all it was to improve the bar a little. We had very big tides then, and that made a scour.
794. Has the "Rosedale" ever been unable to get out during the last two years for want of sufficient water on the bar? No. Sometimes she does not take a full cargo, so that she may go out, but that is not often. She can load to 6 feet 6 inches, but then they have to trim her when they get outside.
795. Does she make regular trips here? Yes; every seven or eight days.
796. Is she able to carry away all the produce of the Bellinger by calling once in eight days? Yes.
797. In your opinion, do the people of the district suffer any great inconvenience by having a steamer coming only once a week? No; but, of course, she loses a trip now and again through stress of weather, and then complaints are made.
798. What other places does the "Rosedale" go to? To Port Macquarie.
799. Does the "Euroka" do the Nambucca trade? Yes.
800. To what other ports does she ply? To the Macleay. Sometimes she discharges at Port Macquarie, and sometimes at Trial Bay, into the larger steamers. She very seldom goes to Sydney direct.
801. Do you insure your droghering plant? Not unless I have to go over the bar. I have taken my big drogher over the bar once or twice to load a steamer outside.
802. When did you last load a vessel outside? About two years ago.
803. Before the improvement of the entrance took place? Yes.
804. Do you know if the insurance upon sailing-vessels, steamers, and merchandise has been lower since the construction of the training-wall? I have not heard.
805. Before the improvements were made was not a visit to the Bellinger attended with more danger than has to be faced at the present time? Yes. The insurance companies hardly cared to take the risk of the Bellinger

F. Doepel. Bellinger bar. If they took it they charged a very high rate. The Bellinger bar was looked upon as the most dangerous on the coast. I do not think that that is so now, however. At any rate, it ought not to be so.

27 May, 1898.

806. Do the Don Dorrigo people get their supplies by way of the Bellinger? Yes; most of them.
807. Is that traffic increasing? Yes; every month new settlers are going there.
808. Do the Guy Fawkes people get all their supplies by way of the Bellinger? They get part of them by way of Grafton, but most of them come this way.
809. Does any fruit come from there? No.
810. All the fruit that is shipped is grown close to the river? Yes.
811. Would that be on the ridges? Mostly round about the homesteads, which are generally situated on the higher ground.
812. Have you seen any signs of the development of the dairying industry here? Yes; but it is only within the last two years that there has been any dairying here at all.
813. Is the "Rosedale" fitted with refrigerating chambers? No; but she has a cool room.
814. Is it sufficiently cool to enable her to carry cream to Sydney in good condition? Yes; she has a cool room fitted up with ice boxes.
815. How do you account for cream being sent all the way to Coff's Harbour for shipment? It is sometimes sent there to catch a steamer when the "Rosedale" does not come here regularly.
816. Is any butter made in the district? Very little. Only cream is sent away.
817. Is there a steam-tug always in attendance at the bar? Yes.
818. Principally for towing sailing vessels in? Yes; and sometimes she gives assistance to a steamer.
819. What does she draw? Six feet of water.
820. Do you think it is necessary to construct the breakwater at the present time, or will the training-walls do? I think the training-walls will do for the present. I do not think the district is large enough to justify an expenditure upon breakwaters.
821. You are impressed with the utility of the work so far as it has gone? Yes; and I should be very sorry to see it stopped.
822. Is the work going on at the present time? Yes; and it is showing good results.
823. How far do they bring the stone for the training-walls? About 8 miles.
824. What is your opinion as to the suitability of that stone? I think that stone suits the purpose as well as any stone that you could get. The water seems to have no effect upon it. Oyster-shells and weeds are growing upon it, and are binding it together.
825. Have you ever been to the Clarence—have you seen the work that has been carried on there? No.
826. You have no knowledge of the stone which is being used there? No.
827. Do you know the stone that is being used at Trial Bay? Yes.
828. That is a much harder stone? Yes, it is stone of a different quality; but the sea breaks very heavily there.
829. You do not think that the stone used for the training-walls would be suitable for breakwaters? No.
830. Is the quarry close to the river? Yes, the stone is brought down on punts.
831. *Chairman.*] Can you give us any idea of the value of the exports from this river? Not conveniently.
832. You say that in a good year the export of maize amounts to 50,000 bags;—we have been told that maize sometimes brings as much as 2s. 6d. a bushel in the Sydney market; that would make the value of the maize crop £25,000;—do you think the other exports—timber, butter, hides, pigs, fowls, and sundries—would be equal to another £25,000 a year? Yes. I reckon that the maize crop is equal in value to about half the product of the district.
833. That would make the exports of the district £50,000 a year in value? Yes.
834. Have you any idea of the value of the imports? No; but I can give you an estimate of their quantity.
835. Can you tell us how many tons of goods are imported yearly? About 120 tons a month.
836. 1,440 tons a year? Yes.
837. That would be about 30 tons for every trip of the steamer? Yes.
838. About what cargo of maize would the "Rosedale" carry each trip? 1,700 bags is a full cargo.
839. How much would she draw with a cargo like that? Eight feet.
840. Would not that be too much for the bar? She can load to within 6 inches of the depth of water on the bar. Of course she would not get out without touching.
841. The "Rosedale" is a flat bottomed boat? Yes. She is always dragging on the sand in and out.
842. She is said to draw 6 ft. 6 in. when carrying 1,500 bags, or about 150 tons;—is that about an average load for her? That is about an average load.
843. That being her average load, it must take thirty-two trips to move the maize crop;—does the maize season extend over so long a period? She is taking away maize for about eight months. At the beginning and at the end of the season there is not very much to take away.
844. Do the farmers obtain two crops a year? No; only one.
845. Does the corn keep for eight months? Well, the last of it is not of much value.
846. Does the maize grown in this district deteriorate if kept under hatches for several days? Not to my knowledge, unless it is shipped green; then it sweats.
847. It has been represented to us that farmers are often at a loss by reason of the deterioration of the corn under hatches when a steamer is bar-bound;—is that so? I have never known it to occur, and I have had plenty of experience.
848. Can the bar be in a very bad state when the trade of the river has been carried on so satisfactorily of late? I should not say that it is in a bad state.
849. You wish to convey the idea that the traffic could be carried on more easily, more safely, and more regularly if the proposed works were completed? Yes; and at less expense, and with more satisfaction to the residents. If the bar is improved the residents will have the advantage of cheaper freights, whereas only a certain class of steamer can come here now. If the bar were better there might be competition, and that would mean lower freights, and a more regular service.
850. You saw these works commenced;—did you notice that as the wall went out the depth of the water on the bar gradually increased? Yes.
851. Have you noticed that the trade of the district has increased as the bar has improved? Yes.

852. Has the one thing been consequent upon the other? I put down the increase of the trade to the improvement of the bar. F. Doepel.
853. Has there been any other cause for it—a scarcity of production elsewhere, and consequently a better demand for produce? No; I no not think so. 27 May, 1898.
854. We have been told by the captain of the "Rosedale" that the improvement of the trade during the last four years has been wonderful;—can you confirm that statement? I should not like to say the last four years, but during the last two years I have seen a greater improvement in the trade and the district than I saw in the previous twenty years.
855. And this year is keeping up to the standard of last year? This year is better than last year. I can see the trade increasing every month. I have to handle everything that goes out or comes into the river, and, therefore, I notice it.
856. You are impressed with the idea that as the entrance to the river improves so the trade of the district increases? Yes.

James Edward Tyler, farmer and grazier, Guy Fawkes, sworn, and examined:—

857. *Chairman.*] How far up is your place from Bellingen? Forty-eight miles. J. E. Tyler.
858. How long have you been residing there? Only eighteen months, though I have had property there for a considerable time. 27 May, 1898.
859. *Mr. Clarke.*] Have you resided long in the district? For nearly ten years.
860. What was the condition of the river some years ago? It was very bad.
861. Do you think that the work which has been done at the entrance has improved it? I certainly think so.
862. Do you think that the continuation of these works will be beneficial? Yes.
863. What produce do you grow at the present time? Potatoes chiefly.
864. You are close to the Don Dorrigo country? I am beyond Don Dorrigo.
865. How do you get to market? We come by road to Bellingen.
866. Have you any other market? We can go to Armidale and to Grafton.
867. But you generally come here, this being the shortest distance? Yes.
868. Is it your best market? Well, it is only a limited market.
869. If you had better communication by a good road or a railway, I suppose you would send away much more produce? Yes; if we had facilities for getting to the coast, or even to Bellingen, we should send produce to Sydney.
870. What would be the best means of communication for you? A railway.
871. Where? To either Grafton or Coff's Harbour.
872. Would that be better than to come to Bellingen? It would not be better than a railway to Bellingen, because Bellingen is the nearest place to us.
873. I suppose you would like to see a railway made from Guyra through to Don Dorrigo to either Bellingen, South Grafton, or Coff's Harbour? Yes.
874. What would be the best place to tap the coast? Either Coff's Harbour or South Grafton. I presume that you would get a better grade going to those places.
875. Are the potatoes you grow of good quality? They are second to none.
876. How much do you get to the acre? A fair average is about 8 tons. A good crop goes from 10 to 12 and even to as much as 18 tons.
877. In ordinary years, when potatoes are low in price, I suppose it would be impossible for you to send your potatoes to Sydney? It would not pay us to send them there.
878. What have you to pay for land carriage? £2 per ton to get to the Bellinger.
879. Is the land on the Don Dorrigo easily cleared? No; but the country that I am living in is quite different.
880. Is the country where you are living equal in quality to the Don Dorrigo country, or is it better? We consider it better, although the Don Dorrigo country is considered good.
881. Is your country as heavily timbered? Our country is lightly timbered.
882. What description of soil have you? Red volcanic soil.
883. Are there many farmers and selectors where you are? A good many, but the holdings are fairly large. A great deal of land has been locked up by the Government. I understand that it is locked up because of the possibility of a railway coming through it.
884. Is the land there held under annual lease? Most of the land that is locked up from settlement is held under occupation license.
885. I suppose it can be resumed at any time the Government think proper? Exactly.
886. Do you grow anything besides potatoes? Not to send away—only for our own consumption.
887. Can you grow corn profitably there? It is not a profitable crop; it pays better to grow wheat crops. Straw crops grow very well.
888. You can grow oats and barley? Last year I had oats 7 feet high.
889. And wheat? The climate is too wet for wheat.
890. Is there too much frost for maize? The frosts are bad, but I have a good crop of maize this year. They can grow maize very well in the Don Dorrigo country.
891. You would not particularly care where the railway went, so long as it connected your land with some place on the coast? No.
892. Do you think you could compete in the Sydney market, or in any other market, with districts like the Clarence? With railway communication we could supply New South Wales with potatoes.
893. At the present time you have a fair road? It is not a good road, but it is our only outlet.
894. Have you ever been at Coff's Harbour? Many times.
895. What do you think of that place as a port? I am scarcely able to give an opinion on that point. I have seen it in fine weather.
896. Have you seen Woolgoolga? Yes. I should say that Coff's Harbour is the better port of the two.
897. Even in its present state? Yes.
898. If it were improved by a breakwater it would be even more valuable than it is now? I should say so.

Robert Taylor Thorburn, Nowra, sworn, and examined:—

R. T. Thorburn.
27 May, 1898.

899. *Chairman.*] I understand that you are at present travelling through the North Coast districts? I went to Armidale on a visit, and having heard so much about the Don Dorrigo and Guy Fawkes country, I thought I would come down through it and see it.

900. *Mr. Farnell.*] You have resided nearly all your life on the South Coast? Yes.

901. So that you are able to make a comparison between this country and that? Yes.

902. The country through which you have recently come is looked upon as very good country? I consider the Don Dorrigo country as good as any I have seen—that is, for brush country.

903. What is your opinion of it in comparison with the South Coast land? I think it is equal to the best land we have on the South Coast, and would compare with the Kiama district. It has a similar volcanic soil.

904. Do you know the area available there? I do not think there is any land available for selectors. When it was known that I was going down there I was asked to make inquiries about the country by people who were inclined to take up selections, but I could not find that there was any land open to selection. There was land open to selection some five years ago, but it has been locked up again.

905. It has simply been reserved from selection by the Crown? Yes.

906. It still belongs to the Government? Yes.

907. You are aware that it costs a good deal to clear that land? Yes.

908. Do you think that under liberal conditions it would pay anyone to clear that land and to use it for agriculture combined with dairying? Most certainly.

909. Are you satisfied that it presents a large field for the carrying on of such industries? The Don Dorrigo scrub commences about 20 miles back from here, and then for 40 miles you have good land—all fit to take up under conditional purchase.

910. If you were offered facilities to-morrow would you take it up under present conditions? I would not take it up under homestead lease conditions, but if it were thrown open for selection I would be prepared to take it up, supposing a number of other people were taking up land there, so as to form a settlement.

911. Would you consider it rather a hardship if people were induced to settle in that part of the country before it was given the convenience which is hoped for from the construction of the proposed harbour works? Those works are necessary.

912. You think the Government would be justified in spending £36,000 in improving the entrance to the Bellinger? I think it is a most desirable and splendid thing to do, especially if they throw the back country open.

913. You do not think it absolutely necessary that railway communication should be given to that district? No; but it is desirable, perhaps, if the construction of a railway would be justifiable.

914. Still as long as they have access to a waterway by good roads that is sufficient? At the present time a good waterway is all that is necessary.

915. It naturally follows that if facilities are afforded a regular steamer service would be established? Yes; we have two companies sending steamers twice a week to the Shoalhaven, and I do not see why this district should not have two steamers a week. A bi-weekly service is necessary to ensure the success of the dairying industry.

916. Could the natural grasses be depended upon for dairying here? You never get natural grasses where there is brush country. It is only in the forest and open country that you get natural grasses.

917. You have no doubt as to the suitability of the soil for the production of all sorts of fodder? No; the Don Dorrigo country is most suitable for dairying and the production of root crops. I do not think there is anywhere more suitable soil for root crops. Turnips grow there to an immense size. The red soil is splendid for grazing, and the climate is remarkably good. The Don Dorrigo country is at an elevation of 3,000 feet above the sea. That gives a mild summer climate and a by no means severe winter climate. You do not get snow there, whereas at Guy Fawkes, some 20 miles further on and 1,000 feet higher up, the winters are severe and you get snow. I am very much surprised to find that this country has been lying idle so long.

918. Did you take any particular notice of the timber resources of the district? The whole of the district is splendidly timbered with all kinds of useful trees. Of course, the cedar is all gone, but there are several kinds of soft wood. In the Don Dorrigo district there are immense forests of pine. The road up the mountain has been well made, but beyond that it is not good. The timber has been cleared away, but no macadamising has been done, so that in wet weather it is in a very bad state.

919. *Mr. Clarke.*] Would a good road be of as much advantage to the people as a railway? A railway would give them more facilities for settlement. If more settlement took place, and the Government improved the roads, the return freight that the teams could obtain would reduce rates. £2 a ton is an extreme price to pay for the distance carried, but now there is very little return freight.

920. Would it be a good district for pigs? I think so.

921. Pig-keeping is very profitable on the South Coast. Yes; I pointed that out to several of the people I met on the way. Pigs will carry themselves to market. If you can only get that country thrown open the improvement of the Bellinger entrance will be most justifiable.

922. *Chairman.*] You are favourably impressed by your visit to that district? Most favourably.

923. Are you of opinion that it is a district in which a large population can be expected to settle? Certainly.

924. Therefore, if permanent works are constructed now to improve the entrance to the Bellinger they would be of great benefit to the public in the future? Yes.

Frederick Thomas Matthews, storekeeper, Bellingen, sworn, and examined:—

F. T. Matthews.
27 May, 1898.

925. *Chairman.*] You have heard the evidence given in regard to the possibility of connecting the Bellinger with Coff's Harbour by railway, and the likelihood of produce being taken that way for shipment; will you give us your views on the subject? I am opposed to the construction of such a railway, for the following reasons:—A jetty has been built at Coff's Harbour, but I understand that the ordinary life of any jetty is not more than about twenty years; and one cannot be sure that an easterly gale will not wash that jetty away some day. To make Coff's Harbour a safe port a large expenditure would be required, and it would take a considerable time to make a breakwater. Then the railway you speak of would

would cost a great deal. I think very much more could be done by the expenditure of a much smaller sum at the entrance of the Bellinger. In my opinion the proposed works will give a port sufficiently good for the district. I am certain that it will always cost less to send produce direct from the Bellinger by sea than to send it from here by rail to Coff's Harbour, and from there to Sydney. Under these circumstances I do not think that the Government would be justified in constructing a railway.

F. T. Matthews.
27 May, 1898.

926. If the railway were constructed could produce be sent by it more cheaply than from the river direct? No.

927. A railway, it is estimated, would cost £100,000, and 3 per cent. interest upon that would be £3,000. At the present time the freight on maize from Coff's Harbour to Sydney is 1s. a bag, and from the Bellinger to Sydney 1s. 6d. a bag. If the railway is constructed it must at least earn interest. For it to earn £3,500 a year it would be necessary to charge 1s. a bag for the carriage of maize from the Bellinger to Coff's Harbour? Yes; and in addition there would be the cost of bringing produce to the station at Raleigh, say, and the wharfage at Coff's Harbour.

928. Therefore, is it likely that people would use the railway? I am sure that they would not. Some three years ago, when the bar was very bad, because the wall was turning the natural course of the river, the rate to Coff's Harbour from Sydney was the same as to Bellinger from Sydney—that is, 20s. a ton, and 2s. a ton wharfage. I had some goods sent to Coff's Harbour, and it cost me 10s. a ton to have them brought here; and if the weather had been bad I could not have had them carted at all.

929. If the entrance to the Bellinger is improved the steamer rates may be reduced? I am satisfied that if the entrance to the river is improved there will be a large increase in the production of the district and in its imports, and this will make it necessary for the steamer company to reduce its rates. I think that ultimately the rates in this district will be reduced by 25 or 30 per cent.

930. Can you give us any idea of the value of the imports of the district? I have no reason to alter the figures I gave in Sydney. I still think that they must be worth between £35,000 and £40,000. I have found out that the figures I gave in Sydney, in regard to the export of maize, were under the mark.

931. Is there any other point you would like to bring before us? It has been stated that the trade of the Little North Arm would go to Coff's Harbour; but I am certain that it would not. We are as near to Coff's Harbour as is the centre of settlement on the Little North Arm, and we should not think of taking goods to Coff's Harbour. Of course, the Coff's Harbour steamer runs regularly once a week, so that possibly at times some people may send dairy produce there.

932. If the entrance to the Bellinger were improved would any dairy produce go to Coff's Harbour? I do not think so. Of course, cream has gone to Coff's Harbour from Raleigh and Fernmount, because if a man can get his cream away twice a week in the summer-time it pays him to take a little trouble to do so. It would not pay anyone, however, to go to Coff's Harbour if there was a steamer leaving the Bellinger.

933. Do you think it likely that butter-making will be carried on here in the future? Yes; I intend to erect a factory myself, with refrigerating plant.

934. The climate of the Tweed is warmer than that of the Bellinger? Yes.

935. If it is possible to export butter from the Tweed, it will be possible to export butter from the Bellinger? I feel sure of it.

936. You do not consider your country inferior to the Tweed country for grazing purposes? No; I have seen a good part of New South Wales, and I do not think there is any of it superior to the Bellinger for grazing purposes. Of course, our farmers have had no experience in dairying. I own a considerable part of Raleigh, and it is my intention in letting that land to tenants this year to make it a condition that they are to use it for dairying, and not for maize-growing. I am turning some 300 or 400 acres into a dairy farm.

937. What has been possible in other North Coast districts is possible here? Yes; and we are more favourably situated here, because we are closer to Sydney. They are only twenty-four or twenty-six hours from Sydney.

SATURDAY, 28 MAY, 1898.

[The Sectional Committee met at "Black's Hotel," Fernmount, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. | HENRY CLARKE, Esq.
FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Harbour Works at Bellinger River.

William Richard Spillett, farmer, South Arm, Bellinger River, sworn, and examined:—

938. *Chairman.*] How long have you been residing here? About thirty years; I selected in 1868.

939. Will you make a statement to the Committee? My idea is that the southern training-wall should be finished. It has now reached a critical point, and in my opinion we are liable to be stuck at any moment.

W. R. Spillett.
28 May, 1898.

940. How much further do you think it should be taken out? I fear that a heavy sea and a fresh in the river might block us as we were blocked eighteen months ago, and the channel might then go across the end of the training-wall.

941. Has not the effect of the construction of the southern training-wall been to throw the bar some distance to the north? Yes, since we have had a fresh; but the question is will it keep there.

942. Prior to the construction of the training-wall, what was the state of affairs? Sometimes we had a good bar, and sometimes a bad bar; but since the channel has been open we have had a good bar.

943. Do you not think that the southern training-wall has had a good deal to do with that? Yes. Once the channel was opened it kept open.

944. If the training-wall had not been made, would not the bar have shifted? Yes; the probability is that it might have moved a mile from its present position.

945. There has been a good depth of water all along the training-wall? Yes.

946.

- W.R.Spillet. 946. Nearly 15 feet? Yes. I believe there is good water right along the wall.
- 28 May, 1898. 947. You believe that the southern training-wall should be extended? If that wall were taken a little further out I believe that the South Arm water would keep the channel clear until the other wall was finished.
948. If the proposed works were carried out, do you think the southern training-wall would need to be extended? I believe that we should have a good bar if the proposed works were carried out. I was under the impression that the southern training-wall had not been taken out so far as it is shown on the map.
949. Where is your place? On the South Arm, about 12 miles from the Heads.
950. I suppose you grow maize and ordinary products? Yes, and I go in for dairying.
951. Is your land situated on the river bank? Yes.
952. I suppose you have no difficulty in getting your produce to market? Sometimes I have.
953. How are you inconvenienced? Well, on the South Arm, there are not many of us.
954. How many people are there there? I suppose not more than forty.
955. Have you been put to inconvenience and loss by not being able to get produce to market because of the bad state of the bar? Yes, at different times; but for some time our chief difficulty has been that we are too much out of the way. We are not on the main river.
956. Are we to understand that the North Coast Company do not send for your produce as often as they send for the produce on the Main Arm? That is so. There is more traffic on the Main Arm.
957. Then you are inconvenienced, not by the bad state of the bar, but by the bad arrangements of the steamship company? Yes. Of course, when the bar is bad, we are put to double inconvenience.
958. How can we overcome your difficulty? If the entrance is improved we shall be able to overcome the difficulty ourselves, because we shall be able to invite competition.
959. You think that if there were a good entrance other shipping companies would be inclined to compete for the trade of the river? Yes; we are now at the mercy of one company.
960. The steamer that trades here runs pretty regularly? Yes.
961. Once a week, as a rule? Yes, I believe so.
962. Does not that give you a sufficient opportunity to get away your produce? Well, I will give you an idea of how we are situated. The corn-pulling has been on since April, and the North Coast Company's punt has been down the South Arm only once this season.
963. How do you get your stuff away? On the punts.
964. When the droghers choose to come for it? That is just it.
965. You have no punts of your own? No.
966. No roads along which you could cart it? No.
967. Have you noticed much development in the district since you have been here? Yes; it has made steady progress.
968. Has it made much progress of late years? Yes; it has made a great deal more progress of late years than formerly.
969. During the last six years? During the last ten years.
970. Has there been very rapid improvement during the last four years? I do not know that there has been anything extra. The place has made steady progress all the time.
971. To what do you attribute that? To the increased settlement to which the harbour works have given an impetus. They have given us heart to improve our land and to raise more produce.
972. What inducement have you had to increase your cultivation? We have had the hope that we shall be able to get more produce taken away. We have gone in for dairying, and there being more people about, we have been able to sell our produce. If the entrance is improved, and we can get regular steamer communication with Sydney, I intend to send cream to Sydney. At present that is impossible.
973. Why? Because we do not know when the steamer will come in and when she will not.
974. It is possible for the people to send cream from the Main Arm? But where I am it is so far away. I am 12 miles up the South Arm, and it takes the best part of the day to come in to the steamer, and perhaps, when I get in she is not there.
975. Are you prepared to swear that there has been a marked improvement in the district since the works at the entrance were commenced? I believe that there has been an improvement.
976. Is the land in your part of the district as good as the land in this part of the district? No.
977. Which do you consider the best part of the Bellinger River? From Fernmount up. On the South Arm the best land is from where I am up the river. The land on the lower part of the South Arm is only fit for dairying.
978. *Mr. Roberts*] Has the "Rosedale" ever gone to Sydney, leaving your own and your neighbours' produce on the wharf? We do not draw our produce from our barns until the droghers come up.
979. Do those in charge of the droghers, although they know that you have a number of bags of maize for shipment, allow the steamer to go away without giving you an opportunity to ship it? Well, the Main Arm stands first. Very often a steamer cannot take in one trip all the produce that is waiting for her, and we on the South Arm have to wait until the glut on the Main Arm is over.
980. Is it not usual to give the drogher people timely notice that there are so many bags of maize to be taken away? As a rule, many of us do not bother about giving notice, because it is of no use to do so. The drogher-master generally lets us know when the punt is coming up. I generally get news from the store here.
981. Do you think that if the entrance is improved rates will be reduced? I consider that if the entrance is improved our position will be better all round. I think we shall get a reduction in rates and a better service. If one company did not serve us properly, we could induce another company to enter into the trade.
982. You are not properly served at the present time? A long way from it, I consider.
983. What do you think ought to be done? I could not suggest anything at the present time.
984. Is it not usual for people having produce to ship to acquaint the drogher-master of the fact? Yes. When the punt is up, I always let them know; but it is useless for me to go to Doepel, and say to him, "I want to send away fifty bags of maize," unless I can tell him that he can get a punt load. He will not go unless he can get a punt load.
985. What do you send away besides maize? Nothing, except pigs sometimes. Butter I sell locally.
986. How long have you been manufacturing butter? I started in a small way first, seven or eight years ago, and I gradually increased my output.
- 987.

987. Are the results satisfactory? Not so satisfactory as I should like. Sometimes I can sell my butter, and at other times I could sell more than I can make. If we had a good steamer service I could send butter direct to Sydney, and sell it to the best advantage.

988. Have you been long enough at the dairying business to be able to form an opinion as to whether it is more profitable than maize-growing? I should continue to go in for both. I do not believe in having all my eggs in one basket.

989. Do you know anything of the country to the west of the Bellinger;—have you ever been to the Don Dorrigo? No, I have never been there.

990. Have you represented to the North Coast Company that the convenience of yourself and of your neighbours is not studied? I have often made complaints to the Company when things have gone astray, but I have got very little satisfaction.

991. Have you put your complaints into writing? Yes.

992. Is there a sufficient quantity of produce grown on the Bellinger to require a more frequent steamer service than you have now? That I cannot say.

993. Is it not fair to assume that if the export of the district were sufficiently large the Company would send another boat? Of course there are times when all the farmers are wishing to ship, and then the steamer accommodation is not sufficient, and we have to wait. No matter what corn is bringing in Sydney we have to wait.

994. What is the depth of water in the South Arm? As far as the quarry there is more water in the south arm than in the Main Arm.

995. There is nothing to prevent the drogher from going up there? There is nothing to prevent a steamer going up, except just where the punt crosses. From there to the quarry it is deep water all the way.

996. How far do the droghers go up the South Arm? About 3 miles above where I am. Produce from the upper south arm is drawn to Fernmount. A place called Hanley is the head of navigation for punts.

997. That would be about as far up the South Arm as Bellinger is on the Main Arm? About the same.

998. What is the area of your selection? 230 acres.

999. How much of that land is under cultivation? This year I have cultivated about 25 acres.

1000. During your thirty years residence, have you always had that area under cultivation? No. I have added to different selections, and increased my holding. I commenced with 50 acres, and then made additions.

1001. How many acres of your land are alluvial? I have 23 acres on the river banks, and another 20 acres on a creek at the back; the rest of the land consists of forest ridges.

1002. Is the land all cleared? No, parts of it are cleared.

1003. Do you regard it as good land for dairying? Yes, when once I can get it under grass.

1004. Do you think that dairying will show a marked increase in the near future? Yes, I see nothing to prevent it increasing.

1005. During the last two years the ocean steamer has never been prevented from going to sea through want of water on the bar? I do not think so.

1006. If she has been delayed at all it has been by heavy weather affecting all the ports on the coast? Yes.

1007. Have you heard anything said as to the desirability of connecting the Bellinger with Coff's Harbour by railway? Yes.

1008. Would such a connection be of advantage to you? No; our produce would go direct from the Bellinger in any case.

1009. You hold the opinion that it would be better for every one on the river that the entrance should be improved so that produce may continue to go direct to Sydney? Yes.

1010. To send it by rail to Coff's Harbour for shipment would be too expensive? Yes, and there would be too much handling and loss.

1011. The produce would be apt to deteriorate? Yes, and I believe the expense would be great.

Andrew Black, hotel-keeper, and Secretary to the Progress Committee, Fernmount, sworn, and examined:—

1012. *Mr. Clarke.*] I suppose you are pretty well acquainted with the whole of the Bellinger district? I am.

1013. Do you think the work already done at the entrance to the river has been beneficial? Undoubtedly.

1014. What is your opinion in regard to the proposed extensions? My opinion is that even if the breakwaters are not made if the training-walls are extended, we should have a sufficient depth of water at all times. I am satisfied of that, because of what I have seen of the effect of the existing training-wall.

1015. What is the depth of water on the bar at high tide now? Eight feet, last time I heard. My experience on the Bellinger during the last twenty years has been that whenever the bars at the Hastings, the Macleay, and the Nambucca have been shoal we have been completely blocked, but last year it happened that when those bars were shoal we were able to get our produce away over the Bellinger bar. The "Rosedale" went out last year all through the season carrying from 1,500 to 1,700 bags each trip. We had the second best bar on the coast throughout the year.

1016. Do you attribute the improved state of the entrance to the work already done? Certainly.

1017. If the works are extended vessels of a larger draught of water than now trade here will be able to come? We want regular steamer communication and large vessels. I have been here at a time when only one little vessel could get out in two months. We want the steamers to be able to come in and get out at any time.

1018. You do not expect that vessels will load here with maize or timber for intercolonial markets? No, I do not expect that.

1019. You think it will be sufficient if vessels of fair tonnage are allowed to come in and out? Yes. With reference to Mr. Spillett's evidence about the channel running past the end of the south training-wall, I should like to point out that the proposed northern training-wall will stop that. While the southern training-wall was being carried out it was at first not sufficiently strong to turn the flow of the water, and the water coming from the main arm used to run across past the end of it, forming a channel towards the south.

1020. *Chairman.*] But you are of opinion that if the proposed northern training-wall were made there would never be any danger of that occurring again? I am convinced that the northern training-wall would make a perfect job of the work.

1021.

W. R.
Spillett.

28 May, 1898.

A. Black.

28 May, 1898.

- A. Black.
28 May, 1898.
1021. *Mr. Clarke.*] A witness in Sydney spoke of there being a fear of the river breaking out through the terrace 2 or 3 miles to the north of the present entrance? There is a danger of that. The spit of land dividing the main arm from the ocean is very narrow, and the danger is that a flood coming down the main arm might come through it. I should like to see the northern training-wall taken up the river to a point about opposite the mouth of Back Creek.
1022. I understand that most of the produce of the river is taken down to the steamer by droghers? Yes.
1023. If the river were improved as we hope it will be, would it be possible for steamers to come direct to Fernmount? Quite possible; very little dredging would be required. The "Buroka" came up here the other day, although there has been no dredging on the lower river for eighteen months. With a few weeks' dredging I think even the "Rosedale" could come up.
1024. I suppose if the steamer came up that would save droghering expenses? It would be profitable for both shipowners and shippers for the steamer to come here. The company could then reduce the rate for maize to 1s. a bag, and be better paid than they are at the present time, while we should save 6d. a bag.
1025. Does the droghering cost 6d. a bag? The droghering one year cost as much as 11d. a bag, so that the steamer company only received 7d. a bag. The rate of 1s. a bag from Fernmount would suit both parties.
1026. And if the river were improved there would be competition? With a good entrance we should get competition. We want to have the river dredged, and then the Bellinger will be good for all time. If the works at the entrance are not completed there will be a chance of the channel shifting.
1027. Can you give us any idea as to the value of the imports of the Bellinger? No; but it must amount to a good deal. We have several business places, and all do very well.
1028. I suppose the principle article of export is maize? Yes.
1029. Can you tell us how many bags of maize have been sent from the Bellinger yearly during the last three or four years? I suppose from 35,000 to 40,000 bags would be our average export of maize.
1030. In a good season I suppose you would send more? I think 50,000 bags is about what we sent in our best year. In a flood year the yield is only 27,000 bags.
1031. I suppose you seldom suffer from droughts here? No. Dry years are our best years. We suffer severely from floods in wet years.
1032. What do you consider the value of the maize? During the last few years it has averaged from 8s. to 10s. a bag.
1033. That would be pretty well 2s. 6d. a bushel? Under 2s. 6d. a bushel. Some years we have got more. Some years we have cleared 15s. a bag.
1034. But take the Sydney price? I suppose 2s. 6d. a bushel would be about the average price last year. It varied from 2s. 9d. to 2s. 3d. a bushel.
1035. Two shillings and sixpence a bushel would be the average price for an ordinary year? Eight shillings a bag would be about the net value of our maize to us.
1036. *Chairman.*] What would be the gross value of the maize;—would it be worth 10s. a bag? Last year the maize exported must have been worth £25,000.
1037. You think that that is a fair estimate of the value of the maize crop of the Bellinger? I think so. Sometimes we send away less maize and get better prices for it.
1038. *Mr. Clarke.*] What other produce do you export? Pigs, poultry, eggs, and, lately, a large amount of cream. Dairying is a new industry here, but it is increasing very much.
1039. What about the timber? There is a large amount of timber sent away. We have two saw-mills constantly at work.
1040. Is only sawn timber sent to Sydney? No; round log timber also goes.
1041. Any cedar? Very large quantities of cedar have been shipped from here, but it is getting scarce.
1042. Do you think it likely that dairying will be successful on this river? Yes; we have tried it sufficiently to know that it will be successful.
1043. As a rule, is not mixed farming more profitable? Yes. There is a lot of land here which can be utilised for grazing purposes, but which would not do for maize-growing. We should be able to continue to grow almost as much maize as we grow now, and, in addition, to raise a large quantity of butter.
1044. You will graze your cattle on land away from the river? Yes; on the back lands. Some of the poor land could be used to advantage in that way, especially on the lower river.
1045. Do you think the rich alluvial flats will be used for dairying? I do not think so at the present time. I think there will be mixed farming here for years.
1046. On the alluvial lands you would have to sow grasses? Yes.
1047. What kinds of grasses do you sow? Clover, rye, and different grasses. The water-couch, which is a natural grass, is equal to any artificial grass. In twelve or eighteen months it spreads all over the paddocks.
1048. Does it do well in the winter time? It is the best grass you can have. The cattle are fond of it, even when it is dry.
1049. I suppose it is the practice at the creameries to separate the milk, and to send the cream to be made into butter in Sydney? Yes; I believe that that is more profitable than to make the butter here. Some people who are too far from the creameries separate their own milk.
1050. I suppose that in time all the cream will be sent to creameries? I think so, when there are more of them. It pays better to send to a creamery than to separate for yourself.
1051. Is not cream likely to spoil, if it is kept on board a steamer for three or four days? When we have a good entrance, I think we shall be able to offer inducements to the steamer companies to put refrigerating machinery into their boats.
1052. What are your views with regard to the proposed railway from the Bellinger to Coff's Harbour? My idea is that if that railway were made, maize and other produce would still be sent away from the Bellinger direct. No doubt some people would use the railway to send cream to Coff's Harbour to catch the steamer there when there was no steamer leaving the Bellinger.
1053. *Chairman.*] A railway to Coff's Harbour would cost about £100,000. Three per cent. interest on that amount is £3,000. If 50,000 bags of maize were sent by rail, and 1s. charged on each bag, the return obtained would be only £2,500? Yes; but you would not get the maize.
1054. It would not be sent by the line? No.
1055. Does not that pretty well settle the matter at once? The people would not be likely to use the railway much.

A. Black.
25 May, 1898.

1056. *Mr. Clarke.*] I suppose the same remarks would apply to a railway from Guyra through the Don Dorrigo scrub to Coff's Harbour? I cannot speak about that line. No doubt Coff's Harbour would be a good outlet for a great deal of country, but I cannot say if the line that you speak of would pay. It would open up a good deal of country.
1057. Is the road from here to Don Dorrigo a fair road? Yes; but it is too far to draw produce with profit.
1058. You do not approve of the construction of a railway to Coff's Harbour? I should like to see a railway made, but I do not think it would be used for the carriage of maize or anything like that. We might use it to send cream sometimes.
1059. *Mr. Roberts.*] Is Fernmount regarded as the head of navigation on the Bellinger? Yes; we have had the "Euroka," the "Avon," and the "Belmore" here.
1060. Have they brought cargoes up here? Yes; there is a sufficient depth of water to enable vessels of light draught to come here at the present time, and with a little dredging we could bring the "Rose-dale" up. What we require is to have the north training-wall finished, so that we may bring vessels up the Main Arm. Until that wall is finished, it will be impossible for vessels to cross the sand-bar at the junction of the two arms.
1061. It would be a great convenience to you to have the steamer come to Fernmount? It would be the greatest advantage the district could get.
1062. Have you told the Department that you want the river dredged, in order to allow vessels to come up here? Only lately we have had a dredge doing temporary work on the North Arm. I consider that a lot of valuable stone is now being thrown away which would be of more use in the construction of a temporary bank than is the sand pumped by the dredge. In my opinion all the inner walls could be done with smaller stone than they are using, at a saving in cost. We have had sailing vessels up here. One came up and unloaded bricks at the wharf here.
1063. At the present time the authorities are devoting their attention to the improvement of the entrance? Yes.
1064. Does the sand accumulate at the junction of the North and the South Arms? Yes; but I think the water in the Main Arm has deepened since the temporary bank was commenced. That bank directs the current on to the sand-spit, and causes a better scour.
1065. Is any work going on in the South Arm at the present time? I do not know exactly where they are putting the stone at the present time.
1066. When the "Euroka" came up a few days ago did she take any produce away? She could have taken 1,000 bags, if it had been here for her to take; but the punts got stuck up above, and she could not take them.
1067. Would there have been sufficient water to enable her to go down loaded? At high water she could have taken down 1,000 bags.
1068. Do you get all your goods from Sydney by the North Coast Company's boats? Yes.
1069. Are they landed on the Government wharf at the Heads, and brought on here by drogher? The stuff is put on board the drogher direct.
1070. Has the river ever been so bad that you have been forced to get your goods up in some other way? In one year we used Coff's Harbour. Fortunately that happened to be a dry time. If the season had been wet we should not have been able to draw over the road.
1071. Are the rates to the Bellinger the same as the rates to other rivers? No; they are nearly as much more.
1072. Is that because of the dangerous state of the entrance? Mr. See told me that when the bar was bad here they lost a considerable amount of money, and they want to recoup themselves now that the bar is good. Besides, we cannot get opposition now. We intend, however, to have the river opened up, so as to do away with the droghering, and to bring the steamers right up. We cannot offer any inducement to a company to send steamers here until the river is opened up. The entrance has given us very little trouble during the last year or two. All the other river entrances, except the Clarence entrance, have been in a worse condition than ours.
1073. For the last two years you have had no delays? When the wall was going across the channel the bar was very bad; but when once the wall got far enough out to turn the water we had no more trouble. The temporary northern bank is improving things still further.
1074. The bar does not shift now as it did previously? No. It shifts, but nothing worth speaking about. I have seen it break out a quarter of a mile from where it was before,—the old entrance perhaps remaining blocked for two or three months.
1075. If the entrance continues in the future to be as good as it is now, that is about all you will want? Yes. We cannot, however, rely upon the permanency of the work until the northern training-wall has been constructed; but during the last eighteen months we have had no reason to complain.
1076. You feel that if these improvements are carried out they will be highly satisfactory? They will be all that is required. Of course, I should like to see a railway made to Coff's Harbour, but I know that such a line will not pay.
1077. Is not the road to Coff's Harbour a very good one? Yes; but, of course, it would never pay us to draw goods to Coff's Harbour.
1078. When you were compelled to have your merchandise sent to Coff's Harbour, how much more did it cost you? It must have cost a good deal more, though I never got anything brought that way myself. I waited until there was an improvement of the entrance here. It cost us 2s. a bag to send our maize away that way—1s. a bag to draw it to Coff's Harbour, and 1s. a bag to take it from Coff's Harbour to Sydney. We hope ultimately to be able to send it direct for 1s. a bag.
1079. *Chairman.*] Have the Progress Committee compiled any statistics to show the condition of the district? No.
1080. Do you think the export and import trade of the district can fairly be estimated at about £90,000 a year? Yes.
1081. With the probability of a large increase in the future? Yes.
1082. You expect such an increase if the entrance to the river is improved? Yes; there is a lot of land now lying idle which will be used for dairying if we get a regular steamer service. With a bad entrance we could never take advantage of the market.

- A. Black.
28 May, 1898.
1083. You are of opinion that the settlers here are inconvenienced by not being able to get their produce to market so as to take advantage of favourable prices? Yes; we have lost heavily from that cause in past years.
1084. To obtain maximum prices producers must be able to take advantage of the market? Yes. When maize has been selling at 6s. a bushel, our maize has been spoiling because of the bad state of the entrance; but I do not think that that is ever likely to occur again.
1085. You have expressed the opinion that unless the northern training-wall is taken up the main arm to a point opposite the mouth of Back Creek, there is a chance of the flood-waters of the river breaking through the terrace to the north? Yes.
1086. Prior to the commencement of the temporary bank, did you ever know the flood-waters to break through that terrace? Many years ago the bar was a long way north of its present position.
1087. But have you ever known the river to break through above the temporary bank? No; it has never done so.
1088. Then why do you think it is likely to do so? Because the ocean seems to be working into the spit from the outside and narrowing it.
1089. The object of the northern training-wall is to direct the water coming down the main arm upon the spit at the entrance? Yes; that is what is required.
1090. The temporary bank is designed to save the large expense of making a training-wall right up the river? Yes.
1091. Suppose the river were likely to break through the terrace, would it not be easy to extend the northern training-wall? Yes.
1092. Such an extension would not interfere with the general design of the scheme? No, not at all.

F. R. H. Baker, auctioneer, Fernmount, sworn, and examined:—

- F. R. H. Baker.
28 May, 1898.
1093. *Chairman.*] How long have you been here? Thirteen years.
1094. *Mr. Roberts.*] Have you made yourself acquainted with the scheme for improving the river entrance? I have seen the work now in progress, and from casual observation I have a fair idea of what is intended.
1095. Are you able to tell the Committee if, since the work has been commenced, there has been a marked improvement at the entrance to the river? Yes, a very marked improvement.
1096. Do you know the average depth of water on the bar now? I should think about 7 ft. 6 in. is the ordinary depth, but it varies.
1097. Does not the "Rosedale" draw from 7 ft. 6 in. to 8 feet? Yes; but she can get out when she has only 6 inches to spare, and they do not load her to her full capacity.
1098. So far as you know there has been no delays since the harbour works were commenced? Not on account of the state of the bar. I believe that on one occasion a small sand-bank was formed through the temporary wall breaking away.
1099. Was it removed by the dredge? The dredge went down and filled up the gap in the wall, and there has been no difficulty since.
1100. Since the improvements have been made has the district advanced;—are there more people coming to the river? There has been a better tone throughout the entire district, because of the assurance that we shall have communication with Sydney unhampered by continual interruptions through the bad state of the bar. People have more confidence in investing their money here now, and in making improvements upon their property. When I first came here 2s. 6d. a bag was charged to send maize to Sydney, but now the charge is only 1s. 6d., and there is room for a still further reduction. Such a reduction will come, I think, when we get competition.
1101. You have a good knowledge of the value of the land in the district? Yes.
1102. Is there much demand for land here? There has not been much demand for land during the past four or five years, but now there are inquiries for it, and there seems to be a move in land. The Raleigh estate changed hands about twelve months ago. It has been purchased by a local man, but for a long time it was lying idle. That is one of the best estates on the lower river.
1103. Has it a water frontage? Yes.
1104. What was the purchase money? The estate comprises 900 acres, and it was sold for £7,000.
1105. I suppose the whole of the land is not first-class;—is any of it swampy? It was swamp land, but it has been drained. It is more suitable for dairying than for agriculture.
1106. You do not regard the whole of the 900 acres as first-class agricultural land? No; I should say 600 acres might be called agricultural land, and the rest grazing land.
1107. Do you regard £8 an acre as a good market price? No; but it would be for an estate of that area.
1108. Was this what you would call a forced sale? It was a mortgagee's sale, but the land was sold privately, not by auction.
1109. What would that land be worth if it was sold in small lots;—upon how many acres could a man and his family get a fair living? I should not think he would want much less than 40 acres.
1110. Could a man live on that? Yes.
1111. Supposing the land were cut up and sold in 50 or 100-acre blocks, what would be a fair price for the best of it? About £12 or £13 an acre.
1112. It is splendid maize-growing land? Yes; but it is better suited for dairying. It is subject to floods.
1113. Does the purchaser intend to use it for dairying? Yes; he has let a large part of it now to be used in that way.
1114. Is there much dairying in this district? Not a great deal, but the district is going ahead pretty fast. A few years ago there was no dairying here at all, but now there are four creameries on the river.
1115. Do you have many inquiries from people outside the district for land suitable for dairying? Yes. When people inquire for land here they generally ask if it is near a creamery, and is it suitable for dairying.
1116. Do the farms on the river often change hands? Not very often, except where mortgagees force a sale.
1117. Do you regard the Bellinger district as a prosperous one;—are most of the people here well-to-do? They are comfortable.

F. R. H.
Baker.

28 May, 1898.

1118. Is your business pretty well all connected with the selling of land and property? Yes; but I also sell cattle, horses, sheep, pigs, and anything there is to be sold. Mine is a very mixed business. I also buy maize, and I have a number of agencies.
1119. Over what extent of country does your business extend? From Kempsey to Mooney Creek on the north. Mooney Creek is about 14 miles north of Coff's Harbour.
1120. Do you do any business in the country between here and the table-land? Occasionally I sell cattle or a piece of land for the people there.
1121. Are there any sheep in the district? Not a great many. There are a good many cattle in the district you speak of. 10,000 head of fat cattle were sent away from the Guy Fawkes country last year. The paddocks there are used for fattening rather than for grazing. The people buy store cattle and fatten them.
1122. That country is very rich? It is splendid country.
1123. What is it best adapted for? Potato growing, dairying, and the fattening of cattle.
1124. The rearing of pigs? Yes; but I think it can be put to a more profitable use.
1125. Does it pay to grow potatoes there;—can they find a market for them here? Not at the present time.
1126. It would not pay to send them to Sydney? Not unless the market is very good. They have to pay £2 a ton carriage.
1127. Is the timber industry here in a flourishing condition? It is going ahead very fast. A sawmill was lately erected at the Bellinger Heads, and there is another at Raleigh. Both mills are working pretty well full time.
1128. Do you know where the timber is sent? To agents in Sydney. From Sydney it may be sent to foreign places.
1129. Is any sugar grown in the district? Not now. Some was grown here a few years ago, but it did not do well enough. The frost interfered with the cane, and there was a great fall in the price of sugar. Out towards Coff's Harbour there were several mills, but they had to close down. They could not continue at the prices paid.
1130. What is your opinion in regard to the advisability of constructing a railway to Coff's Harbour? I am of opinion that such a line is unnecessary, and would never recoup its cost. I am in favour of improving the entrance to the Bellinger.
1131. *Chairman.*] Can you suggest any other way in which the district can be better served? No; there is no other outlet for us.
1132. Can you be better and more cheaply served in any other way than by the opening of the river? I think not.
1133. What is your idea of the future of the district;—do you think it is capable of doubling or trebling its returns? I think they may be very largely increased if we get better communication with the Sydney market.
1134. Do you think the production of the district can be trebled? I would hardly like to say that, but I think it might be doubled. We do not send fruit from here, but I do not think there is any better place for the growing of fruit.
1135. If a reliable entrance can be given, and cheaper rates of freight are established, do you think the district will advance? I am as confident as one can be that it will.
1136. You are subject to no drawbacks here except the floods? Yes.
1137. And they do not happen every year? They have not happened for the last two years, but before that for seven or eight years we had them very regularly.
1138. The flood difficulty may, to a large extent, be mitigated by the improvement of the entrance? Yes.
1139. Are there any flood canals in the district? No.

Robert Stuart McDougall, Fernmount, sworn, and examined:—

1140. *Chairman.*] How long have you resided in the Bellinger district? Since 1863.
1141. Continuously? Yes.
1142. *Mr. Farnell.*] Had you resided in the Colony before coming here? Yes.
1143. Where? For a short time on the Macleay, but principally in Sydney.
1144. Were you on the south coast at all? I never resided there.
1145. During your residence here you have experienced the inconvenience and disabilities from which the district has suffered from want of a proper port? Yes; we have suffered severely.
1146. You remember the condition of the entrance before the harbour works were commenced? Yes.
1147. What were some of the disabilities from which you suffered? Sometimes we had no outlet at all. We have had to burn our crops here. I, for one, have had to do it.
1148. Why had you to burn your crops? We could not get them to market.
1149. Could you not use them for feeding pigs or poultry? If we had had pigs and poultry we should have had no market for them.
1150. What is the quality of the maize grown in this district? There is none better.
1151. Does it contract weevil quickly? All maize will contract weevil on the north coast.
1152. Is there not a maize which is to some extent proof against weevil? I do not know of it.
1153. What has been the effect of the harbour works upon the river? The effect has been good.
1154. Have they answered anticipations? Yes, so far.
1155. They have allowed a more regular steamer service? Yes, especially during the last two years.
1156. Has that had an effect upon the trade of the district? Yes; there can be no doubt about it.
1157. Has it caused the district to progress? Yes. The farmers get their returns more regularly, and they have more money to spend in the stores and in other ways.
1158. You are satisfied that the work already done has been thoroughly justified by its efficiency? Yes.
1159. Has the improvement which has resulted been an incentive to the farmers to put larger areas under crop? Yes, and especially to go into the dairying industry. As we were situated before, we could not get our cream and butter to market. Now, with a regular steamer service, we send cream to market, and get within a trifle for cream what the butter sells for in Sydney. There are a number of inquiries now from outsiders who wish to start dairying for land suitable for grazing. There is a great deal of waste

R. S.
McDougall.

28 May, 1898.

R. S.
McDougall.
28 May, 1898.

waste land here—land which is not fit for agriculture, but which is good grazing land. Now that we are getting dairy factories here, people see the advantage of bringing the forest land into cultivation. That causes an increase of cultivation and more prosperity to the district. Without regular steam service we could not use this land. A large number of pigs are shipped from here, and we could not afford to send our produce away by sailing vessels.

1160. You have not the slightest doubt that if the proposed scheme were carried out people would be disposed to still further improve their land? Yes.

1161. You say that there are areas at present not used which might profitably be used for dairying? Yes.

1162. I suppose that within a reasonable time you will have butter factories established here? No doubt.

1163. What would be a payable yield of maize in this district? There have been yields of 75 and 80 bushels to the acre, and I have had as much as 100 bushels from an acre, but I think that from 35 to 40 bushels is a fair average yield.

1164. At what price will maize pay the farmer? A great deal depends upon his outlay. At the present time the rates, commission charges, and so on, are very high.

1165. Would 2s. a bushel be a payable price? Yes, if a man could get that clear.

1166. If maize-growing proves a failure it is possible that mixed farming might meet with success? Yes, and I think it is advisable to go in for mixed farming. There is a great consumption of maize, and this consumption is increasing.

1167. Have you ever known of the farmers being inconvenienced through the steamers not being able to come here regularly? Yes; a few weeks ago people had their maize thrashed and ready in the barns waiting for the steamer, when, just by chance, the "Euroka" came in and relieved them. The "Rosedale," the regular steamer, is often sent to Port Macquarie, to the Macleay, and sometimes even to the Richmond and to the Manning. If she traded here regularly we should not be put to so much inconvenience. The barns are blocked up sometimes in the expectation of a steamer.

1168. Do you think that if the proposed works are carried out there will be a reduction in rates? Yes. That will mean competition.

1169. Do you think it will be necessary to do something more to assist the people living on the South Arm? I think they must depend upon the steamer companies.

1170. Do you not think it will be necessary to have the river dredged to a considerable extent? The South Arm has better water than the main arm,

1171. But is the convenience of the farmers on that arm met? Well, they have better navigation than we have on this arm at the present time.

1172. But there is not a sufficient depth of water to allow the larger steamers to go there? No.

1173. I suppose it would be a costly undertaking to make the river navigable for large steamers? I do not know what it would cost.

1174. What proportion of the land held by the farmers in this district is cultivated by them? I do not know.

1175. I suppose they have land still available for cultivation? Yes; that land will be made use of now that dairying has started here.

1176. Do you know the Don Dorrigo district? I was never there.

1177. Do you think that if the proposed works were carried out the trade of that district would come here? I could not say.

1178. Do you think it is more likely to go to Coff's Harbour? I could not say.

1179. Do you know Coff's Harbour? I have been there.

1180. You have heard of the proposal to connect the Bellinger with Coff's Harbour, and to improve Coff's Harbour? Yes.

1181. Do you think there is any justification for that work? I do not.

1182. Do you think the trade of the district warrants an increased expenditure upon the improvement of the entrance to the Bellinger? Yes.

1183. Do you think the district will develop sufficiently to justify a further expenditure of £36,000? Yes; especially if they carry out the original idea. I do not approve of what they are doing now. I know what was proposed by Sir John Coode, and I think the original scheme is the proper one to carry out.

1184. Will you explain to us what you think should be done? One proposal was to block the main arm altogether, and to make Back Creek the main channel.

1185. *Chairman.*] Whose proposal was that? Mr. Darley's. He did not like to recommend the main arm scheme because of the great outlay it would entail, and the small population of the district. Now, however, they have decided to make the channel down the main arm. The second proposal was to start a wall on the eastern bank of the North Arm, opposite Back Creek, and to carry it down, as shown on the plan. With the present scheme, however, there is a danger of the sea breaking through the sand-spit to the north of the temporary bank. If the training-wall were carried further up the main arm that danger would be averted. I would recommend that the training-wall should be carried further up the main arm and that there should be no abrupt bend in the line of wall.

1186. *Mr. Farnell.*] If the proposed works are carried out they will be of great benefit, but they stop short of what you think should be done? Yes.

1187. There will be no difficulty in continuing the wall you speak of in the future if it is thought desirable? No.

1188. The complete scheme will cost £171,000? Including what is already done. I would point out that smaller stone, which would only cost half as much, could be used for some of the walls, and the work would then be done more quickly.

1189. Has the timber industry developed since you have been here? It shows signs of improvement; we have now a second saw-mill here.

1190. Do you think it will be some considerable time before the sources of supply are exhausted? Yes. There is nothing that would benefit the district so much as the improvement of the entrance to the river.

1191. *Chairman.*] Do you wish the Committee to understand that unless Captain Howard's proposal is carried out there had better be nothing done at all? The work that has been done has been of great benefit to us.

1192. But this is not Captain Howard's scheme? Part of it is.

1193. Do you think the works now designed by the Engineer of the Department are likely to prove effective? Yes, except that I should like to see the northern training-wall extended. So far as the work has gone the money has been well and wisely spent.

1194. I presume you take rather a hopeful view of the future of the district? Yes.

1195. Do you think its conditions are such as will induce close settlement and a large increase of production? Yes, if the harbour works are carried out. Unless we have a fair outlet to market it is of no use to try and produce very much. These improvements will, I think, give us a regular steamer service at a reasonable cost.

1196. Do you think the stability of the district warrants the expenditure? Yes.

1197. If the North Coast Railway were at your doors would you use it to send maize and timber to Sydney, or could these products be taken more cheaply by steamer? They would go by steamer.

1198. The best way to open the district is to improve the entrance to the river? Yes. Nature has given us this entrance, and we have only to improve it. For a short time nature and science were working against each other, and science has now carried the day.

R. S.
McDougall.
28 May, 1898.

John Pollock, cordial and aerated-water manufacturer, Fernmount, sworn, and examined:—

1199. *Chairman.*] Have you been in the district for any length of time? About fourteen years.

1200. Where were you residing previously? At Nowra, on the south coast.

1201. What is your impression of this part of the country as compared with the south coast country? I think that in a few years the north coast country will compare rather favourably with the south coast country. They are now going into dairying here, and a great deal of our land is well adapted for the industry. The ridge land is well suited for grazing, and in times of drought provides dry places for the cattle to go to. The hill country is hard to clear, but eventually it will all be brought under grass.

1202. Do you think the land is good enough? It seems to grow grass very well once the timber is taken off it.

1203. I suppose there is not much agricultural land lying back from the river flats? There are several flats away to the north which have not been taken up.

1204. What is the nature of the hill country to the back? The hills are of a slaty formation.

1205. Is there any mining in the district? Not a great deal. There was some gold-mining at Deep Creek; but at the present time that is stopped.

1206. Are you able to confirm what has been said by other witnesses in regard to the development of the district during the past five or six years because of the confidence inspired by the improvement of the entrance? Yes; when I came here, fourteen years ago, we only just got over the breakers with the steamer, and we could not get to the wharf at all. Now the boat can get up to the wharf, and lie there in deep water. We had hard work to get up here when I first came.

1207. Has the improvement to the river entrance led to an increase in the passenger traffic? I think so.

1208. How do people travelling to Sydney go from here? From the river direct.

1209. They do not go to Coff's Harbour or to Grafton? Sometimes they go to Coff's Harbour if our steamer is not calling regularly.

1210. Is the fare less from Coff's Harbour? Yes, and rates generally are less from there. I have a factory at Coramba. From Coff's Harbour I pay 8s., and from the Bellinger 13s.

1211. Do the lower rates attract the trade from the Bellinger to Coff's Harbour? No.

1212. Suppose in the future Coff's Harbour were improved so as to bring better boats there, would that attract the trade? I do not think the trade will be drawn from the Bellinger as long as our bar continues good enough to allow the steamers to go in and out.

1213. The maize trade would not be likely to go to Coff's Harbour? I do not think the farmers could afford to cart maize to Coff's Harbour from here.

1214. Nor would it pay to take sawn or log timber across? No.

1215. Those products must be exported direct? Yes. Log timber coming in from the south could not be taken to Coff's Harbour in any case.

1216. The saw-mills are located on the river solely to cheapen transit? Yes.

1217. You do not fear the competition of Coff's Harbour? No.

1218. Do you honestly think that this district is suffering in any way at the present time because of the want of a better entrance to the river? It is suffering from the want of competition. We have a monopoly here, and freights are high; but I think that when the proposed works are carried out we shall have an opposition boat.

1219. But if the North Coast Co. can deal with the whole of the traffic of the river by sending a boat a week, why should an opposition boat come here? Well, the farmers applied to the company for the reduction of rates, but they were told that there could not be a reduction until the bar was improved.

1220. The bar has been improved, but there has been no reduction? Yes. Of course, it can be further improved.

1221. Do you think that if the entrance is made absolutely good, there is certain to be an opposition service, and that then the rates would have to come down? Yes. In regard to the temporary bank which is being made, I think that stone ought to be used where they are only using sand. There is a lot of stuff at the quarry which could be brought down and used at very little cost.

1222. Are the settlers here in a prosperous condition? Fairly so.

1223. Are their farms mortgaged like so many farms in other districts? A few are mortgaged; but a number of them are very comfortably off.

1224. If the State undertakes these works, will the Government money be spent for the purpose of relieving financial institutions, or will the people holding the land be directly benefited? The people holding the land would be directly benefited if improved means of communication were given.

1225. At the present time all the produce of the district can be sent away by sea? Yes; but it is taken away very slowly, and, this being a hot climate, maize deteriorates and becomes very weevilly before the end of the season.

1226. How long will maize keep in the cob here? It does not keep very well until late in the season. As the weather gets warmer the weevils increase.

J. Pollock.
28 May, 1898.

- J. Pollock. 1227. Will it meet the case if steamers can always enter and leave the river, or must you have them coming up as far as Fernmount? It would be a great advantage to have the steamer coming to Fernmount, and it would not be difficult to provide for that. I think there are only three flats between here and the Heads.
- 28 May, 1893. 1228. Do not a great many of the farms lie above Fernmount? Yes.
1229. What advantage would it be to the people owning those farms for the steamer to come to Fernmount? There would be a saving in drogering. They could cart their produce to Fernmount.
1230. You think the farmers pay for the droghering, although they are not specifically charged for it? Yes.

MONDAY, 30 MAY, 1898.

[The Sectional Committee met at "Barratt's Hotel," Bellinger Heads, at 2:30 p.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. | HENRY CLARKE, Esq.
FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Harbour Works at the Bellinger River.

David Houison, District Engineer, in charge of the Macleay, Hastings, and Camden Haven Districts, sworn, and examined:—

- D. Houison. 1231. *Chairman.*] The harbour works at the Bellinger are under your supervision, the Bellinger being within your district? Yes; these works have been under my supervision since May, 1895.
- 30 May, 1898. 1232. When were they commenced? Shortly after 1890.
1233. All the work that has been done here has been done under your supervision? No; Mr. Brownrigg had charge of the work at first, and I superseded him.
1234. How much of the work was completed when you came here? About 2,000 feet of the southern training-wall. We were just commencing to go above the wharf.
1235. What was the state of the bar at that time? It was in a terrible condition. To get out, vessels had to take a most circuitous course, going right round the end of the wharf. The southern training-wall was at that time about 1,100 feet short of its present length, and vessels had to go round the end of the wall in a southerly direction as far as a ballast heap, and then to turn round and go almost due north, crossing the bar in a direction between north and north-east.
1236. What was the depth of water on the bar at that time? I think about 4 feet 9 inches at low water.
1237. The starting-point of the channel going out of the river was about the point marked "A" on the map; then it followed round the ballast heap marked "B," making a sharp turn when nearly due north to the point marked "C"? Yes.
1238. What effect had the extension of the southern training-wall upon the bar? It had no effect upon the bar until we pass the line of the ballast heap marked "B."
1239. You think that that ballast heap had a considerable effect upon the channel? Yes; it held the water. When we got past the line of the ballast heap with the wall the channel broke straight out, going north-east.
1240. Has the bar shown an inclination to shift round to the south again? No; it has moved very little to the south since.
1241. Do you attribute the improvement of the bar to the extension of the southern training-wall? Yes, solely to that.
1242. Has the construction of the southern training-wall increased the depth of water? Yes, along its whole length. The only place we have had to dredge is a little bit below the wharf, where the North Arm water left a slight deposit.
1243. In 1896, the northern spit completely overlapped the position of the southern training-wall? Yes, by about 300 feet. It was only 100 feet from the end of the wall as we were bringing it out.
1244. That spit was dry at low-water? Yes.
1245. Since the wall has been constructed it has been completely removed? Yes.
1246. At that time no part of the northern wall had been made? No; that has only been commenced this year.
1247. About how many feet of the northern wall have already been made? Between 2,300 and 2,400 feet.
1248. The wall has been carried as far as the point marked "D"? Yes; three or four pegs round the turn.
1249. Have you noticed any perceptible difference in the channel alongside that wall? Yes; the opening between the sand-spit and the end of the wall prevents the wall from having any effect just at present. The old channel followed along the island.
1250. The northern wall has not been continued sufficiently far to have any influence? No.
1251. Do you think that when the northern wall is brought out abreast of the southern wall its effect will be to keep the channel entirely clear? Yes, and when the inner training-walls at the south-east end of the island are finished.
1252. That will lead to the removal of the sand patch that now exists in the channel? Yes, I think so.
1253. Do you anticipate that then you will have a good channel from the south-eastern end of the island? Yes.
1254. What depth do you think you will get at low-water? About 7 feet.
1255. Will that be inside? On the northern wall. We have 12 feet on the southern wall now.
1256. Is it probable that you will have more than 7 feet along the northern wall when the scour is confined? I do not think so, except towards the end, where I expect to get 12 feet.
1257. In what position will the bar be kept then? It will go out direct from the two walls.
1258. Do you expect to obtain a uniform depth of water on the bar? Yes, though it will always be ridgy.
1259. What will be the depth? We ought to have 9 feet outside at low water. 1260.

1260. So far as the design of the work is concerned have you adhered to the course followed by Nature—^{D. Houston.} simply improving the channel without diverting it? Yes; the channel all along the island, on the main arm, has been dredged. ^{30 May, 1898.}
1261. In place of making a short cut you have kept to Nature's channel and improved it? Yes.
1262. Are there any records to show that there was ever any other channel? At one time the river went out much further to the south, right underneath the hill upon which the pilot-station stands.
1263. There is no headland to form part of the Bellinger entrance? No.
1264. How does the Bellinger bar compare with the other bars on the coast? It is one of the best of the small river bars now.
1265. It is by no means a difficult bar to improve? No.
1266. It is of no very great width? No.
1267. Once a reliable scour is set up there will be no difficulty in maintaining a sufficient depth? I do not think so.
1268. Do you think that there is any danger of the proposed works being destroyed by the river making a breach through the spit to the north at any point? No; I do not think that anything will destroy the works.
1269. Your design is to confine the whole of the water between walls so as to create a scour;—if the river should make another opening for itself it would undoubtedly destroy your works? Yes.
1270. The Committee, this morning, inspected part of the terrace opposite the northern entrance to Back Creek;—is there any fear of the sea or the river breaking through there? I do not think so.
1271. You think it is quite unnecessary to protect that place? Yes.
1272. Coming further south down that sand-spit to a point about one-third of the distance between the end of the temporary embankment and the spit, the entrance is very narrow? Yes, it is narrow there, and it is narrow a little above that place. A great erosion was caused by the sea there during the last gale.
1273. But the beach there is in much the same state as it has always been in? I do not think there is much alteration in it.
1274. Was the river ever known to go through there? I never heard of its doing so.
1275. Narrow as that strip of land is, it has stood for a very long time? Yes.
1276. After the northern training-wall is completed, is it probable that the space between it and the spit will be filled up? It is intended to pump sand from the channel to help to fill up that place.
1277. But in any case is not that place likely to silt up;—is not the sand likely to pile there just as it has piled up on the southern side of the southern training-wall? Yes; though to the south the ocean is piling up the sand; where you speak of there will be no agency of that kind. Still, whatever sand is pumped out of the channel will be deposited behind the northern wall. That wall goes into a depth of 12 feet now. The stone of the southern wall went down as much as 25 feet; it went right down on to the pipeclay.
1278. In constructing the southern wall you always had a scour at the end of it? Yes.
1279. And a deep scour? Twenty-five feet.
1280. On the northern side you are working in very much shallower water? Yes.
1281. Do you get a scour there as you work along? Yes; the scour has followed us all the way down, and it gets deeper as we go on.
1282. The inference is that this scour will eventually eat away the sand-spit in front of you? Yes.
1283. That will give you a straight run out? Yes.
1284. You have no reason to believe that you are mistaken in that opinion? No.
1285. You have had sufficient practical experience to be satisfied with the correctness of your opinion? Yes.
1286. At the upper end of the northern training-wall, you are now constructing a temporary bank by means of a sand-pump dredge? Yes.
1287. How has that bank stood? It broke away upon one occasion when there was a very high tide. The tide rose nearly 7 feet 3 inches, and broke through.
1288. Did the opening remain very long? Not very long.
1289. What was the effect of the break-through upon the bar? The bar deteriorated at once. The day after the breach was closed the bar improved again.
1290. If a wall were made for about 3,200 feet from a point where the country is described on the map as a "green and timbered patch" to the upper end of the northern training-wall, would not that make a much more secure job than the temporary bank? No doubt; but a sand-bank which we made on the Macleay has lasted for two years with the sea beating against it.
1291. When the sea broke through the temporary bank was the bank as large as it is now? No; it was hardly finished at the spot where the breakaway took place. We intend to raise the middle of the bank by manual labour, and to protect it with fascines.
1292. Do you think that that will make it sufficiently strong for all purposes? Well, I do not like it myself. I am carrying out departmental instructions.
1293. In the event of the present work being adhered to, should it be necessary in the future to make a wall such as I have spoken of, I suppose it could be done without in any way interfering with the general design of the scheme? Yes.
1294. Would not a breach in the sand-bank give you a very bad bar? Yes, at the present time; but when we close the training-wall on to its terminal point there will be very little, if any, risk of a breach.
1295. What is about the length of the temporary bank? About 1,500 feet.
1296. If it were necessary to make a wall such as I have referred to, I presume that it could be made of smaller stone than you are now using? Yes.
1297. How have the inner walls stood? Very well; we have had very little settlement.
1298. What has been the result of the wash of the sea on the southern training-wall? It has had scarcely any effect. That wall has to be raised to a height of 12 feet at its outer end.
1299. Are you making half-tide walls here? No; the walls all go above the rise of the tide. The southern training-wall was originally a half-tide wall, but we raised it.
1300. About how much further do you propose to extend the southern wall? Only 60 feet.
1301. Do you think that that will be sufficient? I should like to see it extended another 200 feet, because I think that would give us more control of the bar. The Engineer-in-Chief, however, was afraid that the stone

D. Houison. stone we are using was not good enough, though up to the present we have not had it displaced by the sea. We have had settlements, but they have been caused by the scouring away of the sand, and always occur.

30 May, 1898.

1302. Has the sand been scoured down to the bed-rock? The southern wall goes down to pipeclay.
1303. That wall is now standing on a solid foundation? Yes.
1304. And the sand is well packed against it on the southern side? Yes; though there is a slight channel into the bay at the back.
1305. When the northern wall is made you will have two solid walls? Yes.
1306. You are getting your stone from the quarry about 8 miles up the South Arm, at a place opposite Picket Hill Creek? Yes.
1307. The stone is quarried and placed into position by the contractor? Yes.
1308. Do you think an improvement could be made upon the present system of doing the work? No; there is no other way of doing it.
1309. How would you describe the stone you are using? It is slaty stone.
1310. Does it stand well? Yes; it hardens in the water.
1311. Is it not likely to slip about a good deal because of its flat surface? No; it slips about very little. The stones are generally laid on the flat. We have taken a section of the bank, and it runs out very fairly.
1312. The stones are deposited by hand? Yes; and there is a crane for placing the big stones in position. As they get up to the tidal level they have to use the crane.
1313. Is there a sufficient supply of stone at the quarry? Yes.
1314. Have you reason to believe that if the proposed works are carried out vessels such as those now trading here will have access to the river at all ordinary times? Yes; the bar is improving every year. There has been an immense improvement during the last year or eighteen months.
1315. You propose to give a channel for vessels as far as the Government wharf? Yes.
1316. That is all that these works are intended to do? Yes; to keep the mouth of the river open.
1317. If it becomes necessary to deepen the river to allow vessels to go up as far as Fernmount, that would mean a further expenditure? That work would have to be done with a dredge.
1318. The present proposal in no way affects the upper part of the river? Not in any way.
1319. Do you think that the wall at the eastern end of the island will assist in creating a scour between the northern wall and the island? Yes; it will prevent a great deal of the trouble which is now caused by the water of the Main Arm breaking across and depositing sand in front of the southern training-wall.
1320. Between the South Arm and the Main Arm there is a long tongue of sand? Yes.
1321. The stone wall at the south-east end of the island will remove that sand? Yes. I have not seen the river under its best conditions, because there has not been a flood since I have been in the district.
1322. The North Arm is subject to heavy floods at times? Yes.
1323. What will be the effect of a flood? I do not think it would affect the work.
1324. Do you think the fascines will stand? I think so.
1325. What depth of water have you on the bar to-day? Six feet at low-water.
1326. Does the bar vary much in depth? Five or six weeks ago I got a telegram telling me that there was only 4 ft. 9 in. on the bar. I was here next day and took soundings, and got 9 feet.
1327. The southern training-wall was then pretty well where it is now? Yes. That was after a southerly gale. It formed a sand-spit across it, but the sand was gone next day.
1328. You have had soundings taken recently? Soundings were taken yesterday.
1329. What did they show? Six feet at dead low-water.
1330. What is the greatest depth now? Between 10 and 11 feet at spring tide.
1331. Do you think that the sand-spit on the southern side is growing? No; it is receding.
1332. How has that been brought about? By the current. As the tides "make" this week they will probably take it away altogether.
1333. Will the extension of the two training-walls prevent the creation of these spits? I think so.
1334. It is at that point that the bar commences? Yes.
1335. Will you meet with deep water close enough to the bar to enable you to get a proper "spill" for the sand? Yes; the water there deepens very rapidly. You get 8, 9, and 12 feet in three successive dips.
1336. If the sand is carried out in deep water, will the current take it away north? Yes.
1337. It will then be thrown up on the beach? Yes.
1338. You are not afraid of the creation of an outer bar? No.
1339. How long will it take to complete these works if they are sanctioned? About three years, I should think.
1340. Is any large expenditure upon plant involved? No; the cost of the work is calculated upon contract prices.
1341. You find those prices satisfactory? Yes; we are paying 3s. 9d. a ton for the stone.
1342. In your opinion, if the works are carried out as proposed, there will be sufficient water here for all practical purposes? Yes; I think the depth would be ample for the trade of the district.
1343. *Mr. Roberts.*] Do I understand you to say that in 1895, when you first came to the Bellinger, there were only 4 feet 9 inches on the bar? Well, the depth varied; but when I have been out there that is what I have got.
1344. Did the "Rosedale" trade here then? No.
1345. How was the produce of the district got away? In small steamers, I think.
1346. What would be the depth at high tide? About 8 feet.
1347. What do the sailing vessels that trade to the river draw? I think about 7 feet 6 inches, or 8 feet when loaded.
1348. So that the trade of the district was not seriously interfered with then? No; it was the circuitous route that vessels had to take to go out that caused the trouble.
1349. Was the entrance then regarded as absolutely dangerous? Very dangerous. Mr. Hickson, who was then Engineer-in-Chief, came in with us in 1896, and he thought it most dangerous.
1350. Was there not a period in 1896 when the entrance to the river was absolutely closed? I do not know that the entrance was ever absolutely closed, except for about three weeks.
1351. Is that when the farmers were compelled to send their produce to Coff's Harbour? Yes. The Nambucca was closed at the same time.

1352. To what was that state of things attributable—to the south-east gales? Sometimes north-east weather is very bad for the bar. It depends upon the direction the bar is taking. D. Houison.
1353. Before the training-walls were made, the bar constantly altered? Yes; it was never in one place for two days together. 30 May, 1898.
1354. Is there anything to complain about now in that regard? No. The bar is further north than we have seen it for the last twelve months; but it is now working back again.
1355. Would that be due to the recent stormy weather on the coast? Well, the southerly gales would affect it.
1356. With regard to the stone obtained from the quarry we visited this morning, is it the best that can be procured in the district? Yes, at the price.
1357. Is there not granite to be obtained within some miles of here? Yes; but it is very difficult of access.
1358. Would it be expensive to get? It would probably cost 7s. a ton.
1359. Would a tramway have to be made to the place? Yes.
1360. Is that what would make it expensive to get? That would help to make it expensive. When Mr. Carleton was here the other day he spoke about having a look-round for other stone. There is stone up the Picket Hill Creek, and they talk of dredging the creek to get it.
1361. Is not the stone you have now regarded as satisfactory? We cannot get it big enough. Its specific gravity is nearly as much as that of granite.
1362. If it is found necessary to construct breakwaters will you require larger stone? Yes.
1363. With regard to the erosion on the north spit, by the sea, that you spoke of, is it not likely that next summer, when north-east weather prevails, the beach will be restored to its original state? Yes.
1364. There need be no apprehension of the sea washing through? I do not think so.
1365. Are we to understand that the temporary bank is not yet finished? It is not more than half-finished.
1366. Will it not be much less expensive than a training-wall of stone? Yes; it will only cost one-third of what stone will cost. The northern training-wall is expected to cost £12,000, for a length of 6,000 feet; while our estimate of the cost of the temporary bank, which will be 1,500 feet long, is £1,000.
1367. I understood you to say that you do not altogether like this bank;—having in view, however, the extra cost of a stone-wall, do you not think it might be well be given a trial? Yes.
1368. There is 6 feet of water on the bar now at low tide;—what does that give at high tide? During the highest spring tides we have a rise of 5 feet; but you can allow 4 feet as the average rise for a high tide. We allow 3 feet 6 inches.
1369. Is the rise and fall the same all the year round? No; it varies. With a south-west wind you get a very high tide, and with a south-east wind you get a very slight tide.
1370. What about north-east weather? That scarcely affects the tides at all. The inference is that a south-west-wind backs up the southerly current which runs along the coast.
1371. Are the tides higher in winter than they are in summer, because of the prevalence of westerly weather in winter? No; in the winter the highest tides are at night, while in summer they occur during the day.
1372. Is the "Rosedale" always able to load inside the river now? Yes.
1373. Have you ever known her to load outside? No.
1374. Has she only been running since the improvements to the entrance have taken place? Yes. I do not know what steamer was running when I first came here.
1375. *Mr. Clarke.*] Are not similar works on some of the other rivers carried out by day labour? Yes; the works on the Macleay, and at Camden Haven are carried out by day labour. The works on the Manning are carried out by contract, the price being 1d. a ton less than we are paying here.
1376. Do you consider the day-labour system equal to or superior to the contract system? I prefer the day-labour system.
1377. Upon what grounds? Because the actual cost of the work is less. On the Macleay our stone has cost us up to the present time about 3s. 6d. a ton, the cost of plant being included. Here we pay 3s. 9d. a ton, and the contractor owns the plant.
1378. When the scheme is finished, is it proposed to close Back Creek so as to allow a large volume of water to come down the North Arm? Yes; I should like to close Back Creek now.
1379. Have you had any borings taken on the bar? No.
1380. Have you any reason to suppose that as the bar scours you will meet with a reef? No.
1381. It is purely a sand-bar? Yes; 28 feet deep at least.
1382. As you have nothing but sand to deal with, you need only to provide a scour and Nature will do the rest? Yes. The contract for the stone is terminable by a month's notice by either side.

Walter Darwin Higgins, Inspector of Works, Bellinger Heads, sworn, and examined:—

1383. *Chairman.*] How long have you been here? Since 1893.
1384. *Mr. Roberts.*] Did you come here when these harbour works were commenced? A few months after they were commenced. I came here in June, 1893. W.D.Higgins.
30 May, 1898.
1385. Did not the works commence in 1890 or 1891? Not under contract.
1386. When you came here what work had been done, and what was going on? The southern training-wall was down about 1,200 or 1,300 feet from the wharf on the eastern side as a half-tide wall.
1387. The rest of the work that we see has been done under your supervision? Yes.
1388. Both below and above the wharf? Yes.
1389. How many feet have you to go with the northern training-wall to complete it? About 3,000 feet.
1390. How long do you think it will take to complete it? It is very hard to say. It depends so much upon the scour at the end of the wall. We have as much as 35 feet of water at the end of the southern training-wall at times, and a similar scour at the end of the northern training-wall will produce similar results.
1391. Will the next 2,000 feet be more difficult to construct than the part already made? The length to be made will probably be more expensive than the length already made, because of the greater depth of water.
1392. What depth of water was there on the bar when you came here? I hardly remember, but the steamer used to get in and out. 1893.

- W.D.Higgins. 1393. Was the "Rosedale" trading to the Bellinger in those days? Yes. When I came here, instead of the "Rosedale" being able to get up to the wharf, she had to lie about 1,600 or 2,000 feet down the
 30 May, 1898. wall, and the drogher used to load her there.
1394. Did she come in at high-water? Yes, always at high-water.
1395. And left again at high-water? Yes.
1396. Has she to wait for high-water now? I have known her to go out before it was high tide.
1397. That shows that the bar has improved? Yes. For a time it was very crooked. I have seen the leading marks for the bar placed on the southern spit. The northern spit extended right across the present entrance, and past the end of the southern training-wall. Between the end of the southern training-wall and the northern spit there were only 100 feet, so that when the steamer came down the inner side of the second training-wall she had to pass across the end of it, go south for some distance, and then, making a sharp turn, go out in a northerly direction. Now the leading marks are placed about 150 yards south of the pilot station.
1398. *Chairman.*] What does that show? That the effect of the southern training-wall has been to straighten the channel. As soon as we got the wall past the ballast heap referred to by Mr. Houison, the bar straightened.
1399. *Mr. Roberts.*] You feel satisfied that the effect of the southern training-wall has been to improve the bar in the way you have indicated? Yes; at the present time the bar is more to the north than it has been for a long while.
1400. What is your opinion of the stone that is used for these works? I think it has answered very well. It does very well for the inside work and hardens by exposure. Slime forms on it, and weeds and shells grow on it very quickly.
1401. Have you had much experience in works of this kind? Not exactly in connection with works of this kind, but I have had a great deal to do with harbour and marine surveying.
1402. Are you able to say if 3s. 9d. a ton is a satisfactory price to pay for stone? It seems to me a reasonable price. The quarry is a long distance from the work.
1403. Having been on the river now for four years, can you say whether any part of the proposed scheme might be dispensed with? The facing to the bank on the south arm is decidedly necessary.
1404. What sort of work is that to be? Small stone will do for that work.
1405. You think that that is necessary to prevent the erosion of the bank? Yes.
1406. The training-walls at the south-eastern end of the island are essential? Yes.
1407. Do you regard the southern inner training-wall as absolutely necessary? Yes; I do not see any objection to the design.
1408. You know of nothing that could be dispensed with for the sake of economy? No; not if the scheme is to be a success.
1409. How long have they been at work on the temporary sandbank? I think about three months. They had to fill in a break which occurred twice.
1410. How long ago is that? About two months ago.
1411. The work was then not so far advanced as it is now? No.
1412. Do you think that when completed that bank will prove effective? That bank was decidedly wanted. At the time it was commenced there was a probability of the bar breaking across the north spit, and it has had the effect of throwing the water of the Main Arm over towards the island, and down on to the southern training-wall.
1413. The temporary bank will be much less expensive than a stone wall? Yes.
1414. Do you regard it as a wise experiment? Yes.
1415. Do you think there is any danger of the ocean breaking through the northern sand-spit? I do not, because what is taken away in one gale is made up by another. Of course, that spit is very narrow.
1416. *Chairman.*] The entrance to the Bellinger is merely a channel through a sandbank? Yes.
1417. There is no rocky headland on either side? No.
1418. In the course of years the river may have flowed out anywhere from 500 yards south to 500 yards north of the present opening? That is quite possible.
1419. These works are designed to prevent an alteration of the entrance? Yes.
1420. And to keep the bar in its present position? Yes. I think that the northern sand-terrace will be considerably strengthened by the filling up behind the northern training-wall. The southern sand-spit has widened considerably since the southern wall has been made.
1421. There is a shallow patch in the channel about a third of the distance between the wharf and the outer end of the southern training-wall;—what is the reason for that? It is formed during the low tides we have had recently, and it will probably disappear with the first spring-tide.
1422. You have deep water at the wharf? We are down to the rock there.
1423. Is not the shallow patch to which I refer caused by the erosion of the sand-spit which comes down between the southern and the northern training-walls? There is a sort of gutter through the sand-spit you speak of, and the tide fetches a certain amount of sand down and deposits it upon meeting the water of the South Arm.
1424. Do you think that the sand will continue to be deposited when the northern wall has been completed? I do not.
1425. Have you known any of the ocean steamers to load outside the bar? No.
1426. How long is it since the vessels had to load away from the wharf? I think that was in 1893 or 1894.
1427. What vessel came here then? The "Rosedale."
1428. What depth of water had you at the wharf then? There was a spit below the wharf which has now disappeared.
1429. And since then the steamer has been able to load at the wharf? Yes, always.

Robert Stuart McDougall, sworn, and further examined:—

- R. S. McDougall. 1430. *Chairman.*] Is there anything you would like to add to your previous evidence? With respect to
 30 May, 1898. the improvement of the trade of the river, I can speak from experience. That improvement has been very great since the harbour works were commenced. These works were agitated for for a number of years, and before they were commenced we were in a very bad state. At the time the channel went due south
 to

to the grassy headland which is generally known as Hungry Head, about a mile and a half from the wharf. The "William Hestitt" was wrecked there about 1870. From there it came back until it broke out a little to the north of the present wharf. There was no reliance to be placed on it at all.

R. S.
McDougall.

1431. To-day there are heaps of ballast lying on the sand to the south of the southern training-wall, showing the route previously taken by sailing vessels? Yes; and the steamer "Manly," which used to come there, took the same route.

30 May, 1898.

1432. You have seen the channel gradually work north to its present position? Yes; and I have seen it still further north.

1433. It has remained stationary for some years now? Yes, pretty well. A number of people came here with their little savings, and selected land, but one-fourth of them are gone now, and the Banks and other people have got that land. They spent everything; but they could not maintain their wives and families in the district, because of the high freight which was charged in consequence of the bad state of the bar. Since the harbour works have been commenced, however, people have taken heart again, and have gone into various industries. At one time we had to pay 3s. 6d. a bag to send maize away, and we still complain that the rate is higher than that charged on any other part of the coast. The rate charged on the Richmond, which is nearly twice the distance from Sydney, is only 1s. a bag, while we have to pay 1s. 6d. a bag. Then, too, although the steamer communication is better than it used to be, we still have cause for complaint there. There is nothing to prevent the steamer coming regularly if the company choose to send it; but they send it to other places, and neglect us. I should like to see the river dredged, so that ocean boats might go up to Fernmount. That would bring about a reduction of rates, and people would be able to make a living more easily. At the present time the extra 6d. per bag which we are charged on our maize is a heavy item. To my sons it makes a difference of about £30. If the ocean boats could go to Fernmount, they would save that amount.

1434. If the proposed works were carried out, and you were given a reliable port, would not that greatly relieve the district? Yes, because then the company could have no excuse for neglecting it.

1435. *Mr. Clarke.*] And you would have competition? Yes. At the present time they go out at night as often as in the daytime.

1436. What you want is a reliable means of communication with proper markets? Yes.

1437. If these works give you that, you will be satisfied? Yes; if the works are carried out as designed, we should have one of the best bars on the coast.

Andrew Black, hotel-keeper, Fernmount, sworn, and further examined:—

1438. *Chairman.*] Have you anything to add to your former evidence? I wish to say that before anything was done here we had a good bar; but it was continually altering. It would be good, and then it would become bad, and it would be three months before we could get in or out. It is everything to the steamers to have a straight channel. I have known it to happen that there has been 30 feet of water here for a fortnight. Then the river would break out in two places, and for three months we would have no entrance at all. It is of immense advantage to keep the channel straight.

A. Black.

30 May, 1898.

Alfred Edwin Ellis, saw-mill proprietor and storekeeper, Bellinger Heads, sworn, and examined:—

1439. *Mr. Clarke.*] How long have you been a resident of the Bellinger? For four months.

1440. You have had previous experience of the river, as well as of other parts of the coast? Yes.

A. E. Ellis.

1441. Have you known vessels to find it difficult to get into and out of the Bellinger? Yes.

30 May, 1898.

1442. What has been the effect of the harbour works already carried out? They have been very beneficial.

1443. Do you think the proposed extension will further improve the entrance? I think so. My opinion differs a little from what I have heard as to the effect of a wide entrance. I have had a good deal of mining experience; and in connection with the diversion of channels for sluicing purposes, and so on, I have often found that where you had only a certain amount of water from a natural entrance the best way was to assist it. Here you expect to have an opening 500 feet wide; but the natural entrance seems to me to be about 200 feet wide; and in my opinion in trying to make it 500 feet wide you will get a sandspit right down the middle of the channel, and thus divide the water. Of course the engineers say that a greater scour will be provided.

1444. Your contention is that the channel should only be 200 feet wide? Well, very much less than 500 feet. The more you confine it the better, in my opinion.

1445. What is your opinion in regard to the rest of the scheme? I do not see the necessity for the centre wall. From what I can see, the water will stick to the stone walls. There is always a scour in front of a wall and a deep channel alongside it. In my opinion, the termination of the centre wall is not near enough to the bar.

1446. Do you think the scheme will do good? Yes; I am of Mr. Houson's opinion that the southern training-wall should be extended out 200 feet instead of 60 feet. When I came here, four months ago, there was deep water right up the channel to the end of the wall, but the last gale brought the sand right across the front of the wall.

1447. Do you think there is any danger of the sea breaking through the terrace on the north side of the entrance? I do not think so. I think that the breach will fill up again after north-east winds. During the last gale the sea encroached a little, but the next gale may fill the place up again.

1448. You are chiefly engaged in the timber trade? Yes.

1449. You have a large saw-mill on the South Arm? Yes.

1450. I suppose there is enough timber here to enable you to go on working for several years? Yes.

1451. The better the bar the cheaper the rates will be? Yes; we have had high rates to contend against hitherto. At Nambucca, since the last gale, they have raised the rates 3d. per 100 feet.

1452. I suppose the timber trade is likely to be a permanent industry here? Its present prospects are better than we have had for a long time.

1453. You are also engaged in storekeeping? Yes.

1454. Can you give the Committee any information as to the value of the imports of the Bellinger? No, I cannot. I have not been here long enough to form any idea.

1455. Your trade is increasing? My trade is increasing.

- A. E. Ellis. 1456. And the same remark would probably apply to the business of other people on the river? Yes. I expect to do a good business here. I expect to have at least five sailing vessels trading here. During the last fortnight I sent away about 100,000 feet of timber in two vessels.
- 30 May, 1898. 1457. Do you send timber anywhere besides Sydney? No; it all goes to Sydney. If we could ship direct from here to the Islands, to Townsville, and other places we could do a good business. If vessels drawing 9 or 10 feet could come here we could do a very large and profitable export trade with hardwood, but now, when we wish to send to Townsville, Noumea, and places like that, we have to send first to Sydney and trans-ship. We have been paying 3s. up to recently and now we have to pay 2s. 9d. together with the charge from Sydney.
1458. That is a great drawback to the trade? Yes.
1459. It is supposed that when the entrance is improved, vessels drawing 10 feet of water would be able to come here without much difficulty? I think that would happen if the wall is taken further out. I do not think the bar will improve if the wall is only carried out 60 feet.
1460. There are large jetties at Coff's Harbour and Woolgoolga, and I believe the rates from there are higher than from here? I do not think that that is so. I think that the rates there have been increased by 3d. The insurance companies will not take any responsibility for sailing vessels going there. They could get the same rates as we have if they could get sailing vessels to go there, but the insurance companies will not take the risk and consequently the few steamers which trade there have a monopoly.
1461. What do you think of the proposal to construct a railway from Raleigh to Coff's Harbour? I do not think I shall live to see that railway made.
1462. Would it be of any value to the people here at the Heads or to the people up the river? I do not think so.
1463. You think that such a railway would be an expensive undertaking and would not give much benefit to the people? It would give no benefit to the people. This year and succeeding years will show an increase in the trade of the Bellinger. Our output will be quite as large as that of any other mill on the coast.
1464. You think that dairying is likely to make rapid strides here? I think so.
1465. Will it be profitable? I think that in a few years time this will be a splendid district. We are handicapped now because we are paying 1s. 6d. a bag for maize, whereas on the Clarence they are paying only 9d. a bag, and on the Macleay, only 1s. per bag.
1466. Has the value of land here improved very much? I know that it has improved in the township of Urunga. When I came here you could buy the allotments at the upset price; but with the expectation of a saw-mill going up some of them realised 400 and 500 per cent. more.
1467. The same remark would not apply to farming land? No.
1468. Is labour plentiful here or are the people well employed? I think that they are. I think that the people on this river are as well off as those of any community I have been into.
1469. I heard this morning that it was difficult to get labour here? Well, I called tenders for the building of a house, and I did not get one. It is almost as a compliment that a tradesman does work for you. I am thinking of sending to Sydney for tenders.
1470. *Mr. Roberts.*] How does the timber in the Bellinger district compare with that obtainable on the other North Coast rivers? So far, I cannot speak very well of it, but they tell me that what I am getting is coming from places too near the coast, and I have been promised the use of the dredge for the improvement of the South Arm. There is a lot of timber up there which I think is equal to anything I have seen on the coast. I think that the Department made a mistake in constructing a temporary bank of sand instead of stone. When the South Arm is dredged I believe I shall be able to get timber equal to any on the coast.
1471. Have you carried on business as a sawmill proprietor on any of the other rivers? I have been at Camden Haven for nine years.
1472. How does that timber compare with the Bellinger timber? In my opinion, it is very much superior.
1473. Are there many saw-mills there? Five.
1474. Is the timber rapidly being got rid of? There was more timber coming in, and timber of a better quality, when I left last Christmas, than there was eight years ago.
1475. Have the people to go out much further for it now? No; they do not appear to be going further out, but they are using block and tackle, and are getting timber from rougher places. At one time they used only to get the timber from the main spurs, leaving the trees growing in the slopes. Now, they are getting that timber with block and tackle, and it is better than the other.
1476. How many miles are they drawing the timber? I do not think the logs come more than 6 miles, as a rule. Occasionally logs come 8 or 9 miles, but that is when they have been got alongside the main road.
1477. How far are you drawing timber on the Bellinger? I do not think more than 3 miles.
1478. Is there any quantity of it? I think so.
1479. Do you buy the timber delivered at the mill? Yes; or on the river, as the case may be.
1480. I suppose there is a market price for it delivered at the mill? Yes, or delivered at the wharf.
1481. Do prices vary much? No; two years ago it was not 1s. per 100 feet. Now, we are giving 2s., and at the Nambucca mill we are giving 2s. 6d. The price we pay depends a good deal on the quality of the timber and upon what we get for it.
1482. I suppose that teamsters ought to know if you want any timber and ascertain what price they will get? Yes.
1483. What is the annual export of sawn timber from the Bellinger? I do not suppose it is more than 500,000 feet, but I expect it to increase to 4,000,000 feet.
1484. How much would the mill at Raleigh cut? If he does not cut any faster in the future than he has cut up to the present time 500,000 feet will be a good output for him.
1485. How many hands do you employ? Seventeen at the mill.
1486. Do you anticipate that the mill will be kept going all the year round? I think that it will. Of course, including the log-haulers and their families, the mill gives work to a good many.
1487. Do you send much log-timber away? No; we do not encourage that trade.
1488. Do you send away telegraph poles? Yes, I sent some away recently. We go into any kind of business.
1489. The timber industry is in a prosperous condition at the present time? Yes. We are getting ready another bench to-day, and we shall be using five vessels soon, and now we are running three. To-morrow we put on five more hands, and then we shall cut-up one-third more timber. 1490.

1490. Will all these vessels be able to come up to your wharf? If a little dredging is done on the river. At the present time they cannot load fully. A. E. Ellis.
30 May, 1898.
1491. What do they draw? One draws 8 feet, and there is only 7 feet 6 inches at high water.
1492. Then they have to come in and out at high tide? Yes, and when the sea is smooth.
1493. *Chairman.*] There has been a great demand for hardwood timber during the last few years? Yes.
1494. For many years the timber industry was in a most unsatisfactory state? Two years ago it was in a most unsatisfactory state.
1495. You have only been here about four months? Yes; but I have had a mill on the Nambucca for some years.
1496. If it had not been proposed to improve the entrance to the Bellinger, would you have established a mill here? No. If the entrance had been improved earlier there would have been saw-mills here years ago. Mr. Frank Guy came here years ago to start a mill, but the bar frightened him. I came here eight years ago.
1497. The timber trade must eventually come to an end;—do you think that the land in this district will support a considerable number of settlers? The settlement of this district has not commenced yet.
1498. Is there land available? Yes.
1499. Is there plenty of it? Yes.
1500. In a district like this, does it not usually happen that the timber-getters, having made a little money, settled down in the place? Yes.
1501. The timber industry leads to the settlement of the district, just as the mining industry does? Yes: The Government has sold thousands of acres of land at Camden Haven which are not good enough to support the people who have bought it, and when once the timber industry is finished they must go. Three years ago it was said that there was no more timber at Box Creek. Since then there have been ten or twelve teams continuously engaged in hauling it, and the forest is not done yet.
1502. You think that here there is plenty of good land available for settlement? Yes; in a few years' time the log-haulers will take up selections, and make homes for themselves here. Of course, hitherto, they have had no encouragement to do that. For farming you must stick to the agricultural land upon the river bank.
1503. Are you of opinion that there is plenty of new land to be brought under cultivation? There is not land for maize-growing, but there is land for dairying.
1504. Do you think the Bellinger River is thoroughly settled? No; it is not half settled.
1505. Is it capable of carrying three times as many people as are here now? Quite. The land at present in occupation would carry three times as many people as there are upon it, while there are thousands of acres of good land which has not been improved.
1506. You are satisfied as to the future of the district? Yes.
1507. Do you think that the prospects of the district warrant the Government in going into the expenditure necessary to make a good and reliable entrance? Yes.
1508. Whatever immediate benefit the work would be to people here now, it would be of greater benefit to more people in the future? Yes.
1509. Is there any better way of serving the district? I do not think so.
1510. Would the North Coast railway be of use to you? I do not think the people here would avail themselves of it.
1511. Could the railway compete against the steamers? No. Of course, passengers likely to be sea-sick would be glad to use the railway; but traffic would not be carried by train. Farmers could not afford to send their maize that way. Now, too, they can keep their cream for a fortnight, so that it does not make any difference to them if the steamer is bar-bound for a short time.

Thomas Key Ratcliffe, pilot and telephone master, Bellinger River, sworn, and examined:—

1512. *Chairman.*] How long have you held your present position? Six years from August next.

1513. Can you give us any information in regard to the trade of the port? The following statement shows the exports and imports of the Bellinger, and the number of arrivals and departures for the years 1892 to 1897:— T. K. Ratcliffe.
30 May, 1898.

Exports, Bellinger River, as per Ship Manifest.

1892. (January to December.)				1893. (January to December.)			
Exports—				Exports—			
Maize ...	...	...	27,909 bags.	Maize ...	...	...	18,345 bags.
Pigs ...	...	...	2,410	Pigs ...	...	...	1,778
Eggs ...	...	...	285 cases.	Poultry ...	...	...	135 coops.
Poultry ...	...	...	185 coops.	Eggs ...	...	...	241 cases.
Hides ...	...	...	852	Hides ...	...	...	285
Oysters ...	...	...	256 bags.	Oysters ...	...	...	160 bags.
Timber, Hardwood—				Butter ...			
Sawn ...	...	...	624,000 feet.	Sugar ...	...	...	104 kegs.
Logs ...	...	...	185,000 "	Sugar-cane ...	...	...	80 bags.
Cedar ...	...	...	266,000 "	Hardwood Timber—			
Rosewood ...	...	...	10,000 "	Sawn ...	...	...	468,900 feet.
Beech ...	...	...	10,857 "	Logs ...	...	...	...
Shingles ...	...	...	4,000	Cedar ...	...	...	94,000 feet.
Spokes ...	...	...	5,800	Spokes ...	...	...	13,880
Sleepers ...	...	...	1,080	Staves... ..	...	...	15,860
Bark ...	...	...	753 bags.	Bark ...	...	...	34 bags.
Imports—				Imports—			
General cargo ...	...	...	1,556 tons.	General cargo ...	...	...	1,365 tons.
Coal ...	...	...	500 "	Coal ...	...	...	215 "
Vessels—				Vessels—			
Arrivals ...	...	...	107	Arrivals ...	...	...	67
Departures ...	...	...	109	Departures ...	...	...	68

T. K. Ratcliffe.		1894.		1896.		
30 May, 1898.		(January to December.)		(January to December.)		
Exports—				Exports—		
Maize...	27,847 bags.	Maize...	...	27,112 bags.
Pigs	1,399	Pigs ...	...	1,006
Poultry	158 coops.	Poultry ...	...	238 coops.
Eggs	302 cases.	Eggs ...	...	342 cases.
Hides	546	Hides ...	...	841
Oysters	186 bags.	Butter ...	...	177 kegs.
Butter	178 kegs.	Oysters ...	...	249 bags.
Sugar	264 bags.	Sugar ...	...	137 mats.
Potatoes	3 "	Potatoes ...	...	62 bags.
				Fruit ...	...	81 cases.
				Cream...	...	20 cans.
Hardwood Timber—				Hardwood Timber—		
Sawn	365,500 feet.	Sawn ...	...	452,718 feet.
Logs	198,000 "	Logs ...	...	63,000 "
Cedar—				Cedar—		
Sawn	161,700 feet.	Sawn ...	...	137,065 "
Logs	6,350 "	Logs ...	...	57,000 "
Spokes	17,600	Beech logs ...	...	21,000 "
Staves...	2,400	Spokes ...	...	1,000
Bark	30 bags.	Staves...	...	1,000
Beech logs	15,000 feet.	Tallow ...	...	7 casks.
Antimony	350 tons.	Skins ...	...	3 bales.
Sundries	200 packages.	Bark ...	...	30 bags.
				Bones...	...	15 "
				Hardwood piles	...	33
Imports—				Imports—		
General cargo	1,430 tons.	General cargo ...	...	13,060 tons.
Coal	500 "	Coal ...	...	300 "
Vessels—				Vessels—		
Arrivals	71	Arrivals ...	...	94
Departures	72	Departures ...	...	95
		1895.		1897.		
		(January to December.)		(January to December.)		
Export—				Exports—		
Maize...	32,750 bags.	Maize...	...	51,518 bags.
Pigs	1,207	Pigs ...	...	1,603
Poultry	213 coops.	Poultry ...	...	432 coops.
Eggs	375 cases.	Eggs ...	...	663 cases.
Hides	589	Hides ...	...	909
Oysters	119 bags.	Butter ...	...	188 cases.
Butter	58 kegs.	Oysters ...	...	185 bags.
Sugar	45 bags.	Sugar ...	...	198 mats.
				Bones...	...	123 bags.
Hardwood Timber—				Cream...		309 cans.
Logs	257,000 feet.	Fruit ...	...	249 cases.
Sawn ...	...	...	518,500 "	Hardwood Timber—		
Cedar	84,000 "	Sawn ...	...	515,314 feet.
Spokes	11,800	Logs ...	...	72,000 "
Staves...	...	...	1,000	Cedar—		
Bark	20 bags.	Sawn ...	...	59,274 "
Sundries	779 packages.	Logs ...	...	28,500 "
				Spokes ...	...	2,000
				Bark ...	...	100 bags.
				Sundries ...	...	342 packages.
Imports—				Imports—		
General cargo	1,470 tons.	General cargo ...	...	1,520 tons
Coal	320 "	Coal ...	...	370 "
Vessels—				Vessels—		
Arrivals	78	Arrivals ...	...	93
Departures	77	Departures ...	...	92

NOTE.—Import tonnage is only approximately correct.

1514. How have you obtained that information? It has been compiled from the ships' manifests. The imports are only approximate.

1515. In 1897, 51,500 bags of maize were sent away? Last year, including what went to Coff's Harbour, I should say that there were 54,000 bags of maize grown in the district.

1516. There is a general opinion throughout the Bellinger district that since the harbour works were commenced the people have had more confidence, and there has been more progress;—have you noticed that? I have had reasons to notice it. Before the harbour works commenced the farmers were leaving their farms to go to other districts. Since the works were commenced, they have been coming back to the farms they left.

1517. Is the bar getting worse, or is it improved? It is improving. I think, however, that the southern training-wall should be taken out another 200 or 300 feet, so that we may get the full benefit of it.

1518.

1518. Do you attach any importance to the statement that there is a danger of the ocean breaking through the terrace to the north of the entrance? I do not think there is any reason to fear that the ocean will break through anywhere there. I have not seen any signs of it. I was trading here for many years before I became pilot. T. K.
Ratcliffe.
30 May, 1898.
1519. The bar was always shifting before the harbour works were commenced? . Yes.
1520. I suppose it is undoubted that the southern training-wall has had the effect of straightening the bar? There can be no doubt of that. Before the wall was finished the steamers had to lie on the tail of either the southern or the northern spit. Sometimes, when she came in and had taken half her cargo, we were two days getting her out again.
1521. Not only has the wall straightened the bar, but it has also kept it in position? Yes. In bad weather, when I have been unable to take soundings, vessels can come in with safety; whereas, before the wall was made, one could never say how much the bar had shifted.
1522. Prior to the construction of the training-wall the bar used to vary in position from $\frac{1}{2}$ a mile south to $\frac{1}{2}$ a mile north of the present entrance? Yes.
1523. Have there been any wrecks on the bar since the harbour works were started? Yes; two vessels have been wrecked, but at that time the wall was not sufficiently far down to create a scour. The channel then went round the ballast heaps shown on the map, but it has not gone south since the wall was completed.
1524. Is there a desire to send sailing vessels here? Before the wall was commenced it was difficult to get sailing vessels to come here, but now they jump at the chance if they can get a cargo.
1525. Had the "Maitland" gale any effect upon the channel? No; except that the South Spit came up a little.
1526. Did it interfere with navigation at all? The sea interfered with navigation for a day or two, but the bar was not made worse.
1527. Was there any part of the wall destroyed? No; you could not see if the sea had affected it.

[One plan.]

1898.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDIX, AND PLAN,

RELATING TO THE PROPOSED

HARBOUR WORKS AT HASTINGS RIVER.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

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GENERAL INDEX.

Report by the Committee.
 Minutes of Evidence taken by the Committee.
 Appendix to Evidence taken by the Committee.
 Plan.

LIST OF WITNESSES.

	PAGE.
Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works	1-3
Francis Clarke, Esq., M.P.	4-8
Charles Edward Rennie, Chief Draftsman, Department of Lands	8
Harold Kinglaud, master of the schooner "Empress of India"	8-11
Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works	11-15, 55-57
William John MacDonnell, J.P., accountant	16-21
Louis Paulson, master of the steamer "Rosedale"	21-22
William Henry John Slee, Chief Inspector of Mines, Department of Mines	22-28
Alderman Francis Buckle, steam-tug proprietor	28-30
John Lowry Ruthven, civil engineer	30-35
George Charles Yeo, draftsman, Stock Branch, Department of Mines	35-36
Reginald McRae Mitchell, clerk, Government Statistician's Office, Chief Secretary's Department	36
John See, Esq., M.P.	37-41
Walter Shellshear, Divisional Engineer, Department of Railways	41-46
Duncan Bain, farmer, Wauchope	46
John Baird, pilot, Port Macquarie	46-49
Daniel Callaghan, master mariner, Port Macquarie	49-50
William Andrew Spence, Mayor of Port Macquarie	50-51
Nathaniel Netterfield, sergeant of police, Port Macquarie	51-52
Robert Davidson, journalist, Port Macquarie	52-54
John Hibbard, saw-mill proprietor, Port Macquarie	54-55
Arthur Percival Hall, district manager, Australian Dairying Company, Port Macquarie	55

APPENDIX.

To evidence of F. Clarke, Esq., M.P.,—Municipal district of the Hastings—Statistical information A

PLAN.

Hastings River entrance.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

HARBOUR WORKS AT HASTINGS RIVER.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing Harbour Works at Hastings River," have, after due inquiry, resolved that it is not immediately expedient that all the proposed works, as referred to the Committee, should be carried out; but they recommend that the southern training-wall now in course of construction be completed; and, in accordance with the provision of sub-section (IV) of clause 13 of the Public Works Act, report their resolution to the Legislative Assembly:—

THE HASTINGS RIVER (OFFICIAL STATEMENT).

1. The River Hastings, situated about 172 miles north of Sydney, flows through agricultural and pastoral country, and has a watershed covering an area of 1,390 square miles. At about $6\frac{1}{2}$ miles from the entrance the river bifurcates, the main stream running generally south-westerly and the Maria or Wilson River north-westerly, these arms being navigable, for vessels drawing 6 feet, 19 miles (to Morton's Creek) and 23 miles (to Ballengara) from the entrance, respectively. The total length of the main river from its source to the sea is about 110 miles.

A perusal of the official papers, the Committee are informed, shows that in February, 1895, the attention of the Department of Public Works was drawn to the necessity for improving the river entrance. It was represented that the progress of the district had been for many years retarded through being dependent on a most uncertain and tedious means of transit to the metropolitan markets, and that, until a railway were provided, it was necessary that the obstructions to navigation should be removed, better and more fully-equipped boats employed, and freights reduced as low as possible. It was also pointed out that the entrance to the Hastings possessed a natural advantage over many of the coastal rivers from the fact that it was sheltered by a high headland on the south, and that, consequently, a moderate outlay on the construction of training-walls would not only remove the dangers attending the small steamers trading to the river, but would render navigation practicable for vessels of much larger draught. It was further stated that, owing to the close proximity of stone to the site, the cost of the walls should not be great.

The matter was referred to the Engineer-in-Chief, and he, in dealing with it, considered it expedient that a comprehensive scheme should be designed, but only such portions carried out as the present trade requirements of the port justified. The estimated cost of the complete scheme was £163,000, and at the time the design and estimate

estimate were prepared it was stated that a considerable improvement to the entrance would be effected by the construction of western and southern training-walls. An expenditure of £11,000 was recommended for commencing the work, but the matter was allowed to stand over, and it was not until July, 1896, that Ministerial approval was given to the sum of £11,000 being placed on the Loan Estimates, and a tender was accepted for stone for a portion of the southern wall, the amount of the tender being £7,333.

DESCRIPTION OF THE SCHEME.

2. The complete scheme for the improvement of the river consists of breakwaters 650 feet apart at the sides of the river entrance, and low walls extending up stream for confining and guiding the river waters, so as to create a scour which should deepen the river inside, and, by removing the bar, provide a permanently deep channel at the entrance. The walls consist of southern, eastern, and western training-walls, an opening being left between the southern wall and the end of the western wall to permit of vessels proceeding to and from the town wharf. Up to the present, according to the Departmental statement, 385 feet of the southern wall has been constructed, at a cost of £900, and of the remainder of the scheme the portions now recommended are the completion of the southern wall to the extent of 2,315 feet, and the construction of the western wall (8,200 feet), and of 3,000 feet, or northern portion, of the eastern wall, the estimated cost of which additional work is £39,169, but, with the amount of the contract already let, £46,500.

DETAILS OF COST ESTIMATE.

3. The details of the estimated cost of the works it is proposed at present to carry out are:—Southern training-wall, £13,915; western training-wall, £20,437 10s.; eastern training-wall (northern portion), £9,862 10s.; to which must be added £2,285 for supervision at 5 per cent.—or, in all, £46,500.

The complete scheme includes, in addition to the items just stated, the following:—Southern breakwater, 1,600 feet long, £26,347 10s.; extension of the eastern training-wall, 3,300 feet, £10,856 5s.; northern breakwater, 4,000 feet, £73,025; or, with 5 per cent. added for supervision, a total of £115,600.

OBSTRUCTIONS TO NAVIGATION.

4. The bar at the entrance to the Hastings is stated to be generally navigable by the class of vessels trading to Port Macquarie, but with bad weather its extent alters considerably, and while there has been as much as 13 feet of water upon it, there has been at other times as little as 5 feet. The steamer "Rosedale," which does most of the trade of the port, draws when loaded 7 ft. 6 in. Inside the entrance, and between the north sandspit and the site of the proposed western training-wall, are two patches of sand with a narrow channel between them known locally as "the crossing," where there is generally about 9 feet of water. Except in one case, the Committee are informed, there has not been for some years past an instance of a vessel meeting with any serious obstruction when passing this "crossing." Extending some distance up the river, are sand patches upon which it was proposed to construct the western training-wall; and opposite these, on the eastern side of the river and extending to the entrance, is another sandspit, partly covered with trees, which is the site of the proposed eastern training-wall. Up the river, beyond the sites of the training-walls, there are accumulations and obstructions which prevent the easy navigation of the river by vessels of any considerable draught. Most of the produce brought down stream is carried by droghers to the North Coast Steam Navigation Company's steamer, which goes no further than the Port Macquarie wharf. Other than these droghers, the only vessels that proceed any distance up the river are ketches and small schooners engaged in the timber trade.

TRADE OF THE DISTRICT.

5. The principal products of the district, of which the river is the outlet, are maize, timber, and live stock. Dairying has recently been commenced, and is making satisfactory progress. Maize has been the chief crop of the farmers as a whole for the past twenty-five or thirty years, and the export at the present time amounts to

35,000

35,000 bags a year. Other exports, according to statistics placed before the Committee, are for the year :—3,500 pigs, 1,300 cases of eggs, 500 coops of poultry, 1,600 hides, 1,500 boxes of butter, 1,000 gallons of wine, 200 bundles of marsupial skins, and a large quantity of sheepskins, bones, horns, and other sundries. The imports are stated to be about 2,500 tons. Timber—principally hardwood—is exported in large quantities, some of it dressed and some in the rough. Plenty of timber is available, the Committee are informed, and the timber forests are among the finest in the Colony. With regard to the dairying industry, the manager of the Australian Dairying Company's factories on the river states that there is every probability of the industry extending.

Much of the land on the river flats is suitable for agriculture, but the residue is at best fit for grazing purposes only. Where cultivation is possible it has not been carried on as fully as the capacity of the land justifies, and the district, it is asserted, is capable of sustaining double its present population.

Gold and tin mining has been carried on to some extent in the creeks among the ranges at the head of the river, and it is the opinion of the Chief Inspector of Mines, as given in evidence, that, in addition to these metals, there is a probability of copper, lead, and cobalt being discovered in payable quantities.

RECOMMENDATION BY THE COMMITTEE.

6. The evidence taken at Port Macquarie, and the investigation made by the Committee, show that the real difficulty with regard to the river at present is the bar. The "crossing," situated some distance inside the bar, has apparently been no serious difficulty to vessels for several years past. The vessels engaged in the trade of the port and the river have, with one exception, been able to pass over it without experiencing any serious obstruction. At present there may be said to be 9 feet of water on this "crossing" at high tide, and dredging carried on up the river will probably not, in several places, give a permanent depth greater than this; so that the further deepening of the water on the "crossing" would not of itself enable vessels to trade far up the river. The Committee are of opinion that if the southern training-wall be extended, in accordance with the Government design, to a point as shown on the plan somewhat north of the gaol, it should be sufficient to remove the bar into water deep enough to prevent any serious inconvenience being experienced by vessels entering the port.

Beyond the extension of this wall, the Committee are not prepared at present to recommend any work at the Hastings River. The effect of this wall upon the "crossing" and the bar, and also the force and effects of the sea upon the wall in heavy weather, should be carefully noted. It appears probable that as the wall progresses eastward, and reaches a more exposed position, larger stone will be required, and the wall will have to be raised. These matters, however, are details which may well be left to the Department.

The sand is forming behind the southern training-wall, and it appears probable will follow it right out to the end when the wall is completed.

The district generally may be regarded as one which can increase its present production to a certain extent and which is capable of sustaining a larger population than it possesses now, but at the same time the area of unutilized valuable land is, in comparison with what is to be found in other parts of the Colony, limited, and most of it is fit even after improvement for little more than grazing purposes. Though the improvements to the river entrance may lead to increased trade, unless circumstances alter greatly it seems unlikely that the increase will for some time be such as to justify a large expenditure of public money on harbour works.

RESOLUTION PASSED.

7. The resolution passed by the Committee is shown in the following extract from their Minutes of Proceedings :—

Mr. Black moved,—"That, in the opinion of the Committee, it is not immediately expedient that all the proposed Harbour Works at Hastings River, as referred to the Committee by the Legislative Assembly, be carried out; but they recommend that the southern training-wall, now in course of construction, be completed."

Mr. Fegan seconded the motion.

Mr. O'Connor moved,—“That the motion be amended, so that it shall read,—‘That, in the opinion of the Committee, it is expedient the proposed Harbour Works at Hastings River, to cost £16,500, as referred to the Committee by the Legislative Assembly, be carried out.’”

The amendment was seconded by Mr. C. J. Roberts, and negatived on the following division.—

Ayes, 2.
Mr. C. J. Roberts,
Mr. O'Connor.

Noes, 10.
Mr. Ewing,
Mr. Humphery,
Mr. Hoskins,
Mr. Trickett,
Mr. Clarke,
Mr. Lee,
Mr. Fegan,
Mr. Hassall,
Mr. Black,
Mr. Wright.

The original motion was then passed.

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 29 June, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT HASTINGS RIVER.

WEDNESDAY, 27 APRIL, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee proceeded to consider the expediency of constructing Harbour Works at Hastings River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and examined:—

1. *Chairman.*] You attend here to-day to express the Departmental opinion in regard to this proposal? C. W. Darley. Yes, in the absence of Mr. Hickson, the Under Secretary.

2. Will you read the statement which has been prepared by the Department? It is as follows:—

27 April, 1898.

HASTINGS RIVER.

THE entrance to the Hastings River is about 172 miles north from Sydney. The river flows through a rich agricultural and pastoral country, the total area of the watershed being about 1,390 square miles. At about 6½ miles from the entrance the river bifurcates, the main river running generally south-westerly and the Maria or Wilson River north-westerly, these arms being navigable for vessels drawing 6 feet 19 miles (to Morton's Creek) and 23 miles (to Ballengara) from the entrance, respectively, the total length of the main river from its source to the sea being about 110 miles.

A perusal of the official papers shows that in February, 1895, the attention of the Department was drawn to the necessity for improving the entrance to the river. It was represented that the progress of the district had been retarded for many years, through being dependent on a most uncertain and tedious means of transit to the metropolitan markets. To dispose of the surplus products of the Colony, greater and more modern facilities should be provided, and to do this without rail transit it was necessary that the obstructions to navigation should be removed, better and more fully equipped boats provided, and freights reduced as low as possible. It was also pointed out that the entrance to the Hastings possessed a natural advantage over many of the coastal rivers, in that it was sheltered by a high headland on the south, and consequently a moderate outlay only on the construction of training walls would not only remove the dangers attending the small steamers trading to the river, but would render navigation practicable for vessels of much larger draught; and owing also to the close proximity of stone to the site, the cost of the walls should not be great. It was therefore urged that works should be undertaken for the improvement of the entrance.

The matter was thereupon referred to the Engineer-in-Chief for report, as to "whether the expenditure of a comparatively small sum of money—say, £5,000—would have a beneficial effect, or whether only a complete and comprehensive scheme would be serviceable."

In dealing with the entrance it was considered expedient that a comprehensive scheme for improvements should be laid down, but only such portions carried out as the present trade requirements justified. A complete scheme was therefore prepared, the estimated cost being £163,000, but it was considered that the resources of the district did not justify the expenditure of so large a sum. It was pointed out, however, that a considerable improvement of the entrance would be effected by the construction of the western and southern training-walls. At present the waters within the entrance spread over a very large area, and the force of the current is consequently reduced. By constructing these two walls, the ebb and flood currents would be confined to one and a narrower channel, the scour increased, a greater depth maintained on the bar, and the first step taken to fix the entrance. In reply to the Minister's question as to whether the expenditure of £5,000 would have a beneficial effect, it was pointed out that this sum would construct a portion only of the southern training-wall, which would be of little use in improving the entrance, but it would be sufficient for present requirements if the whole of this wall were constructed. An expenditure of £11,000 was recommended by Mr. Darley for commencing the work, but the matter was allowed to stand over.

In November, 1895, the matter was again brought before the Department, in a numerously-signed petition, in which it was represented that the shipping, agricultural, and commercial interests had suffered, owing to the irregular communication caused by the uncertain state of the entrance, the progress of the district was retarded, and industries handicapped because of the inability to use larger vessels.

Again in July, 1896, further requests were made for the construction of improvement works. Although, during the long spell of dry-weather through which the district had passed, the entrance had maintained a fair depth of water and a fairly negotiable channel, it was pointed out that the class of boat used was very small and of light draught, and freights were very high. And, in addition to the agricultural and dairy produce of the river and its tributaries, the timber industry had been gradually assuming large dimensions. To successfully compete with more favoured localities it was necessary that facilities should be given in the way of improved navigation.

The Minister thereupon approved of a sum of £11,000 being submitted on the Loan Estimates for the construction of the first portion of the works. Tenders were invited, and that of Mr. G. P. Cook accepted for 40,000 tons of stone for portion of the southern wall, at a rate of 3s. 8d. per ton—£7,333 6s. 8d.

The scheme submitted for the consideration of the Committee consists of breakwaters 650 feet apart at the sides of the entrance and low walls extending upstream, for confining and guiding the river waters. The total length of breakwaters and walls in the complete scheme is about 22,800 feet, the estimated cost being £163,000. The work carried out up to 31st December, 1897, consists in the construction of 385 feet of the southern wall, the cost of which was £900. Of the remainder of the scheme, the portions now recommended are the completion of the southern training-wall (2,315 feet), and the construction of the western wall (3,200 feet long), and 3,000 feet of the eastern wall, the estimated cost being £46,500.

The effect of the walls now recommended in directing and confining the river currents, should be such as to ensure a permanent, navigable channel of sufficient depth for all shipping likely to use the port for very many years to come.

The amount voted for the works was £11,000, and the total expenditure to 31st December, 1897, £900, leaving a balance of £10,100.

3. Does that estimate of £46,500 include the cost of the work which is now in progress? It includes the contract of £7,333, less £900 for the work already done.

4. At the present time the steamer passes the end of the south breakwater, keeps south of the wreck of the "Ballina," which is shown on the plan, and following close to the southern training-wall, goes down to the Government wharf? Yes.

- C. W. Darley. 5. Is the repute of the bar good or bad? Sometimes it is a pretty good bar. Just now it threatens to be rather bad. As a rule it remains pretty steady. It has been rather bad twice in the last two years. The western part of the bar is just in a line with the wreck of the "Ballina." It does break out to beyond the breakwater in heavy weather.
- 27 April, 1898. 6. Is it regarded as a bad bar? It is the best of the small bars on the coast.
7. Are the people suffering any inconvenience? There is only one small steamer at present trading to the port; it is the "Rosedale." They are suffering to such an extent that they have to pay larger freights and have a very small boat for the service. I think the company has withdrawn the larger boats, as the risk of losing them was very great.
8. Speaking generally, do you regard the Hastings bar as a bad one? It is a dangerous bar. At times it is very fair indeed, but it gets bad at other times. In January last there was a depth of only 5 feet of water, and the deepest water was very close to the wreck of the "Ballina," so that it really became very dangerous. We had to do some blasting, and removed a portion of the wreck at the time. It deepened after that to 8 or 9 feet. According to the last report the water was only 6 ft. 9 in. deep. In September and October last there was a depth of 12 feet on the bar, but in June last it was down to 5 feet, and the shipping was practically blocked. One or two vessels inside were bar-bound and could not get out. It only lasted for about a month. On March 14 there was a depth of 8 feet, on June 7, 5 feet, on June 17, 5 ft. 9 in., and on June 29, 5 feet, so that the bad bar did not last very long. For the greater part of 1896 and for the first part of 1897 the bar remained in a very fair condition.
9. *Mr. Wright.*] Is it a worse bar than the Manning bar? It is better, because there is more natural shelter there than at the Manning. The pilot can get out of Port Macquarie in almost any weather. The pilot boat is kept outside the bar, and it is the only case where that is done. A sort of gorge between the mainland and a rock makes a natural little dock there, and in comparatively rough weather the pilot boat can get out. I have landed there in very rough weather when no steamer could take the bar. The pilot can always effect a landing there. It is always possible for a passenger to effect a landing there by the pilot boat.
10. *Chairman.*] Will you explain the theory of the scheme? The work I recommended the Minister to take in hand when the sum of £11,000 was voted was the southern training-wall. I saw it was necessary to direct the current, and lead it away from the foul ground. A great deal of current was lost on what I term the foul ground, that is immediately along the frontage to the town, and it was necessary to lead the current away from that so as to get deeper water. We let a contract for 40,000 tons of stone. We had to shape the contract to fit in with the amount voted as nearly as possible. Once you get above the flats there is very fair navigation for a good many miles, but there is no proper connection between the flood channel and the ebb channel. We have to cut a channel with a dredge to let the vessels pass from the flood channel into the ebb channel. We want to get both currents into the one channel. The western training-wall I propose to construct up to high-water mark from the north point down to the front of the town will effect this. I also propose to erect a small portion of the eastern wall to turn the ebb current.
11. *Mr. Black.*] Have you ever considered whether it would be a saving to cut through that neck of land shown on the plan? I do not think so. It would mean a heavy piece of dredging, and the erection of a training-wall on the other side.
12. *Chairman.*] Once a boat has arrived at Port Macquarie is the difficulty in going further up the river a serious one? The sand flats are generally very shallow.
13. Are they expensive to keep open? We have not spent very much on dredging the sand flats. The steamer does not attempt to go up the river; she simply runs into port and out again. We have not done much to open it. It is only sailing vessels that go up there as a rule.
14. Your work could be divided into two parts—the part which is necessary for the deepening of the bar, and the part which is necessary for the removal of the sand flats? Yes. I look upon the training-wall as a great help to the bar.
15. Will a vessel be able to approach the present wharf at Port Macquarie permanently after the construction of the western training-wall? It is rather doubtful. I do not think that channel will shoal up much, but if it does we can easily remove the wharf to the training-wall.
16. *Mr. Wright.*] Why was that gap left in the western training-wall? To allow the shipping to go to the public wharf, and to the wharfs at the saw-mills.
17. Do not you think that channel is likely to fill up? I do not think it will fill up.
18. *Mr. Roberts.*] Does not the ocean-going steamer stop at the foot of Horton-street? Yes.
19. She does not go any further up the river? No.
20. Is not that owing to the shallow state of the river? Yes.
21. Is there enough water to permit of a steamer like the "Rosedale" going up the river for any distance? At times there is; she could go up for about 9 or 10 miles.
22. Have you ever heard of that steamer going up that far? No. The produce is punted to the steamer at the wharf; but sailing vessels sometimes go up a little distance to the saw-mills.
23. What distance? They can go up the main river for about 19 miles, and they go up the Wilson River to Ballengara wharf, which is 23 miles from the entrance.
24. Do they go up the Maria river? I do not think so. We have no wharf up there.
25. *Mr. Black.*] How do you account for having that very deep water (35 feet, I think) beyond Pelican Island? To the fact of the narrow channel, turning sharp round there. You often find deep water at a sharp elbow.
26. *Chairman.*] Provided that your scheme furnished permanently deep water at the entrance to the Hastings River, is it then material that the vessels trading to the port should be able to go up the river? In the interests of the farmers and producers up the river I think it is, because the better the communication up the river, the cheaper the produce can be brought to market, and the greater the saving in handling the produce.
27. Suppose the Committee should be of the opinion that the proposed expenditure is not justifiable, but that it is possible to bring about some result with a less expenditure; what is your most important work on the whole? The southern training-wall.
28. Would not that work be resultful in itself? It would help to maintain the bar a great deal.
29. *Mr. Roberts.*] Has the wreck of the "Ballina" been removed yet? No. We blasted a portion away with powder, but there is a portion of the wreck there still.
30. How many attempts have been made to remove the vessel? I think we have been at it twice.
31. Has it not been an obstacle to the navigation for many years? Occasionally it is. Sometimes when the

the channel runs very close to the wreck it becomes a danger to navigation; at other times it is no trouble. C. W. Darley. It has been a menace to the safe navigation of the entrance to the river for some years.

32. Did the "Ballina" touch the bar when she was wrecked? It was the bar she struck on.

27 April, 1898.

33. *Chairman.*] You stated that the southern training-wall, in your opinion, is the most urgent work, and that the result of the northern training-wall will be beneficial to the bar? Yes.

34. The cost of the southern training-wall is how much? £13,915.

35. Of which sum £11,000 is voted? Yes. In round numbers £1,000 has been spent, so that £10,000 is available towards it.

36. What is your next most important work? The western training-wall, which is estimated to cost £20,437 10s.

37. What is the cost of the northern portion of the eastern training-wall? £9,862 10s. The cost of supervision, at 5 per cent., is £2,285. These four items make up the estimate of £46,500. The following statement shows both the estimated costs of the works now proposed and that of the whole scheme when completed:—

PROPOSED WORKS.			
Southern training-wall	£13,915	0	0
Western training-wall	20,437	10	0
Eastern training-wall, north end.....	9,862	10	0
	44,215	0	0
Supervision, &c., &c., 5 per cent. (say).....	2,285	0	0
		46,500	0 0
TO COMPLETE THE WHOLE SCHEME.			
South breakwater	26,347	10	0
Eastern wall extension	10,856	5	0
North breakwater	73,025	0	0
	110,228	15	0
Supervision, &c. (say)	5,371	5	0
		115,600	0 0
		162,100	0 0
Already spent		900	0 0
Total		£163,000	0 0

38. If the southern training-wall be carried out as you suggest, would the Hastings bar probably be generally satisfactory? I think the bar would certainly be improved. I think we would always carry good water along the wall.

39. Presuming that your command of money were limited, and that you had, say, another £13,000 to expend, how would you expend it;—would you go on with the work at all beyond the southern training-wall? No; I think I would commence with the western training-wall.

40. You would commence with the northern part of the western training-wall? Yes. You must carry it down. It will not do to commence in the centre and work down, because the water will come in behind you; you must bring the water down with you.

41. *Mr. Roberts.*] Do you know the longest period that a steamer has been bar-bound in Port Macquarie, unable to get to Sydney? I have no record of it. The last occasion on which vessels were bar-bound was in January last; some vessels were bar-bound there for a fortnight in that month.

42. I am speaking more particularly of the regular trading steamer? I have no record of it.

43. You are not aware, I suppose, that during last month a steamer was detained there for a great number of days, being unable to get out? I did not hear that. I know that the bar is getting into a bad state. According to the last report I have there are only 6 ft. 9 in. of water on the bar. In January there were only 5 feet of water on the bar, so that it was in a very dangerous state in that month. It deepened a little after that, but it has shoaled up since then.

44. The "Rosedale" would not be able to cross the bar with only 6 ft. 9 in. of water? Not safely.

45. *Mr. Humphery.*] What has been the cost of dredging the river up to the present time? About £12,500 has been spent in dredging the river. The dredge first went up the river in 1886.

46. On what portion of the river were the operations carried on? Mostly on the different flats up the two arms of the main river.

47. Is there a dredge on the river now? Yes, the dredge "Gamma."

48. Is she supposed to be there permanently, or does she only visit the river occasionally? She has been permanently there for some time now.

49. What does she cost a year? In round numbers about £1,000 a year.

50. Would it be necessary to continue dredging operations after the proposed improvements were carried out? At certain points the river would have to be dredged. I do not think it would be permanent because many of the flats we have cut through have remained good ever since. Any work done at the entrance now would, I think, be permanent work. We would have no more dredging to do after the walls were constructed. The inner crossing would be done away with.

51. Would it be necessary to continue dredging on the river? As you improve the entrance, and let a larger class of vessels come in, you have to keep on dredging to let those vessels go higher up the river. We have cut through a good many of the flats on the river. As a rule the water on the river is very good, but in some places there are shallows.

52. Is it proposed to improve in any way the Maria River? No; there has not been much work done on that river. I do not know that there is any occasion to spend much money there.

53. I suppose the only improvements that would be possible there would be by dredging? There is not much settlement there to warrant any expenditure.

54. *Chairman.*] Where are the materials being obtained from for the present work at Port Macquarie? The materials are obtained from a quarry on the mainland, to the south of the township, and the contractor has a tramway which runs across the bay and along the street to the breakwater.

55. Is there plenty of material to be got? There is very fair stone there.

56. Is it easily got? Yes. There is a good sized quarry there.

57. Is it cheaply obtained? Apparently so, because the contract is for 3s. 8d. a ton. That is not a high price at all.

58. Is that the only quarry available within your knowledge? There are quarries to be had up the river. Very likely the material for the western training-wall would be obtained up the river and brought down in punts.

59. *Mr. Hoskins.*] Does that contract price of 3s. 8d. a ton include the depositing of the stone on the works? Yes. The contractor had to find everything to bring the stone down to the work.

THURSDAY,

THURSDAY, 28 APRIL, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).	
The Hon. FREDERICK THOMAS HUMPHERY.	HENRY CLARKE, Esq.
The Hon. JAMES HOSKINS.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JOHN LIONEL FEGAN, Esq.
The Hon. WILLIAM JOSEPH TRICKEIT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.	

The Committee further considered the proposed Harbour Works at Hastings River.

Francis Clarke, Esq., M.P., sworn, and examined:—

- F. Clarke, Esq., M.P.
28 April, 1898.
60. *Chairman.*] You represent the Electoral District of The Hastings and Macleay in the Legislative Assembly? Yes.
61. *Mr. Lee.*] You have a personal knowledge of the country through which the Hastings flows? Yes.
62. You are well aware of the difficulties in connection with the bar at the entrance to the river? Yes.
63. Have you taken an active part in bringing before the Minister the requirements of Port Macquarie, and urging the expenditure of public money on improvement works? Yes; on the improvement of the entrance to the river.
64. Have you had an opportunity to see the design of the proposed works? I have seen the design before, but not on such a large scale map as the one on the easel.
65. Would you like to offer an opinion as to the suitability of the design? I think that if the work is carried out according to that design, or even if it is partly carried out, it will be an immense advantage to the navigation.
66. It is not proposed to put in the south breakwater at present? When I was up there a few weeks ago the termination of the south training-wall was pointed out to me, and I formed the opinion that it would not be sufficient. I think the south breakwater will have to be carried out sooner or later.
67. If it is constructed will it not necessitate the construction of a similar work on the north side? It may do so. I am rather inclined to think that the construction of the north breakwater may be postponed for a time.
68. The idea is to create a depth of water by keeping up a scour, and the point is, do you think it could be obtained by the construction, in the first instance, of the western training-wall and the southern training-wall? The construction of those two training-walls would contribute very largely to bring about a scour.
69. I suppose there can be little doubt, but that training-walls placed in that position would create a depth of water under them, and in the vicinity? Exactly.
70. But do you think that would have the effect of creating a sufficient scour on the bar to keep up the depth of water there? That, of course, is a debatable question. I would not care to express an opinion on that point.
71. Would it not be the reason why you suggest that the south breakwater should be constructed? Yes. The figures on the plan, I suppose, represent the depth of water at that part. I think it would be necessary to continue that breakwater to a greater depth of water than they propose to do.
72. In other words, if you train the water out to a certain distance you would be able to spill the sand at a point where it would cause no inconvenience? Exactly.
73. You are aware that all these works are determined by the effect upon the water as they progress, and if it should be found that the object is attained by the construction of the western and southern training-walls, would you urge that the south breakwater should be constructed? No.
74. If the proposed works do attain the ends they are supposed to attain, you would not urge that the south breakwater be constructed? I would leave the work as it is.
75. There are some difficult places inside the entrance and some distance up the river, are there not? Yes, I think the greatest difficulty is up here, on account of the great spread which the river takes: it is of immense width there. I think that a difficulty would be experienced up there in keeping a navigable channel. The ocean steamers lie at the wharf which is at the foot of Horton-street: they never go up beyond that point.
76. Getting up beyond that point, and keeping within the training-walls, are there any difficulties outside the influence of the work and above the work? No, there is nothing which prevents produce being brought down. Of course it has to be pretty well dredged as all the northern rivers have to be. The dredge has to be constantly employed there, but all the work is done by droghers of light draught. The ocean steamers never attempt to go up the river.
77. All the stuff is lightered down to the wharf at Horton-street? Yes.
78. Is there a desire on the part of the residents to have the channel made navigable, so as to allow the ocean-going steamers to go up the river for a considerable distance? I have never heard such a wish expressed; they seem to be perfectly satisfied if they can get the ocean steamer to go to the wharf at Port Macquarie.
79. If the entrance were made fairly good, so that in nearly all conditions vessels could go to that wharf, do you think that would fully meet the requirements? I think so, for many years at least.
80. The Committee will be very glad if you will give some idea of the prospects of the district generally, so as to show what justification there can be for the Government to construct improvement works of this kind? Up to this time the farmers of the district have been principally maize-growers; maize has been their chief production, but within the last year they have started the dairying industry, which I think in the near future will form a very great adjunct to the farming industry. The district is well suited for dairying purposes, and a lot of the land which has been used only for grazing, and has been producing but very little, will now be made more productive, and more beneficial in its occupation by the product of the dairy farm. To carry out dairy-farming successfully it is necessary that the steamers should be able to trade there frequently and regularly. Butter is a perishable product, and the sooner it is got to market the better. Under the system under which they have been carrying on the dairying industry it has been impossible to compete with other places which have better facilities for getting their butter in a marketable state to the metropolis. If the industry is to assume large proportions in the district it must have an opportunity

opportunity to get ready access to this large market either for consumption or for transshipment. Even if the butter industry were not started at all, the freight to the river has been kept up at a very high rate; although the distance from Sydney is shorter, the freight is higher to the Hastings than it is to the Macleay, and I think even to the Clarence River on account of the dangers of the navigation. On that point you will be able to get reliable information from the officers of the North Coast Company.

F. Clarke,
Esq., M.P.
28 April, 1898.

81. Do you know of any instance where the settlers have been put, not only to serious inconvenience, but to loss, through inability to get their maize to market? I cannot recall any particular instance just now where they have suffered actual loss, but I know that delays have occurred. Of course the dangerous state of the entrance will be realised from the fact that on that map the position of one wreck is shown. To my knowledge there is also the wreck of the "Richmond" near the southern headland, that is nearly opposite the Ballina Rock. The ketch "Candidate" within the last few years, to my knowledge, met with an accident there, and two or three men were drowned. Altogether, the port has a very bad reputation on account of its entrance. It is a very dangerous entrance to negotiate.

82. Does the town of Port Macquarie show any sign of progress? Lately it does, but you must understand that it has had a peculiar history. Port Macquarie at one time formed the outlet for all the New England district, and it was also the shipping place for the Macleay. In the early days the place assumed rather important proportions, and all the buildings put up were of a very permanent character. Then, after a few years, when other means of communication were established both from the Macleay and the New England district, the town seemed to go back very much; it became almost like a deserted place, but now it seems to be getting into a better condition. It seems to have taken a spurt. It is going along quietly. It is not one of those places which go ahead by leaps and bounds. It is not like a mining community, but it is steadily going ahead.

83. What are the resources which support the town? Maize-growing, the timber trade, dairying, and wine-growing. They go in a good deal there for wine culture. The soil is specially adapted for wine and fruit-growing. In the upper parts of the river the country is very suitable indeed for grazing.

84. Which is the chief settlement on the river? Port Macquarie.

85. What is the population of the town? The Municipality of Port Macquarie has a population of, I think, about 900 persons.

86. In what direction does the agricultural land lie from the town? Up the river and up the branches. Agriculture is carried on, I suppose, for 40 miles above Port Macquarie—up to where the Forbes River branches off.

87. That is on the river banks? Yes.

88. That country, I presume, has reached its maximum development? Yes. As far as agriculture is concerned, I think it has pretty well done all it can do. As far as the raising of fruit is concerned, I think it has a good future ahead. The timber industry is a very large and important one. It is all hardwood timber. It will be difficult to get reliable statistics on this subject unless from the local mill-owners.

89. You consider, I presume, that these improvements to the entrance to the river will give relief to existing settlers through the medium of better communication and cheaper freights, and that under these improved conditions it will be possible to carry on industries which it is not possible to do now? Yes; it would not otherwise be possible to carry on the dairying industry with any certainty of success.

90. Do you think the district is of sufficient importance to warrant this expenditure? Undoubtedly, I think so.

91. Do you think it can be as well served by any other means? I am sure it cannot. The best means we can have for an outlet is by improving the bar entrance.

92. It may cost a large sum to carry out the works, but the question we have to consider is, will these works when carried out be of a permanent character, and confer a permanent benefit? As to the permanency of the works, I could not give an opinion; but, taking it for granted that they would be permanent, I certainly think that the outlay on their construction would be warranted. I do not think it would be necessary for many years, at least, to spend the sum of £163,000 which the whole scheme is estimated to cost.

93. You think that the portion of the scheme it is proposed to carry out at a cost of £46,500 will be sufficient, and that it will be effective? The officers would have to be guided by the action of the water as the construction of the works progressed. I am inclined to think that the carrying out of that portion would be ample for many years to come. I am of opinion that experience will show that the south breakwater will have to be built, but it may be sometime before its construction will be necessary.

94. If the construction of the south training-wall showed that the south breakwater is not required, you would abandon that opinion? Exactly.

95. If an expenditure of £46,000 will give a depth of water sufficient for the class of vessels which go there, will the importance of the district justify the making of those improvements? Yes, most undoubtedly.

96. Have you any knowledge as to where the stone may be obtained for constructing the breakwater? I only know that the contractor for the present work is bringing his stone from a quarry about a mile and a quarter on the western side of the town. He has a good quarry there, I believe.

97. Do you know anything about the quality of the stone? It seems to be very hard stone. It is not ironstone, nor is it slate. I think it is serpentine.

98. How does that work stand? It is standing very well so far, but of course there is comparatively no great strain on it yet.

99. I suppose it is of very little use at present? It is of no use whatever at present. All the current is brought in on the southern shore and exhausts itself among the rocks. Its force is completely lost in the shallow water.

100. Mr. Darley, the Engineer-in-Chief, has furnished a statement showing what it will cost to complete the whole scheme. The south breakwater will cost £26,347 10s.; the eastern training-wall extension £10,856 5s.; the northern breakwater, £73,025; total £110,228 15s.; the supervision saved comes to £5,371 5s.; and the money spent on the present contract is £900. You will gather from these figures that if it should become necessary to construct the south breakwater and the north breakwater, it means an enormous addition to the cost? Yes.

101. The difference between £162,000 and £46,000 is so enormous that the importance of the district may not warrant the expenditure of the sum? I quite realise that; but I am strongly of opinion that it will not be necessary to spend £163,000.

- F. Clarke,
Esq., M.P.
28 April, 1898.
102. Do you think it is wise on the part of the designers of this scheme to adopt this manner of dealing with the river? I think so.
103. You think it is wiser to do that than to start up by the breakwaters? If you mean are they wise in doing it in sections, I certainly think it is the wisest way to do it.
104. You think it is wiser to deal with the water inside the entrance than to start dealing with the water at the bar? Undoubtedly; by constructing the western training-wall first they will concentrate the water and cause a greater scour out over the bar. It think it is the wisest plan to adopt.
105. I believe the entrance to the river is a very difficult one? It is a pretty straight entrance, but the water is very shallow, and there are a number of rocks there. In that respect it differs from other bars along the north coast. It has always been known as a rocky bar. There is an amount of sand there, but there are some treacherous rocks there too. When I was there a little over a month ago we were stuck for two hours on the bar on which there was only 5 feet of water. There was no danger to the vessel, but it indicates what a difficult place it is to negotiate when a steamer drawing 6 feet had not sufficient water to go in on top of the highest tide.
106. Where is the bar? It extends for about 300 feet on either side of the wreck of the "Ballina."
107. Where were you stuck? I should say we were aground about 400 feet inside the wreck of the "Ballina." We were practically inside the break at the time we struck.
108. You were just inside the points of the sand-spits? Yes.
109. That is just where an accumulation of sand seems to take place? Exactly.
110. As that will be immediately within the influence of the south training-wall the assumption is that the bar which is now there would disappear with a proper scour? It is quite likely that it would. Possibly without any breakwater or training-wall a flood would clear that out.
111. If it will have the effect of shifting the bar into deeper water then of necessity the difficulty will be minimised? It would be minimised, but still it would be dangerous.
112. You have had an opportunity to acquaint yourself with the result of similar works on the northern rivers? Yes; since I gave my evidence on the Macleay River proposal I have seen the result of the training-wall there as far as it has gone.
113. Do the results obtained there lead you to believe that similar works could be wisely undertaken at the Hastings? Undoubtedly.
114. *Mr Wright.*] Do you know the rate of freight from Port Macquarie to Sydney? I think it is about 15s. a ton.
115. Is that dearer than the freight to the Macleay? It is slightly dearer.
116. Is there any other port on the North Coast where a higher rate is charged than is charged to Port Macquarie? Yes; the Nambucca and perhaps the Bellinger, but more reliable information can be got from the agent of the North Coast Company.
117. You know the country pretty well at the Hastings? I have a pretty good general knowledge of the country.
118. Is there much available land of a superior class? No, the land is pretty well all taken up.
119. The land about Rawdon Island is pretty rich? Yes; it is one of the best localities on the river.
120. Is the land at and about Rawdon Island as good as the land at the Macleay and the Bellinger? I do not think it is. It is more inclined to be swampy. Rawdon Island is really a reclaimed swamp; it has been drained.
121. As a rule, what are the flats like on the Hastings, the Maria, and the Wilson Rivers? The flats on the Wilson and the Maria are not much good for cultivation purposes; they are more fit for grazing. The land in the upper reaches of Rolland's Plains is excellent country for grazing.
122. The bulk of it is open forest country? No; it is rather thickly-timbered forest country. You will find there forests of every known hardwood we have in this country.
123. There is no brush land? No; it has all been taken up, and cleared by the farmers.
124. Is there a large production of maize on the Hastings? It is fairly large; it is not one of the largest productions.
125. Am I right in assuming that the land on this river is rather inferior to the land on the rivers further north? It is inferior to the land on the Macleay or the Clarence, or to the land on the Richmond or the Tweed; but it is not inferior to the land on the Nambucca or the Bellinger. It is rather superior to the land on either of those rivers.
126. Has the population in the neighbourhood of Port Macquarie increased or decreased? I think of late years it has increased.
127. To what do you ascribe the fact that while the population of other towns on the North Coast has increased the population of Port Macquarie has practically remained stationary? I think it is owing to the set-back which the town received a few years ago. In the early days of the Colony, great things were expected of Port Macquarie from its being the port of the Macleay. All the Macleay produce and all the merchandise from Sydney to the Macleay went *via* Port Macquarie at one time. That trade gave the town an importance which it could not maintain, and it fell back after that trade left it. Now I think it has come to the normal state, and the population will increase.
128. Has not a considerable area of land on the Hastings River gone out of cultivation of late years? I think not. They may spell the land occasionally; when they do spell it from agriculture they use it for grazing, and after a while it is used for agriculture again. It is just a matter of economy with them.
129. Is there much horned stock raised in the neighbourhood? No; it is not a great district for stock-raising.
130. It is not a good fattening country? Yes, the upper part of it is good. The extent of grazing country is somewhat limited, although what there is of it is of very good quality. The extent of good country is limited pretty well to the valleys of the rivers. The ridges any distance back from the rivers are not good for grazing purposes.
131. Is it generally poor land? Yes.
132. Is it of sandstone formation? It is a sort of slate country.
133. Any mineral discoveries in the district? Yes; they have tin-mines at a place called Gundle, near the head of the Wilson River, where they have erected machinery; and in the upper part of the Hastings they have Cells Creek diggings, where they get gold in small quantities.
134. Do you think the expenditure of this sum will increase settlement and production? I do; because people will be able to cut up some of their larger holdings, and the land will become occupied by families.
- I think it will have a tendency to increase settlement.

F. Clarke,
Esq., M.P.
28 April, 1898.

135. Dairying does not conduce to thick population? No.
136. It does not supply a great deal of freight to the steamers? No.
137. *Mr. Roberts.*] Has not the progress of the Hastings district been long retarded by the danger in connection with the entrance to Port Macquarie? I am of that opinion. When I became the Member for Port Macquarie I started a movement to get some improvements made to the entrance to the river. The idea was taken up by the people; they saw that the place was being retarded from the want of better shipping facilities, and, of course, they assisted me by sending in petitions, and holding public meetings on the subject.
138. Were not the people of Port Macquarie and the Hastings district agitating to a great extent for the construction of the North Coast railway owing to the difficulty connected with the shipping? Yes; for many years they have been agitating for that railway.
139. Suppose these harbour improvements were carried out, would that obviate in a great measure the necessity for providing railway communication? Undoubtedly it would.
140. Would it give satisfaction to the people of the surrounding districts? I am sure that they would be perfectly satisfied if they got good communication by sea.
141. Are not the steamers trading to Sydney frequently delayed at the port, causing great inconvenience and loss to the producers of the district? Yes; the steamers are delayed. There is no certainty about their getting out, and in many instances perishable articles become quite unfit for sale. Pigs and other animals have been known to die while the vessel was waiting to get out of the port, thus entailing a loss on the shippers.
142. Have you any record as to the time the steamer has been delayed at different periods? I have no reliable record as to any long delays which have occurred, but I have been kept waiting in the port twenty-four hours for a favourable tide and favourable weather to get out to sea.
143. Is not the bar very bad at the present moment? It is in a worse condition now than it has been in for years.
144. During last month was not the steamer unable to enter or leave the port owing to the shallow water on the bar? Yes. The "Rosedale" draws about 6 feet of water, but she cannot get that amount of water unless she waits for spring tides, and the weather must be favourable before she can negotiate the bar.
145. While that state of things exists it is not likely that the district will progress? No; because it keeps people who have money, and who are inclined to be enterprising, from settling in the district.
146. What are the principal products of the district? Maize and timber. Lately the dairying industry has come very much into prominence. M'Arthur and Co. have established a butter factory at Port Macquarie. There is another butter factory at Wauchope. Besides, they are establishing creameries in outlying places. They convey the cream to the different factories.
147. The land in the district is admirably adapted for dairying? It is excellent land for dairying. Up the Maria River, and up part of the Wilson River there is a lot of swamp land which, after it is drained, will be excellent for dairying purposes.
148. How far is Wauchope from Port Macquarie? By road it is 11 miles. It is almost on the bank of the Hastings. According to the estimate on the easel here it is 16½ miles by water.
149. It is a great timber district? Yes; the timber is now cut at the saw-mill at Wauchope, and is punted down to the port.
150. How far is the ocean-going steamer able to go up the river? I never knew the "Rosedale" to go beyond the wharf at Horton-street.
151. Is she prohibited from going up owing to the shallow water? She could not go up the river.
152. Would it not be a great advantage to farmers and others if she could go up the river as they do in the case of the Manning, the Macleay, and other rivers? No doubt it might be an advantage; but I think that the company can work the river more economically by using the droghers, and thereby charging the farmers lighter freights. With the droghers they collect the cargo for the steamer while she is making the journey from Port Macquarie to Sydney and back. With their droghers I think the company can work the trade more economically, and if they can the farmer ought to get—I do not say he does—the advantage of it.
153. Would not a shipper of produce at Wauchope, or further up the river, have to pay more freight to Sydney than a man who shipped his produce at Port Macquarie? I think so. I am not sure whether the company charge anything directly for droghering the produce to the wharf.
154. All the land up the Hastings River is as fertile as the land on the river sides on the North Coast? Perhaps there is not quite so much alluvial as there is on some of the rivers; but still it is rich land, land which would be regarded as fit for growing anything.
155. Do you mean that it is, perhaps, not so extensive in area as it is in the case with other rivers? It is not so extensive in area as compared with the Macleay or the Manning.
156. Is Wauchope the first town of any importance after leaving Port Macquarie? Yes.
157. Where is Ennis? It is below Wauchope. It is near a place called San Crox. It is, I think, about 9 miles from the port.
158. It is the centre of a large farming population? Undoubtedly it is.
159. And the land about there is remarkably good? Yes; it is opposite Rawdon Island.
160. Going further up the river, is there not some settlement at Beechwood? Yes; the nucleus of a township or village has within the last ten years sprung into existence there. That was mainly started by the timber industry.
161. Have not some bacon factories been started down there? A bacon factory was started there, but it did not prove a success. I do not know whether it was from want of good management; but, anyway, it did not prove a success.
162. The district is favourable to the carrying on of industries of that character? It is a splendid district for raising pigs. It is noted for raising pigs, and that, I think, is the reason which induced the promoters to start the bacon factory.
163. Could its failure be attributable to the difficulty of getting access to Sydney? I do not think so. It would not affect that sort of cargo so much. It may be attributed, I think, to want of experience on the part of those who had the management of it.
164. Is not Port Macquarie famous for the salubrity of its climate? Yes; it is a very old town, and it has always had a great reputation as a health resort.

F. Clarke,
Esq., M.P.
28 April, 1898.

165. And its residents, as a rule, live to a very ripe old age? Yes; some of the old hands are alive yet.
166. If the district were made more accessible to the people of Sydney it would become a resort for persons requiring a healthy climate? It would, because it offers to the tourist plenty of fishing, shooting, and boating in a good climate. It is the centre of a great farming district, and if it were made accessible it would become very popular as a health resort. The difficulty now is that a man may go there readily enough with luck, but when he wants to get away from there he cannot. No business man can afford to go there. People will tell you that they would go to Port Macquarie readily enough if they could only get away when they wished to go.
167. You think the southern breakwater may stand over for the present? Yes; until such time as the effect is felt on the southern training-wall.
168. But is not the southern entrance in a large measure protected by the outline of the coast? To a great extent.
169. Are there not some islands to the eastward? Yes. The training-wall is required on the southern side to prevent the water from exhausting its force on the rocks.
170. But even with a southerly wind it is well protected? It is well protected. It has a natural advantage in that respect as compared with the entrances to other rivers. For instance, in the case of the Macleay and the Richmond the headland is on the northern side.
171. The only thing which would give trouble to a vessel entering or leaving would be an easterly gale? Yes.
172. In any gale from the south you would be alright? Yes.
173. Have the Port Macquarie and the Hastings district, more particularly the latter, shown any progress during the last few years? It has shown an increase in population during the last few years, and I think it is going ahead, not rapidly, but on safe lines.
174. Would not these works, if carried out, be of great assistance in causing settlement to take place? I think they would give a great impetus to everything on the river. Under existing conditions people have no heart to go in for anything.
175. Has not gold been discovered up the Hastings? Yes, at Cells Creek.
176. Is there any mining population there? There are fifty people on Cells Diggings, but their permanency has not been properly established yet. It is a difficult place to reach. At Gundle a population has sprung up through some of the proprietors putting up machinery to treat the ore on the tin mines.
177. What is the Ellenborough district? The Ellenborough is a very important branch of the Hastings River. It runs in a south-westerly direction.
178. Is there any farming going on there? No; it is more of a grazing district. It is rather too far away from a market to be a farming district. They grow horse-feed and sufficient corn to feed their pigs and fatten them, but they do not grow as a rule for market.
179. How far is the Ellenborough branch from Port Macquarie by water? I should think it is about 50 miles.
180. Is the whole of the land for 50 miles on either side of the Hastings River, and on either side of the Maria River and the Wilson River, good agricultural land? It is all fairly well settled. It is fairly good agricultural land.
181. It is capable of growing anything? Yes.
182. And it is only retarded on account of its inaccessibility? It is a constant source of complaint with the settlers that the place is inaccessible.
183. Have you formed any opinion as to the adaptability of the improvements which are now being carried out? I think, as far as the work has gone, it is going in the right direction. Certainly, there is a good scour already underneath the part which has been constructed; but it is not sufficiently far out to be of any advantage.
184. Do the people of the district seem to recognise that these works will be of great utility? They are all of opinion that the works will be of benefit to the district generally.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and examined:—

C. E. Rennie.
28 April, 1898.

185. *Chairman.*] You wish to furnish a plan to the Committee? I furnish a plan showing the watershed of the Hastings River. The brown colour on the plan shows unalienated Crown land, comprising 716,000 acres, of which 694,000 are untenanted, and 22,000 are held under occupation license. The green colour shows reserves comprising 75,300 acres, and the blue colour shows alienated land comprising 178,700 acres.

TUESDAY, 3 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

THE HON. CHARLES JAMES ROBERTS, C.M.G.
THE HON. WILLIAM JOSEPH TRICKETT.
THE HON. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Hastings River.

Harold Kingland, master of the schooner "Empress of India," sworn, and examined:—

H. Kingland.
3 May, 1898.

186. *Vice-Chairman.*] You are the master of the schooner "Empress of India"? I am.
187. *Mr. Wright.*] You are aware of the nature of the proposal before the Committee, and you are acquainted with the entrance to the Hastings River? Yes.
188. What effect will the construction of the western and southern training-walls have on the bar and the river itself? The training-wall from up above that point will improve the river and the entrance, but the south breakwater will not improve the bar.
189. It will have no effect on the bar? No; it will make it just as bad as it is now.

H. Kingland.
3 May, 1898.

190. The officers of the Department think that the construction of that south training-wall, which is already commenced, and the south training-bank will have a very great effect on the entrance; but you think it will not? No; it will shoot all away to the northward, and make a great big sand-flat there.
191. Will it not produce a general scour in the river, and force the water out through the bar? It will not improve the bar.
192. Are you sure on that point? I am pretty certain it will not. So far, the breakwater has made the bar worse than ever it was.
193. That is only a very small bit which has been constructed; but if that south training-wall is continued as far as is indicated on the plan, do you not think it will affect the bar at all? No.
194. The officers of the Department say that the force of the water is lost in the bight which they are going to fill up; but that if they confine it by constructing these two training-walls it will narrow the current down, and give it a greater force to wash out the sand on the bar and in the river. It has a tendency to shoot the water over to the northward.
195. No. The water will follow round the bend; it will take the course of the walls? At the present time it is shot over to the other side.
196. It will strike the training-wall about the bend? It shoots from up the river to the south, and then away to the north.
197. Consequently the water is very much dispersed over a big area? Yes, over a great big flat.
198. You do not think that the confining of the current to a narrow channel will have the effect of removing the bar? Not if you build the training-wall first.
199. Do you think that both breakwaters should be built? There is a breakwater on the southern side now. It is all rock there.
200. The natural rock acts as a breakwater on that side? Yes.
201. If the officers of the Department state that the building of two southern training-walls will effect a good entrance over the bar and get the river scoured, do you think that they are wrong in their conclusions? If they build it on the southern side, I do not think so. If they start on the northern side, and do that first, I do.
202. You are speaking of the breakwater now? Yes.
203. I am speaking of the training-wall? The south training-wall up the river will improve it.
204. You think that if that training-wall is built, and the northern breakwater is built, it will effect a very great improvement? Yes.
205. What object have you in suggesting that the northern training-wall should be built first? The crossing is always on the northern side.
206. How much water is there on the bar now? About 8 feet at high tide.
207. Does the bar shift much? It has been shifting within the last ten months to the north and south a bit. It is not a bar at all now; it is a great big sand flat.
208. How long have you been trading to the river? About eight years.
209. During that time what has been the general condition of the bar? Generally speaking, it has been a very good bar. There has always been 16 feet of water at high water.
210. Now there is very little more than half that depth? If you miss the spring-tide you cannot get out.
211. To what cause do you attribute the shallowness of the water? To the breakwater. The tide strikes the big curve in the breakwater and shoots away to the northward.
212. *Vice-Chairman.*] Do you mean the south training-wall when you refer to the breakwater? Yes; I mean that black curve on the southern side which is shown on the map.
213. *Mr. Wright.*] Has that affected the entrance very much? Yes; the tide strikes that curve and shoots away to the northward.
214. Before that bit of training-wall was built, I suppose the tide hugged the southern shore? Yes; it always followed the southern shore right along the rocks.
215. That is the channel which is used by the steamers? Yes.
216. You think that unless the northern breakwater is built they cannot effectually improve the harbour? Yes; it will confine the water to the southern side, where there is always plenty of water.
217. Is there much of a set outside in the current? Yes; there is a good set outside at the anchorage.
218. In which direction? A strong ebb-tide is always setting away to the northward.
219. And right out I suppose it sets to the south? Yes.
220. You think the north breakwater would have the effect of stopping the set of the current north, inside the breakwater? Yes.
221. And give the river a chance to scour out? Yes.
222. You do not think the southern breakwater is required at all? The curve is too sharp, for one thing. All the water strikes that curve, and shoots away north. If it had been made straighter it might have improved it.
223. I am speaking of the breakwater, not the training-wall? They would improve it if they started with the northern one first.
224. Can you explain why you think the north breakwater should be first built? To keep the ebb-tide on the southern side, to give plenty of water, and to get a straight scour right out. As long as the water is confined to a big space it will only make a flat.
225. You think that without the construction of that breakwater these works will not do much good? I do not think they will.
226. Do you know the river above the Government wharf? Yes.
227. Do you think the construction of the south breakwater from a point at the top of the map to where it terminates would have a good effect on the river, by scouring out these sand-flats? It will improve the crossing a lot.
228. What do you call the crossing? The first flat here painted yellow.
229. While you think it will improve the river, you consider that it will not improve the bar unless the breakwater is built? I think so.
230. Do you think it will be likely to scour out the river, and lodge the sand on the bar? It might.
231. Do you tell the Committee that the bar is getting very much worse by the construction of that little bit of training-wall inside? Yes; it has been worse since that work was started.
232. Do you think that is the cause of it, or is there any other cause? I cannot see any other cause for it.

- H. Kingland. 233. How long is it since that work was begun? I suppose it is a little more than twelve months.
- 3 May, 1898. 234. There is not very much completed, is there? About 30 yards from the Beacon Rock.
235. You think that the £900 which has been spent on that work has not only been badly spent, but has affected the bar very detrimentally? Yes; if it had been spent on the other side it would have improved it long ago; we would have had plenty of water now.
236. I cannot see what advantage the breakwater on the other side would be, when according to the reports submitted to us, the current comes down the river into the flat by the Government wharf and spreads over a great area of land? It strikes the Government wharf, and then shoots right over to the northward.
237. That bit of training-wall which is built will not prevent it from shooting across to the northward? It strikes the wall of the breakwater now. The water is confined in the bay between the Government wharf and the breakwater.
238. Can that little bit of wall possibly have altered the current? It strikes the end of the breakwater and shoots away to the northward. Before the breakwater was built there was all bare rock, and it went along the rocks.
239. You think that instead of that work being an improvement it is positively an injury to the harbour? Yes, so far.
240. Have there been any floods or freshes in the river which would cause the bar to silt up, apart from the construction of that training-wall? There has been no flood to speak of within the last three years.
241. Ordinarily speaking, what effect has a flood on the bar there? It always improves the bar.
242. Is it not very likely that by reason of there having been no floods for three years the bar has got worse? That may be.
243. It may be owing to the absence of floods or to the construction of this bit of training-wall? It may be owing to both.
244. But owing to some cause the bar is worse than it was formerly? Yes.
245. *Mr. Trickett.*] How often do you trade to Port Macquarie? Twice a month.
246. Do you go to other places as well? No.
247. What is the tonnage of your vessel? Sixty-two tons, drawing 7 ft. 8 in.
248. Are there any other sailing vessels trading to Port Macquarie? Eight or nine.
249. Any steam communication? The North Coast Company's steamer.
250. Are these vessels often bar-bound? The steamer is not very often bar-bound; it is at times. It draws a lot less water than we do.
251. What do you carry? Timber.
252. How far do you go up the river? At times about 15 or 16 miles, but as a rule only 4 miles.
253. You have to be tugged up the river, I suppose? Yes.
254. Are there many other timber vessels trading there besides yours? About eight.
255. What class of timber do you bring down? Sawn timber, comprising blackbutt, tallow-wood, mahogany, and other sorts. Three or four vessels bring nothing else but piles, girders, and logs.
256. From your observation, is the timber trade increasing? It is.
257. Is the supply of timber on the river a pretty large one? I think so; but they have to draw it in a bit further than they used to do.
258. What are the other products of the river? Corn; and two or three tin-mines have been started about 15 miles above Morton's Creek.
259. Are farming operations carried on along the river? Yes; there is a good bit of farming done all along the banks of the river.
260. Are these flats subject to floods? Yes; the river goes all over the farms at flood-time.
261. Do you think if these training-walls were constructed, and these sand-patches near the entrance were dredged away, they would be likely to form again? I do not think they would ever form again.
262. Which way does the current set outside? It is always setting to the northward at ebb-tide; more so now since the bar is away to the northward.
263. Does it shift at every tide? Lately the bar has been shifting a lot.
264. But is the current shifting? No; the current is always setting to the northward.
265. I did not quite gather the reason why you think that the northern breakwater should be made first? It would confine the water to the southern side; it would not spread so much. We would get a better scour. It would scour the sand out at ebb-tide.
266. It is not proposed at present to carry the eastern training-wall down any distance at all; from the eastern end of the eastern training-wall right away down to the entrance to the port on the northern side nothing is intended to be constructed at present;—do you think it is desirable that something should be constructed there? Yes.
267. Will you state the reasons why you think so? If the southern and western training-walls are constructed, and part of the northern breakwater and training-wall are constructed, that will improve the bar.
268. But you think that they ought to construct the northern breakwater? Yes; and the southern and western training-walls as well. That will confine the water.
269. If they carry on the eastern breakwater up the river as far as it is shown on the plan, and construct the whole of the western training-wall and what is called the southern training-wall, would not the water shoot from that eastern training-wall right down into the bend of the western training-wall, and then go out with a rapid rush? The western training-wall wants to be there, otherwise the water will shoot away down to this big bight here.
270. *Mr. Wright.*] You mean to say that the whole of the works with the exception of the south training-wall should be carried out? Yes.
271. *Mr. Trickett.*] The Department proposes to go as far as the eastern end of that part of the eastern training-wall, but you say that the whole of the eastern training-wall and the north breakwater should be constructed? The north breakwater and part of the training-wall. I do not see why they require to go so far up the river.
272. What is the nature of all that part of the river? It is all sand. There is a lot of ballast there too, so that a training-wall is pretty well built there now.
273. Where is the bar you have to negotiate—by the wreck of the "Ballina"? The water commences to get shallow there, but the bar is further out than that. It is abreast of the flagstaff.

274. When you get over the bar you get into shallower water than there is at the bar? No.
275. Does the position of the bar shift? It shifts a bit to the northward, and a bit to the south.
276. Do you have to be towed into this place? Except with a fair wind. We used to be able to get in until about three or four years ago.
277. What has caused the difference? The channel used to be right along the rocks, and we used to sail in at dead low water.
278. When vessels are bar-bound and cannot get into port, where do they lie? Off Bird Rock, in 8 fathoms of water.
279. Is it pretty good shelter there? No; we can lie there with a southerly wind for eighteen hours.
280. Suppose the breakwaters and the training-walls were constructed, would vessels, in your opinion, be able to enter the port in all weathers? Yes, night or day.
281. I suppose the service of a tug would always be necessary at that entrance? It would not be more necessary there than it is in the case of Newcastle. It is just according to how far the distance would be between the two breakwaters.
282. Would vessels be able to negotiate an entrance 650 feet wide in pretty well all weathers? Yes.
283. Do you ever meet the captains of the steamers? Yes.
284. Do they complain of the bar? Yes, very much.
285. Is it looked upon as a dangerous bar? It has not been. It has always been looked upon as the best bar on the coast, but lately it has been regarded as dangerous. There used always to be plenty of water on the bar.
286. Besides the wreck of the "Ballina" what other wrecks have occurred there during the last few years? The "Barrangarry," a sailing vessel of 80 tons, was wrecked there about eight years ago; the "Candidate," a ketch of between 80 and 90 tons, was also wrecked there; and the "Richmond," a steamer of about 250 tons, was wrecked there between eight and nine years ago.
287. When did the last wreck occur? The last vessel to be wrecked was the "Candidate," which was lost with all hands.
288. Was that during a southerly gale? Yes.
289. Was she trying to enter? She entered, and got stuck on the bar, and broke up.
290. Was she sailing in? Yes.
291. Have you ever been in any peril in entering or going out? Yes; we have had all our bulwarks and sternworks washed out once or twice, when we have touched forward on the bar.
292. You seem to be of the opinion that the northern breakwater must be built to make a complete job of it? The northern breakwater and the western training-wall.
293. *Chairman.*] How long have you known this river? The first time I was there was fifteen years ago.
294. Do you say that until that small portion of the south training-wall, which is tinted black on the map, was built you always had a good bar? Within the last eight years it has always been good.
295. Is it not very probable that some other cause has made the change in the condition of the bar, which you say has been produced by the construction of that work, at a cost of £900? I do not know what could have caused it, except that wall.
296. Do you make your statement as to the cause of the present condition of the bar from personal observations? Yes.
297. What have you observed now in the river to lead you to make that statement? I always observe the tide. It is always shooting away to the northward since that work was begun.
298. Nothing of that kind occurred before the construction of that portion of the training-wall? No.
299. What was the state of the bar before it was constructed? There used to be between 15 and 16 feet of water at high-water.
300. How long ago was that? About two years ago.
301. When did you begin to observe that the bar was becoming difficult? After they started to build the breakwater.
302. How long after they began? A few months.
303. How much of the work was done when you noticed the change which you say has taken place? About 20 or 30 yards.
304. Is it really your opinion that the construction of 20 yards of the south training-bank has produced the change in the bar which you say has taken place—that is to say, that instead of having 15 feet of water you have only 8 feet on the bar? Yes.
305. Has there been an improvement in the river below that portion of the work which has been done, or has that portion of the river been getting worse? It has. There is plenty of water alongside the breakwater, as far as it is built.
306. Has the river, above the breakwater—that is, at the crossing—been getting better or worse? It has been getting better if anything.
307. Do you think it has been improved by the construction of that work? I cannot see that it could improve it much.
308. Do you think the portion which has been constructed has had any effect on that part of the river? No.
309. Not any? I do not think the breakwater has improved the crossing.

Henry Richard Carleton, Principal Assistant Engineer, Harbour and Rivers Branch, Department of Public Works, sworn, and examined:—

310. *Vice-Chairman.*] Have you prepared a statement? I have not prepared a statement. I have only just returned from a trip to all the northern rivers.
311. *Mr. Roberts.*] Are you perfectly familiar with the plan showing the proposed improvements of the entrance to the Hastings River? Yes.
312. The whole scheme, if carried out, is estimated to cost £163,000? Yes.
313. How much will that part of the scheme which has been referred to the Committee cost? £46,500.
314. Did not the Government get authority to borrow £11,000 to carry out a portion of this scheme? Yes, on the Loan Estimates for 1896, £11,000 was voted for the improvement of the Hastings River.
315. An additional outlay of £35,000 would carry out the works which are deemed necessary at the present time? Yes.

H. Kingland.
3 May, 1898.

H. R.
Carleton.
3 May, 1898.

H. R.
Carleton.
3 May, 1893.

316. You have let a contract for the expenditure of £7,000? Yes; and on the 31st December last £900 had been paid on account of that contract, covering that portion of the training-wall which is tinted black on the map.

317. Do you think it is better to commence with the south training-wall? We think it is the first work which should be carried out.

318. Is there good stone obtainable close at hand? Excellent stone is obtainable in the township about $1\frac{1}{2}$ mile away from the training-wall.

319. You have given a contract for the delivery of stone? Yes, at 3s. 8d. or 3s. 9d. a ton.

320. Does that contract for £7,000 cover the construction of the whole of the south training-wall? No; it covers the construction of a little more than half the length which is shown on the map.

321. Will you tell the Committee how it is proposed to expend this sum of £46,000? The western training-wall, which will have a length of 8,200 feet, is estimated to cost £20,437 10s.; the southern extension of the south training-wall, which will have a length of 2,315 feet, is estimated to cost £13,915; and the inner portion of the eastern training-wall, which is shown by the full red line, and which will have a length of 3,000 feet, is estimated to cost £9,862 10s. These items, with 5 per cent. for supervision added, make a total of £46,500.

322. The balance of £120,000 would be required to complete the construction of the eastern training-wall and to construct the north and south breakwaters;—will you now give the estimated cost of the portions required to complete the whole scheme? The southern breakwater, 1,600 feet long, is estimated to cost £26,347 10s.; the extension of the eastern training-wall from here to the root of the breakwater, 3,360 feet long, is estimated to cost £10,856 5s.; and the northern breakwater (a prolongation of the eastern training-wall), which will require very much more weighty material, and will have a length of 4,000 feet, is estimated to cost £73,025. These items, with 5 per cent. added for supervision, make a total of £115,600, in addition to this other sum of £46,500.

323. You have not given any estimate for dredging; the dredging goes on in any case, I suppose? From time to time, as changes take place. We think that will be reduced as we obtain a scour along the walls. I suppose when the western wall is completed we will not require to put a dredge on any portion of it.

324. If this scheme is carried out at a cost of £46,500, what will be the annual saving on dredging? I doubt whether there will be much saving. We have not done much dredging about the entrance to the river.

325. There is a dredge kept constantly at work? Up the river principally. I would not expect any improvement in the river higher up from this work. We are improving all the flats on the river. There has been very little dredging done at the entrance. I think it is only a tenth part of the whole cost.

326. Could it be claimed that any saving would take place in the way of dredging if this work were carried out? Yes; probably a tenth part of our expenditure. We have to dredge in front of the wharf—that would be done away with.

327. On each North Coast river I suppose you have to employ a dredge? Yes; I think there would still be almost continuous dredging on the Hastings. For instance, when we got better water on the bar we should get a larger class of vessel, and we must improve the river higher up to let those vessels go up the stream.

328. Did you hear the last witness say that the bar is in a worse state since the construction of the south training-wall has been going on? Yes.

329. Is it attributable in any way to that work? There is a possibility that the wall may cause the water to shoot across in a northerly direction, but that will all be overcome when the western wall is built.

330. You have every confidence that it will? Yes.

331. You have had a large experience of these rivers? Yes. I have been on nearly all the bars on the coast during the last month.

332. You have every confidence that this scheme will bring about the desired result? I think it will.

333. Do you not regard it as a bad entrance? No.

334. How much water was there on the bar at the time of your last visit? About 9 feet.

335. Has it not been very bad recently? One or two of the rivers—the Hastings and the Bellinger—have been rather bad. The Bellinger improved 4 feet in one night while I was there.

336. Was it at low tide that there was 9 feet of water on the Hastings bar at the time of your last visit? No.

337. You do not think it would be necessary to construct the more expensive portion of the work at present? I think not.

338. Is the object of taking the south breakwater out in a curved shape to leave a wave-trap? Yes; it is to prevent the sea running along the south training-wall, and affecting the shipping lying at what will probably be the future wharf site.

339. These wave-traps have been found to be most effectual? Mr. Walsh, the district engineer, says that there is a marked improvement already in the range of the sea at the Queen's wharf at Newcastle.

340. That is on the southern side of the Newcastle entrance? Yes.

341. Referring to the entrance to the Hastings River,—is not the southern side naturally protected fairly well at present? Yes; but there is a rocky, jagged, foreshore there, in which the current gets entangled and weakened.

342. But would not the formation of the land there, running out slightly in an easterly direction, cause it to be smooth? It is a fairly well-sheltered bar, in consequence of having that good headland on the southern side.

343. Are there not some islands which afford some additional shelter? They are very small, and do not give much shelter.

344. What is the object in putting the north breakwater there;—is it done with the object of breaking the north-easterly weather, or is it done with the object of forming a scour? For that purpose, and for confining the tidal current at ebb tide, and contracting the channel to a width of 650 feet. Otherwise a flood might come down, and cut the sand off the northern sandspit, and you would have a too wide an entrance.

345. Is not the wreck of the "Ballina" a great obstacle to navigation? We blew it up some time ago. It is not so troublesome now as it was. I think portions of the wreck are there still.

H. R.
Carleton.

3 May, 1898.

346. Would it not be a great improvement if you got rid of it altogether? We endeavour to break it up in small pieces, and it sinks into the sand.
347. It is right in the fairway? It is.
348. Is it intended to endeavour to get rid of it? I fancy when we create a scour it will sink down itself. Something of the same kind occurred on the Tweed, when we blew up the wreck of the "Chindera."
349. Is the wreck of the "Ballina" visible at high or low-water? No; not unless you go over it, and look down into the water. There is nothing projecting above the surface of the water.
350. Is the spot marked for the guidance of navigators? Yes; there are buoys to guide the shipping.
351. The present entrance is to the south of the "Ballina" wreck? Slightly to the south of that wreck.
352. How long would it take to carry out these works estimated to cost £46,500? Six years, I think.
353. *Mr. O'Connor.*] How much work is done up to the present? About 600 feet of the south training-wall—that is out to within a few feet of the Beacon Rock.
354. What is the distance between the southern training-wall and the western training-wall? About 350 feet.
355. When the works are completed, what will be the tonnage of the ships which can safely enter the river? Any ships on a draught of 14 feet.
356. *Mr. Black.*] Is it a fact that through what seems to be an abrupt turn made by that portion of the south training-wall which has been constructed, the tide deflects strongly against the northern shore? I hardly think it is. Between the south training-wall and the shore it is rather a rocky ground. We have to go out to a certain distance to get on to sandy bottom where we would be able to create a scour. This rather sharp turn is merely the approach to the training-wall.
357. If that approach to the training-wall had been more gradually diverted from the contour of the coast, would not the tide have been more gently deviated into the entrance? I had a good look at it myself when I was there the other day, and the water lying in this portion here was all slack; there was no run at all; in fact it was slightly silted up.
358. There is no scour in that corner? No; if anything it was slightly silted up.
359. You think that in no circumstance is there likely to be a set from the south training-wall towards the other bank? There might be a slight turn at present, but that will all be overcome when the western training-wall is constructed. No doubt it might affect the current slightly at the present time.
360. In the event of there being strong easterly or northerly gales, would there not be a tendency for the tide to break over the sand-terraces there and silt the channel up? I hardly think so. It is a good sandspit there. I have never heard of it breaking over there. You get into the scrub very soon up there.
361. It is marked on the plan, I see, as "high-water mark?" All inside that black line on the plan is considerably above high-water mark.
362. It is called a low sandspit on the plan? I should say it is from 6 feet to 8 feet above high-water mark.
363. What is the character of the land which is marked pink on the northern side? It is the ocean at present. In the event of the north breakwater being constructed we think the sand will accumulate over that part and silt up there.
364. Suppose you do not construct the northern training-wall, and you have easterly or northerly gales, will not they have a tendency to ease away the sand from that bank, and deposit it in the channel? No doubt an easterly gale would drive sand across there, but the strong current we hope to have down the western training-wall will wash it out again.
365. You think that will be sufficient to keep it clear? I think we shall be able to keep the channel clear. We have a wall on only the southern side of the Clarence, and it keeps itself well open.
366. Do you expect to have a very great scour along the western training-wall and the south training-wall? I think so. Probably a scour-out to 14 or 15 feet at low-water.
367. Will there be no danger of it falling in? It will fall in from time to time as a scour takes place.
368. It will have to be strengthened? It will have to be made up from time to time until it comes to its bearings.
369. I asked Mr. Darley if he thought it would not be possible to cut across that neck of land which is shown on the plan for the purpose of saving so much wall construction? I think that is a very excellent scheme. Mr. Darley did consider that point, but it would be rather too expensive. It would run into too much money.
370. You think that it would be more expensive to cut through that neck than to construct the other work? Yes; the training-walls would have to be made in any case.
371. What depth of water do you expect to have in the channel? I should think we ought to get from 12 to 14 feet at low-water right through.
372. Will that have the effect of keeping the bar open? Yes; it is a fairly good bar as it is, and it will have the effect of making it a more permanent channel.
373. Is this proposed work designed in the interests of the town of Port Macquarie, or in the interests of the people further up the river? It is designed simply to enable vessels to get inside the bar and to bring out anything from the river.
374. Will it be of any assistance to people further up the river;—will it enable steamers of any size to have communication with farmers and others up the river? A vessel drawing 8 feet can go now to Wauchope, which is 17 miles up the river.
375. Is it at the head of the navigation? No; I think smaller vessels can go beyond that point. I know that a vessel drawing 7 feet 8 inches can go to Wauchope now.
376. Is there any town of importance beyond Wauchope? Morton's Creek. Then two arms of the river—the Wilson and the Maria—are also navigable.
377. I suppose the farmers on these rivers send their stuff down by droghers to the wharf near the entrance? Yes.
378. Have you taken into your consideration the possibility of affording them direct steam communication? I do not know that this scheme before the Committee would give the farmers up the river direct communication with larger vessels, but it will be possible, by dredging, to remove the few shallow flats that exist, and thus enable vessels of larger draught to get up the river.
379. Do you think that if these shallow flats are dredged up the river they will make up again? They will require touching up from time to time. We might keep them open by depositing stone along the side of the cutting.

H. R.
Carleton.
3 May, 1898.

380. By an artificial narrowing of the scour? Exactly. It is generally in the wide parts of the river that it is shallow. If we construct light training-walls it may improve the current.
381. Do you think the advantage from the construction of these training-walls would be permanent without the construction of the breakwaters? Yes; as far as the wall itself goes. You will get deep water along the wall wherever it is constructed, and for some considerable distance ahead of it.
382. But will you do away with the shifting bar? I think the south training-wall will improve the bar.
383. Do you know the depth of the river above where these soundings are marked on the plan? It varies very much. We have a line of soundings up the river, for a considerable distance.
384. What is the draught of the vessels which can go now as far as Wauchope? A vessel drawing 8 feet can go there at high-water.
385. *Mr. Lee.*] The question has arisen whether the importance of this district would justify the expenditure of this sum on harbour works;—are you prepared to make any suggestion by which this proposal can be modified, and yet practically attain the end required? I think Mr. Darley has cut it down as fine as it possibly can be cut to obtain a fair result.
386. Are we to understand that unless the works are carried out as a whole, as designed, and submitted to the Committee, the Department will not guarantee that the depth of water will be got? That is so.
387. If there is any departure from that design, or if there is an abandonment of any portion of the proposed works, then, in your opinion, will the effectiveness of the scheme be destroyed? It depends on the extent of the modification.
388. Where is the absolute pressing necessity to construct that portion of the eastern training-wall which is submitted to this Committee? To deflect the current at the bend of the river, across the channel on to the western training-wall.
389. Which training-wall do you propose to start first? The south training-wall.
390. Which one do you propose to take next? I think the western training-wall and the eastern training-wall should be carried on simultaneously.
391. To which training-wall do you attach more importance—the eastern or the western? The western.
392. Would it be a serious departure from the design of the Departmental scheme if that eastern portion were omitted altogether? I think you would lose a great deal of the benefit of the western training-wall if you cut it out. The western training-wall would not be nearly so effective.
393. Would it not be possible, instead of making that long length of eastern training-wall, to run a projecting spur out there? I do not think that would be advisable. These spurs create eddies, and baffle the current very much.
394. Admitting that nothing can so effectively do the work as a well-designed training-wall, in view of the circumstances surrounding this proposal, is there no possibility by which a wall of that character can be modified? A short wall in that position would cost nearly as much; it runs through deep water.
395. The distance between that point and the land is very much shorter? Yes; I do not like spurs running out from the land, because they create disturbing eddies and whirlpools.
396. I presume that a reduction in the scheme, or in the cost of the work, will depend on the circumstances which will develop while it is being constructed? Yes; we must watch the progress of the work from time to time.
397. After all the sums we are dealing with are approximately what will be required to carry out the work? We can tell fairly well now. From the experience we have had, we can now get very close to the cost of a work like this.
398. It has been stated by a witness, not a professional witness, that experience could prove that the south breakwater will have to be built;—have you any reason to believe that that will eventually have to be carried out, notwithstanding the fact that your present works are carried out in their entirety? I think the south training-wall will be sufficient for a considerable time to come, from what I know of the shipping of the district and of the bar.
399. Will it be sufficient to give the required depth of water at all times? I think so.
400. Is there not likely to be a condition of affairs arising that will probably render the bar outside the south training-wall quite inoperative under certain conditions? Only in heavy gales and bad weather. I fancy there will be water enough, but it may be too rough.
401. What about the piling up of the sand there? I think that south training-wall will be sufficient to drive the bar out into deep water and maintain a depth of from 12 to 14 feet on it.
402. How are you going to set up a scour with a shifting bank of that sort? Because the water will cling to the western and south training-walls, and keep a channel open alongside them.
403. You direct the current to that side? Yes. Once it is brought on to that concave-shaped wall it will cling to it all the way. In fact, you could not drive it away from it.
404. Would not the produce of that district be fairly dealt with if it was continued to be droghered down to the wharf at Port Macquarie—in other words, if you were to improve your entrance only and abandon these works up the river on the eastern and western sides? I do not think you could improve the entrance without constructing these walls, so as to concentrate the current on the bar. At present it loses its effect by wandering all round the bay at the western side of the township.
405. Your reply is that it could not be done, because the leading principle of the scheme is that the water shall be kept in a channel? Yes, and directed on to the bar.
406. That would not be the case if the western training-wall were abandoned? I think not.
407. It is quite evident that you have considered the matter from every point of view? I think it has been weighed very carefully.
408. You have been to the district? Several times.
409. Suppose a flood occurs, will not your training-walls be all covered;—will there not be an unbroken sea from one side to the other? No; the floods at the mouths of these rivers rarely rise above high-water level. It remains at high water even though the tide is falling. You have a continuous high tide, perhaps, for two or three days if there is a big flood in the river, but it does not rise much above high-water level.
410. Are the heights of the training-walls such that they would be above high-water mark? Yes.
411. How much? Two or three feet; but it depends upon their proximity to the sea.
412. These conditions will not apply up the river? No; it rises to any height up there.
413. You do not see your way clear to modify the proposal in any way? I think Mr. Darley has cut it as fine as it could be done to produce a useful effect.

H. R.
Carleton.
3 May, 1898.

414. Have you ever reckoned what it costs to maintain these training-walls and breakwaters? The cost of maintenance is very slight. On the Clarence there is a training-wall from 2 to 3 miles long, and we have not put a stone on it for a year.
415. Do you keep a staff of men there? No; they are carrying out other work of the kind. If any erosion took place, or there was any falling in of the wall we would make it up, but the necessity to do so has not arisen. I think the cost of maintaining the training-wall on the Richmond is very little.
416. *Mr. Clarke.*] You stated that the entrance to Port Macquarie is not a bad one? As compared with other bars on the coast it is rather a good one.
417. You think it is equal, if not superior, to the entrance to the Manning, the Bellinger, the Macleay, and the Nambucca? I think it is at the present time. It is not quite as good as the Macleay new entrance at the present time, but that is all.
418. If the entrance is as good as you say it is, how can you account for so many vessels being lost there? I understand that the "Candidate," the last vessel wrecked there, turned completely over, that she never struck the bottom at all. The pilot told me that he was standing on the hill at the time, and saw her turn completely over in the sea.
419. The "Ballina" was wrecked there too? She got out of the channel. It is a rough rocky bottom in places, and there is no hope for a vessel if she gets on to the rocks.
420. Is it your opinion, that, unless this sum of £46,500 is spent on these improvements, it would be, perhaps, not advisable to spend any more? I think we shall have a fairly good entrance then, and certainly drive the shipping away from that bad and foul ground. They could not get on to it then.
421. As it is it is not a bad entrance? No; it is better than the entrance to the Nambucca by far. I do not know that it is much better than the entrance to the Bellinger, which is so much improved, in consequence of our work.
422. Suppose that the scheme before the Committee is carried out at a cost of £46,500, would it give a greater depth of water on the bar? Yes; it will improve itself more than that. Nine feet is very bad for the Hastings. They have as much as 15 feet there at times. They have not had any good floods to assist them there for several years.
423. Do you know the nature of the country which is drained by the river? Yes.
424. Is it good country or is it inferior country? I should say it is good country up the valley of the river.
425. Is the back country timbered? It is timbered, and there is some grazing country. I never saw better grass in twenty years experience than I saw last month down the whole of the coast—down a strip 20 miles wide—from Queensland to Newcastle.
426. *Vice-Chairman.*] What rivers have you visited? The Macleay, Nambucca, Manning, Tweed, Richmond, Clarence, Bellinger, and Camden Haven.
427. Have you kept a record of the state of the bar at the Hastings for a great many years? Yes.
428. Can you state what the condition of that bar has been during the past eight or ten years? Our information only starts from April, 1896. In April, 1896, there was 13 feet of water on the bar; in May, 11 feet; in June, 11 feet; in July, 11 feet; in August, 11 feet; in September, 10 feet; in November, 12 feet; and in December, 12 feet. In January, 1897, there was 10 feet on the bar.
429. Taking the whole of 1897, what was the least depth of water on the bar during the year? The least depth was on June 7, when there was only 5 feet of water and all the shipping was bar-bound.
430. Was that for a short period? It lasted from June 7 to June 17. On June 7, there was 5 feet; on June 17, 5 ft. 9 in.; on June 29, 9 feet; and on July 28, 9 feet.
431. When was the work, which is in course of construction, started? That contract has been running nearly a year.
432. Had the last witness any ground for the opinion he expressed, that the bad condition of the bar last year in some measure was caused by the works in progress? I think not.
433. Will you say why you think so? I think the bar was actually shallower before that contract was let than it has been since.
434. Therefore there can be little doubt that the previous witness was mistaken as to the cause? Perhaps not before the contract was let, but before the work was commenced.
435. At any time previous to 1897 had the bar been in anything like as bad a condition as it was then? They appear to have had very good water all through 1896; but in February, 1897, which was considerably before the contract was let, there was only 7 ft. 6 in. of water, and in April, 1897, 6 ft. 6 in.
436. With that explanation before you, are you now confirmed in the opinion you have expressed that the condition of the bar was not prejudicially affected in any way by the works in progress? I feel pretty sure that the training wall has had no effect on the bar.
437. Do you think that if merely the south training-wall were completed the bar would be improved? Hardly, on account of the river current wandering round the bay on the western side of the town.
438. Therefore, in commencing that portion of the work first, you did not expect to get any good results until other work in connection with the whole of the scheme was carried out? There will be some slight improvement from it, because at present the water in passing out to sea loses a great deal of its force on this wandering over the rocks and this jagged foreshore of the township.
439. But you did not contemplate any substantial improvement being effected simply by the completion of the works now in progress? I am afraid that it would not be very marked. We would have deep water along the wall itself. Whether its effect will be felt on the bar I am not prepared to say.

WEDNESDAY,

WEDNESDAY, 4 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY, Esq. (VICE-CHAIRMAN)..

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Hastings River.

William John MacDonnell, J.P., accountant, sworn, and examined:—

W. J.
MacDonnell.
4 May, 1898.440. *Vice-Chairman.*] What is your position? I am now an accountant in the city. I was formerly manager of the Bank of New South Wales at Port Macquarie.441. *Mr. Farnell.*] You have had an opportunity to look into the proposal before the Committee? Yes.

442. Have you a knowledge of the entrance to the Hastings River? Yes.

443. Will you state your opinion as to the justification for carrying out these works, and as to the result which they will have on the navigation? The principal obstruction to the entrance is the shifting bar. It varies in depth from 4 ft. 6 in. and 5 ft. to 10 ft. and 12 ft. at times from the end of the western training-wall to nearly the end of the proposed breakwater. It is never very stable; it varies. A very heavy flood often scours it away, and then there is about 10 feet of water on the bar; but after that it shoals up again. I have known steamers to be delayed several times on account of the shoaling which has taken place.

444. Is the shoaling caused by the sand washing in from the sea? No doubt it is, and then the sandbanks are always shifting. That point is always shifting. Sometimes it is carried clean away, and then it is reformed.

445. What effect do you think the construction of these works will have? I am not qualified to give an opinion; but the general opinion is that the south training-wall would create a scour and carry the sand out. Sir John Coode, I think, had another idea. He proposed a northern training-wall, outside which, when a north-east wind blew—which is the prevailing wind there for eight months out of the year—the sand would accumulate, instead of coming into the harbour.

446. Do you think it is likely that the construction of the northern training-wall would have that effect? I think so. There is no doubt that the major quantity of the sand comes in from the ocean.

447. You know the trade which is done on the river? Very well.

448. Would it justify an expenditure of £163,000 on this scheme? The principal trade there is in maize, timber, and live stock. There is no doubt that on account of the cheap carriage the people of the port would sooner see the entrance to the harbour made perfect, so that steamers could get in without interruption, than have a railway there. You cannot surpass a steamer for carrying that stuff. You could not send maize and timber by train. There is a very large export of timber. Three or four sawmills are kept fully employed sending timber to Sydney, Queensland, &c.

449. For how long in the year have you known the navigation to be stopped? It has only been occasionally stopped (and then at long intervals) for a short time; but many times, perhaps for three or four months in the year—not consecutively, but altogether—steamers have been delayed either by the obstruction to the harbour or by the bad weather preventing them from getting out. If the breakwater gives a clear channel the steamer can go in in all weathers. The steamer can practically go in now at any time, but she cannot always get out. I have known steamers to lie nearly a fortnight in the harbour waiting for a chance to get out.

450. You think the construction of the breakwater will create a channel which will let the steamers come in at all times? Yes.

451. How long have you known this district? From 1882 to 1896.

452. Has the trade of the district increased in that period? Yes, it has held its own very well. During the last few years it has fallen off a little owing to bad seasons. The farmers have been unfortunate with their maize crops through floods and other causes, and, therefore, they have not had so much produce to export, but the population is increasing, and the timber industry is increasing.

453. Have you heard the people who are engaged in the industries complain of want of facilities? They are always growling. Every man has his own idea, but they all insist on an improvement of the harbour being made.

454. You think it would be an incentive to the development of the district if these harbour facilities were afforded? Yes.

455. You think that the trade at present, as well as the trade in prospective, would justify the expenditure which is proposed by the Government? Yes; the development of the trade is crippled by the want of a proper outlet.

456. What resources of the district might be further developed? There is mining. There are indications of copper, tin, and gold up in the mountains. At a place 60 or 70 miles from the head of the river, a good deal of gold has been found, but the means of access is very difficult. The best way for people to get there is *viâ* Walcha.

457. I mean, what industries would create a trade on the river? The people are going in for dairy farming and creameries. The factory established in Port Macquarie during the last twelve months promises to be a great success; but that depends on getting a proper outlet for the ships. Eggs, fowls, and other perishable articles have had to be thrown overboard. There is also a large industry in fishing. Some men came from Sydney, and were very successful at deep-sea fishing for a time, but when they had caught a cargo the steamer was unable to go out and so the fish had to be thrown over. Oysters are prolific there.

458. Do you think the timber industry has at its back a sufficient supply? Yes; a large area of the country has not been tapped yet.

459. What is the nature of the timber? Cedar, mahogany, and ironbark. A number of railway sleepers come from there.

W. J.
MacDonnell.
4 May, 1898.

460. Are there plenty of areas available for agricultural pursuits? Yes. Most of the land along the river is taken up by farmers. At the back, where they have a little more difficulty in getting to navigable waters, the land has not been taken up. But that land would be taken up if they had proper means of access to Sydney.
461. Are these settlers of an industrious turn of mind? Yes. They are slow-going in these country places, but they are all industrious. Nearly every farmer has his own trap, and is fairly prosperous.
462. Are there areas of land available for settlement? Yes, on the Comboyne district, and up the Maria and the Wilson Rivers.
463. It is quite possible that if proper facilities were afforded to the shipping, settlers would take up this land? No doubt they would.
464. Are these lands suitable for agricultural purposes? No.
465. Are they suitable for dairying purposes? They are not high-class lands; they are good lands for grazing. The back lands are not very good for maize-growing. The maize-growing land is all along the banks, but that land has nearly all been taken up. There is a large industry in dairying now. Hitherto, the chief attention has been paid to maize-growing. The price of maize has been low, and as land is subject to floods and droughts alternately, the people think that they have a better outlet in dairy farming.
466. Could you give us an idea of the value of the trade to the district per annum? It would be rather difficult to say what it is. There are from 30,000 to 40,000 bags of maize shipped to Sydney annually. There are no statistics published in Port Macquarie, but it is a trade which keeps the North Coast Company's steamer continually employed, besides a dozen schooners which take away timber and bring back supplies. The steamer goes there twice a week, and makes, perhaps, a hundred trips a year.
467. Suppose these works are carried out, do you know any other portions of the river where it will be necessary to incur any expenditure? No; the river is pretty clear up to Morton's Creek for vessels of the size which go there, not for the schooners. Then up the Wilson River as far as the Ballengarra, 23 miles, small schooners can go.
468. Do you know the nature of the construction at the entrance? It is shifting sand with a rocky bottom.
469. How deep do you think the bottom is? The late pilot said it was from 13 to 14 feet.
470. There is sufficient room with this scour to allow of a boat drawing 10 or 11 feet to go in and out? Yes. Steamers drawing 7 feet can go in now. I have been on a steamer when she has had to wriggle her way through the sand and wait for a wave to carry her over, and so get on inch by inch. But you could not get out in that way. Most of the accidents have happened when the ships have been going out. The "Ballina," the "Richmond," and other vessels have struck on the sand, and could not clear themselves.
471. You think the force of the tide running out will be quite sufficient to form a scour? Yes; it runs very swiftly. It would carry a boat swiftly down the river. It goes out at the rate of 4 or 5 miles an hour.
472. It will go very much faster when the work is completed? Yes. There is a channel which is always cutting itself out in different parts of the sand.
473. Have the floods made any material difference in the channel? They scour them out for the time. The pilot has to go and survey the channel after each flood, and lay down the buoys in new places.
474. You think that directly the training-walls are erected the first flood will probably carry out thousands of tons of sand? That is the impression which the people have formed.
475. Do you think the work will be of a permanent character? I think so. If you are going to spend all that money it ought to be permanent. A makeshift work will not do.
476. You think it is not a right policy to peddle with these things, but to make the works of a permanent character right out? Certainly.
477. *Mr. Black.*] Do you think that with the construction of the western training-wall and the southern training-wall, and the upper portion of the eastern training-wall, a sufficient scour will be created to keep that channel open, and to make the bar easy of access? There is no doubt about it, because higher up the river expands as wide as a mile and a half, and the tidal flow would make a big body of water come down this constricted channel. When the tide is running out there is a large scour, and it must go out.
478. Do you hold the opinion that this work will be sufficient? I think it will.
479. When there are strong easterly gales or northerly gales, does the sea ever break over that sandspit on the northern side? No; but it has done so in flood time when the water has been banked up. The river has broken out over here, but it has always filled up again.
480. At high tide and in time of floods, you say the river water being penned up has broken across the low sandspit at a spot near the scrub? Yes. I have no personal knowledge of it. I was told that it did.
481. You have never known the sea to break over? No.
482. You do not anticipate that the channel might at any time be silted up by the action of the sea breaking across the sandspit? I do not think so. It was not from the action of the sea, but from the action of the river that it occurred. The water could not get out; the outlet was not sufficient and it broke over the bank. That must have happened twenty years ago or more—such a thing has not happened since.
483. Of course these works would not prevent a contingency of that character? I do not know. How high would the wall be?
484. It would be 3 feet above high-water? The water never rises very high. That bank is very low, especially where it joins on to the timber. When the north-east wind blows the sand away it is pretty low.
485. How high should you say the sandbank was? The highest part would not be 10 feet above water, and the lowest would not be more than 5 feet above water.
486. It is a variable quantity? Yes; the sand is always shifting.
487. There have been no attempts to build it up or make it permanent? No, you could not do it. It is just loose sand. There was some talk some time ago of getting some grass seed planted over it, but it ended in nothing.
488. Do you think that the two breakwaters as shown on the plan are indispensable to the success of the scheme? I think they are wanted, but there are various opinions held on the point. I should fancy that the north breakwater is most indispensable. It would stop the banking up of the sand, I think. At present the north-east wind brings the sand into the entrance, but with a breakwater at that point the sand would be banked up outside, and could not come in. The late pilot was always under the idea that the south training-wall would be enough—that the scour it would create would carry out any sand.

W. J.
MacDonnell.
4 May, 1898.

489. In heavy north-easterly gales is there any eating away of the extreme edge of that sandspit? It is always changing. Sometimes it is carried away, and then it reforms.
490. When it is carried away is it washed into the channel? Yes, very often.
491. What other towns are there on the river besides Wauchope? Only townships, not regular towns. There are Ennis, Beechwood, Morton's Creek and other settlements along the river.
492. They are only small centres? They are only convenient places for shipping.
493. You think that if this proposed work were constructed, the people would be provided with a convenience which they now lack? There would be the convenience of regularity in the shipping, and of getting their produce away.
494. You think that this work, if constructed, would get rid of the shifting bar? Yes.
495. I suppose if the entrance were deepened in the channel you would have larger steamers put on? Yes, the company cannot risk their larger steamers now.
496. Larger steamers will be able to face rougher weather, and make quicker passages? Yes.
497. And you would have no delays outside or inside? No. As a rule, the steamer can get in except in very bad weather. They do not like facing the bar when they are going to Sydney.
498. In your position of bank manager, you acquired some knowledge of the resources of the district and its financial strength. Do you see anything in the district to warrant the expenditure of £46,500, which includes the contract of £7,333 now in progress, in constructing the south training-wall, the western training-wall, and the upper portion of the eastern training-wall? I certainly think the prospects of the trade of the district warrant the expenditure of that sum.
499. What are the chief products of the district? Maize, wine, and timber. The people are now going in for dairying.
500. What sort of dairying country is it? It is very good. A large number of persons are coming up from the South Coast to take up properties there.
501. What do they grow on the river flats? Maize.
502. Do they have any floods? They are liable to floods. A flood destroys the maize crop and improves the land.
503. Does it always improve the land? Nearly always. The banks are pretty steep, and the water comes up at the back of these high lands, and deposits silt. The farmers do not mind a flood once in five or six years, but when it comes year after year, as it did in the early nineties, it is rather ruinous.
504. There is a fair depth of water in some of the upper reaches of the river? Yes, it is very deep. It is only at the crossings that there are small bars in the river. The river itself has a fair channel, and a large steamer can go up it for 13 miles.
505. Would there be much dredging required to make the channel open for fairly large-sized steamers? Steamers drawing 7 or 8 feet can get up to Wauchope, 20 miles, and they do not want to go any farther. For the convenience of the ships themselves, and in order to get out to sea quickly, they prefer to stop at the wharf and to get the cargo brought down by droghers.
506. You think that if the bar were improved and the channel deepened they would maintain the droghering system? The steamers could only go as far as Wauchope. I do not think the river could ever be made available for large steamers beyond that point. It would make very little difference, I think; it is a matter for the company to consider.
507. Is the town of Port Macquarie growing at all, or is it stagnant? It has been growing, but I think it is at a standstill just now. The population is 1,000. From 1880 to 1890, or 1893, it was increasing. A great number of persons have left the town, but the town itself has not gone back.
508. Can you give any reason for this exodus of population? Only that young fellows want to go out and see the world. A good number of them went over to South Africa during the boom time.
509. Is it not the older residents who leave? No; very few of the old people are leaving.
510. I suppose all the land in the lower reaches of the river is of poor quality? Yes, between Wauchope and the port. There is very little settlement.
511. It is ordinary coast country? Yes.
512. Further up, what is the character of the soil—black loam? Yes. There is a good deal of red soil on the ridges, and it is very suitable for horticulture and fruit.
513. How wide is the country between the river and the ranges? It averages from 4 to 5 miles on each side between the river and the high land.
514. This land is good throughout? No; the best agricultural land is near the river banks. They have not used much of the back land.
515. How does the milk come down to the river to the creamery at the port? I think they have their own launch.
516. Then they make daily trips to collect the milk? Yes; it was started since I left the port.
517. You do not know anything about the output of butter? No, except that more people are giving their attention to butter. They are utilising lands which they could not utilise for maize-growing.
518. *Mr. Wright.*] Are you still a resident of Port Macquarie? No. I removed to Sydney a little under two years ago.
519. What is the population of the district? I should say from 8,000 to 10,000.
520. During your long residence did the population increase or decrease? It increased certainly.
521. Markedly? No. Port Macquarie was once entitled to six aldermen, but when the population got over 1,000 they were entitled to nine aldermen, the number which they have now.
522. Formerly it was a much more important place than it is now? Certainly. At one time it was the complete centre for the Government business, the banking business, and everything. The opening of the rivers to the north and south has drawn away the trade, but that has found its level.
523. Port Macquarie is now in its normal position? Yes.
524. Do you think that if the harbour is improved and better facilities are afforded there is much prospect of the population increasing? Certainly.
525. Is there much available land open for cultivation now? Not alluvial land, but a good lot of second-class agricultural land fit for dairying is available.
526. You get no good alluvial land till you get up to about Rawdon Island? No.
527. How far up does that extend? Fully 20 or 30 miles above Rawdon Island on both banks of the river, but principally on the southern bank.

W. J.
MacDonnell.
4 May, 1898.

528. There is a great deal of timber in the district? Yes, very good timber.
529. Does it grow in fairly good soil or in bad soil? I do not think it grows in very good soil. They generally have to go out into the hilly districts for the timber.
530. But the land on the river frontage is generally pretty low? Yes, it is alluvial land which the river has cut its way through. The banks are from 15 to 20 feet above the river.
531. Is there not a considerable area of swampy land which may be drained and brought into cultivation? Yes, about Blackman's Point.
532. At the junction of the Maria River and the Hastings River is there not a considerable area of swamp which might be drained? Yes. Where the township of Hastings was supposed to have been, there is a large swamp there. Between the Maria River and the sea there is a large area which is all swamp.
533. These swampy lands when drained are generally of the richest description? Yes.
534. It is possible that at a moderate expenditure a large area which is now useless except for grazing stock may be used as fertile land? Between the Maria River and the ocean it is nearly all swampy land. It would make splendid dairying land. It is dark black soil.
535. If drained you think it would carry a large population? Yes.
536. That land if utilised in the best way would sustain a large increase in the present population? Yes. This land runs out for 20 or 30 miles, nearly to the Macleay River.
537. I suppose the land on the low ridges if cleared is fairly good grazing land? Yes, it is what we call second-class agricultural land.
538. It is good grazing land? Yes.
539. Do you think there is much chance of a large dairying industry springing up on the Hastings and its tributaries? I think there is a good chance indeed. The climate is suitable. There is no fear of a drought there. Whenever it does rain the district always gets the rain.
540. One prime factor which is wanted to develop this district in this or any other respect is certainty of communication with Sydney? Yes.
541. With that certainty assured to the port, you think that there is a good future before the district? Certainly.
542. Do you think the importance of this district would justify the country in expending nearly £50,000 to provide a good harbour there? I think it is only fair that it should be done. It will encourage the people; it will not prove a reproductive work, I suppose, but it will facilitate the outgoing of their produce.
543. You look upon it as a reproductive work in this sense, that it will open the door for further settlement, and develop the resources of the district? Yes.
544. You consider that anything which increases settlement and improves the position of people on the land must be good for the whole community? Certainly.
545. In that sense you look upon this proposal as a beneficial work which the State is justified in undertaking? Yes.
546. I think you stated that it is the opinion of some people that the construction of the western training-wall and the south training-wall alone would have a very marked effect in improving the entrance? That is the general opinion.
547. The master of a schooner who was examined yesterday looked upon these works as being of no value, that the north breakwater is the work which is wanted, and that the small bit of the south training-wall which has been made has had the effect of shoaling the harbour very much? I have not been there since it was started. Sir John Coode recommended a northern wall. He recommended pretty much the scheme as shown on this plan. At any rate, he had two breakwaters running out into deep water.
548. The estimated cost of the complete scheme is £163,000; but the officers of the Department are under the impression that the construction of the three works I mentioned at a cost of £46,500 will have such a marked effect on the entrance that any further work, at all events for a time, will not be necessary? I am inclined to agree with that opinion, but I do not want any weight to be given to my opinion.
549. From the general remarks you have heard, you believe that the Departmental proposal will effect a very marked improvement on the entrance? I think so.
550. What is the nature of the country immediately west of the town? It is red soil principally. It is swampy land. It is all settled; it is occupied by either conditional-purchase holders or freeholders.
551. For what purpose is it used? For maize-growing and as small farms for stock, vineyards, &c. It is not very rich land; it is not as good as the land higher up.
552. It will be very good for grazing purposes? Yes; but the area is small.
553. Further north the tendency on the rivers is to go in for a system of mixed farming, to produce better butter and pigs, and to go in for a certain amount of cultivation;—what is the tendency on the part of the population on the Hastings? That is what the people of the Hastings River are waking up to. They used to give all their attention to maize-growing, which at one time was profitable; but now they are being forced into mixed farming, so as to have more sources of income than one.
554. In fact, they are now becoming farmers? Yes.
555. Is there anything else grown on the river besides maize? Wine and fruit; but the fruit very seldom comes to Sydney. There is a constant export of pigs.
556. Was an attempt made there some years ago to grow sugar? Yes, in the early seventies, but it did not succeed.
557. It was grown immediately opposite Rawdon Island? Yes.
558. Was any attempt made to grow cotton there? Not to my knowledge. Wheat used to be grown in the early days, but it was infected by rust, and it was abandoned.
559. The climatic conditions are very good? Yes; it has a lovely climate.
560. What is the average rainfall? It varies. I think Mr. Russell gives the rainfall of Port Macquarie at from 70 to 80 inches, and further inland it is over 50 inches.
561. With that good rainfall and a moderately good soil the capabilities of the district will be very large? Yes.
562. You do not think its capacity has been utilised to anything like its fullest extent? No, because it has been isolated from the rest of the colony.
563. Is there much available Crown land in the district which will be suitable for cultivation? All the best land has been taken up long ago along the banks right up to the head of the river. Otherwise there is plenty of good land in the back.

W. J.
MacDonnell.
4 May, 1898.

564. It is a mining district also? Yes; there is a little mining at the head of the Hastings. I have seen different parcels of gold which have been brought down to me.
565. Is that far from the port? It is 80 or 90 miles from Port Macquarie. All the trade would go through Port Macquarie if there were good communication.
566. Can you give us an idea of the value of the district for minerals? At Rolland's Plains they found very good tin lodes which have not been developed yet.
567. Are they payable? Yes; but they have not been developed yet. Copper exists all round Port Macquarie. Its mineral resources have not been exploited yet.
568. The development of the district in this as in other respects has been retarded by its isolation? Yes.
569. If a good entrance were provided and the steamers could make regular trips, do you think the place would be likely to attract the attention of farmers? Yes; and it would become a large centre for outside districts. People, instead of going to Kempsey, would often ship their produce at Port Macquarie.
570. Is the river itself with its salubrious climate sufficiently attractive? It is one of the finest climates in the world. In winter there is no frost along the coast, and we never want fires in the daytime.
571. You think that in winter it might become a sanatorium for the people of other districts? Yes.
572. In your opinion, the district deserves encouragement, and the country is fully justified in spending this money, and will be amply repaid for the expenditure by the occupation of all this land? I am perfectly certain that it will be recouped if the expenditure is not undue.
573. *Mr. Roberts.*] In your responsible position as the manager of a bank, did you look upon the Hastings River district as a thoroughly sound one? All round, certainly I did. There were some exceptions when I was there. Most of the freeholders hold their own property. There are no wealthy men there, but it is a well-to-do population.
574. As a resident you took an active interest in the welfare of the district? Yes, in all public matters.
575. Did the question of improving the entrance engage the attention of the people in your time? Yes, it was a perennial question.
576. It was the one question uppermost in their minds? Yes. The question was whether the river should be improved or whether a railway should be made. The railway would not affect Port Macquarie, because it would go higher up. The concensus of opinion up there was that the harbour works were more important than even a railway.
577. But failing to get harbour works an agitation was got up by the people on the Manning and on the Macleay, in which the people on the Hastings joined, to construct a North Coast railway? Yes.
578. Was it owing to the apparent neglect of the authorities to improve the entrance to the river that the people joined in that agitation? Yes.
579. Did you and others have any scheme before you to improve the navigation of the Hastings? We had Sir John Coode's scheme. He landed there one afternoon, looked around and had soundings supplied by the Department, and gave his views.
580. Did it coincide with the scheme which is shown on this map? It was pretty much like this scheme. I do not know whether he included the western training-wall—I do not think he did. The main feature of his scheme was two breakwaters carried out to deep water.
581. Can you recollect whether he laid stress on the necessity of having these breakwaters constructed in the way shown on the plan? As far as I can recollect, yes.
582. Are you able to say whether he recommended the construction of the whole of that eastern training-wall as shown on the plan? I do not know whether it went up as far as that. It was to be carried round the front of the spit, to prevent the spit being broken into, but whether he went so high up I do not know.
583. Looking at the map on the easel, does the scheme placed before the Committee strike you as being very similar to his scheme? Yes.
584. Was that south training-wall provided for? I think so.
585. Has the wreck of the "Ballina" been a serious obstacle to navigators? Yes; it has caused a disturbance on the bar for many years.
586. How long is it since you were at Port Macquarie? About two years ago. The wreck of the "Ballina" was completely under cover of sand then.
587. Do you think that without the northern breakwater and the southern breakwater the remainder of the scheme would be effective? I do not know. I am not qualified to express an opinion as to the breakwaters, but it is the opinion of a good number of men that the northern breakwater is not wanted at all. The late pilot used to say that if the south training-wall were carried along here it would produce sufficient scour to clear the harbour.
588. Do you think that a district of the importance of the Hastings is fairly entitled to this expenditure? Yes.
589. Is there not a large area of land there under the vine? Yes; round about Port Macquarie the Isabella grape is grown.
590. It produces grapes admirably suited for wine-making? Yes.
591. Does not wine form a large export from Port Macquarie? Yes.
592. It always sells well? Port Macquarie wine is well known; it is rather strong. They do not grow light wines there.
593. Do you think the district has been retarded by the uncertainty and the irregularity of the communication? Yes; it has been retarded all along.
594. It is a common thing for people to get on board the passing steamers? Yes; or else to go to the Manning to catch the steamer at Taree, which is 60 miles away.
595. Was any dairying carried out while you were there? It was just commencing. They had a butter factory at Wauchope, but they had not sufficient capital to develop it. It was taken up by some Sydney people, and the headquarters were removed to Port Macquarie.
596. The country is well adapted for that purpose? Yes, and that is the opinion of people from the Kiama district.
597. What do you consider the value of the best lands on the river flats per acre? They used to be worth at the very least £20 an acre. Land has fallen in value a good deal now all over the country. I have known in special instances £40 an acre to be refused for land for which the owner would have been glad afterwards to take half the money.

598. Have you any idea of the present value of these lands? The best of the lands should be worth £20 an acre now, but some of the farmers would not sell for that price.
599. There is not a fully supplied market for land of the best description? No.
600. It is held by families from one generation to another? Yes.
601. You have been right up the branches of the Hastings? Yes, nearly as far as Kempsey.
602. How many miles have you been up from Port Macquarie? In a straight line it would be about 25 miles, but following the windings of the river it might be 30 or 40 miles.
603. All through that country there is a settled population well-to-do? Yes, along the river banks.
604. Have you been up as far as Ellenborough? I have been up as far as Ellenborough, but not beyond that.
605. It is good pastoral country up there? The pastoral country commences there, and runs right away across to the New England district.
606. Is there any agriculture carried on as far up as Ellenborough? Yes.
607. Is the land well adapted for it? Fairly well.
608. But its inaccessibility is a drawback to it? Yes.
609. The great drawback to the people has been their inaccessibility to market? Yes.

W. J.
MacDonnell.
4 May, 1898.

Louis Paulson, master of the steamer "Rosedale," sworn, and examined:—

610. *Mr. Black.*] Have you had an opportunity to consider the plan of the proposed scheme to improve the entrance to the Hastings River? I thoroughly understand the scheme.
611. How long have you been trading to Port Macquarie? Seven or eight years.
612. Constantly? Constantly, off and on; for the last six years I have been going there constantly.
613. Have you formed any opinion as to the effect which will be produced by the proposed works? The plan is very good. I do not think you could possibly improve upon the plan. There is no doubt that it is a pretty extensive work; but still, after we get the inside walls down, it will have a certain amount of effect on the bar. I think that when the southern training-wall is completed to the foot of Lord-street we shall derive a certain amount of benefit from it. The water travels over the rocks, and the object of this breakwater is to confine the water on one side, to shut out all the rocks. It will give you a clear channel to go right up to the wharf when it is finished. There is no doubt that it will have a certain amount of effect on the bar, but not sufficient.
614. You think the southern training-wall will have to be extended as far as the red line, which is shown on the map and marked "Southern breakwater," to have any thoroughly beneficial effect? I think before you start that work you want to start on the other side to get a scour. All this swamp on this side monopolises a certain amount of water which you do not get a benefit from. I said sometime ago that the western training-bank would be very beneficial to the bar to throw the current down on the south training-bank.
615. I want you to tell me what you consider will be the effect of the construction of the works as submitted to the Committee, not the effect of this portion or of that portion? If that work is completed it will have all the desired effect; it will give us sufficient water.
616. Do you think there will be sufficient scour then to remove the bar? Yes; if you confine the water there is bound to be a bigger scour which will remove the sand.
617. And keep the channel open? Under adverse circumstances I think you ought to have a fair depth of water.
618. You think that without the north breakwater there would be a tendency for north-easterly gales to clear away sand from that point, and thus fill up the channel? It may. If you do not complete the work it may have a tendency to send the sand in to the bar.
619. But you think that the confined force of the water will be able to scour it out again? It will certainly. A constant scour is bound to remove the sand.
620. Which breakwater do you think is the more necessary of the two? I should say, start the northern one first. It is more wanted than the other, which should be completed last of all.
621. You do not go up the river now? No, we never did.
622. How many feet do you draw? The "Rosedale" draws 7 feet 6 inches, loaded.
623. We are told that there is 8 feet of water up the river? No doubt. There is 20 feet in some places.
624. You do not find it necessary for the purpose of your business to go up the river? No.
625. All the stuff is sent down in droghers? Yes.
626. Do you think that if the river were deepened, and the bar removed, it is likely that the steamers would trade up the river? It is doubtful. There is no advantage as far as the ship is concerned. They may go as far as Wauchope.
627. The chief advantage which would be derived from the construction of these works would be the removal of the bar? Yes; you could get in and out then without any difficulty. You can always have a droghering plant on the river.
628. If the main result to be expected from this work is the removal of the bar, then the work should be so constructed as to fulfil that object, other matters, such as the deepening of the river channel, being of less importance? Certainly it is a less important work.
629. Do you know that it is proposed to spend £46,500 on this work? I have not heard how much is to be expended.
630. The south training-wall, the western training-wall, and the upper portion of the eastern training-wall, as far as the dotted line on the map, will cost, with the contract in hand, £46,500; but if all the works which are shown by red lines are completed the cost will be £163,000;—do you think there is anything in the prospects of the district which warrants an expenditure of £46,500 over its traffic? The traffic warrants it right enough. If you can assure a safe bar to the shipping it must naturally benefit the district.
631. I suppose you would not recommend an expenditure of £163,000 there? I do not know, it just depends on whether you have a population, and you think there is likely to be any increase.
632. Have you got the population there? You have not got the population at present, but very likely you will have the population in ten or twenty years, perhaps fifty years. We must not look to the present day; we must look to the future.

L. Paulson.
4 May, 1898.

- L. Paulson. 633. Do you not think it would be wiser to defer the expenditure till there is some increase in the settlement? I do not know. You suggested that an expenditure of £46,000 would complete the southern and western walls, but you cannot assure a complete or safe entrance till you get the northern breakwater completed. There is always a scour, and the sand shoots into that bay. Unless it is checked, it will always be a source of trouble.
- 4 May, 1898. 634. You think that the north breakwater, if constructed, would intercept the sand and cause it to pile up outside? Certainly.
635. You fear that without that northern breakwater, and in spite of the increased scouring power of the river, there will be a tendency in north-easterly gales for the sand to be scoured from the sandspits and deposited in the channel? No doubt it will always have the effect of driving it across to the rocks, unless we have a scour, or something to check it.
636. Is it a dangerous bar? Yes; it is all rock formation on the southern side, and on the northern side it is all sand.
637. You are sometimes detained a good deal? Yes, I am often detained.
638. How long are you detained outside? I am not often detained outside. I manage to get over as a rule. On my last trip I tried to cross at midnight. I was drawing 7 feet, and I made two attempts to cross. I was stuck each time, and eventually I had to take the tugboat to assist me across. It was half-past 1 o'clock before we got across the bar, on which there was 7 feet 3 inches of water. In the daytime we only get 6 feet sometimes. The bar, as a rule, is good. I consider that it is the best port on the North Coast after the Clarence. It used to average from 14 to 16 feet of water, as a rule; but within the last twelve months, at the lower part, the north sand flat has been washed away through the channel taking across right inside. If the channel runs down where it is now it will make a lot of difference. Once it comes inside we are "done."
639. The construction of the western training-wall will do away with that? Certainly.
640. If the bar were permanently removed, do you think your company would be likely to put on larger steamers? Certainly. We had a steamer drawing 10 feet, but during the last eighteen months we were unable to communicate with Port Macquarie on that draught.
641. How many tons is the "Rosedale"? About 200 tons.
642. What tonnage would a steamer drawing 10 feet be? It would have 400 tons carrying capacity.
643. A boat of that size would be much more powerful? Certainly. For five years in succession I had nothing less than from 12 to 16 feet of water at high water. The channel used to come down by the northern line, strike across to the southern wall, and go right out to sea.
644. It would appear from your evidence that the western training-wall is urgently required? Yes; once the southern training-wall is completed you have the western wall to throw the water on to the southern wall. It would assist it wonderfully.
645. The master of a schooner, who was examined here yesterday, stated that the south training-wall, so far as it has been made, deflects the current and throws the water over the northern side, instead of driving it out on to the bar? There is not sufficient of the south training-wall constructed yet to have an effect on the current. Besides, they are on a straight line with the wall at present. I do not hold with the view he expressed.
646. He told the Committee that, in his opinion, the south training-wall would absolutely destroy the bar? I do not agree with him.
647. He said he observed that it was having that effect when only 20 feet of the training-wall had been constructed? I do not agree with him.
648. He thought that to finish the south training-wall would be to destroy the harbour altogether? I do not understand his theory at all. It must have a material effect on the bar, because the water which comes across from the other side must follow the training-wall out.
649. *Mr. Lee.*] Where does your steamer generally lie? At the wharf at the foot of Horton-street.
650. Do you lie there with safety at all times? In any wind that is blowing.
651. In any sea, or in any wind, you are completely protected at that wharf? Yes.
652. I suppose there is a certain range there? There is a little, but not a great deal.
653. Not enough to interfere with the safety of the ship? No.
654. If that is the case now, and the western training-wall is carried down to that end, will it not make the anchorage and the mooring at the wharf absolutely secure? Certainly, more so than it is now.
655. Do you think that the current, under the conditions which have been explained to you, would carry that channel out far enough for your purpose? Certainly; I think it would give us sufficient water under most adverse circumstances to take the boat in pretty well at any time.
656. Do you think these training-walls will direct the current sufficiently far out to spill the stuff well outside? Yes; any silt which goes out is bound to be carried away.
657. You think it goes out far enough? Certainly.
658. You think that once you get your silt out to that point the current will do all the rest? Certainly.
659. If the proper depth of water can be obtained in this channel, do you think that these works will be sufficient for the requirements of the trade of the river? I am sure they would.

THURSDAY, 5 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Hastings River.

William Henry John Slee, Chief Inspector of Mines, Department of Mines, sworn, and examined:—

W. H. J.
Slee.

660. *Mr. O'Connor.*] How long have you been in the service of the Colony? Twenty-two years. I have been in Australia forty-two years.

661. Do you know the country which is represented on the map here? I have never actually been at Port Macquarie, but I have been in the surrounding country—in the locality at the head of the Hastings and right through there.

662. Will you state what you know of the value of the different portions surrounding this district, from a mineral standpoint? We have goldfields at Cells Creek and other parts. My opinion is that sooner or later copper deposits and other minerals will be found there. Cobalt, for instance, has been discovered in that district; but the country is rough, and as the roads are bad the cost of carriage is very heavy.

663. When you visited the district from what point did you start? I started from Walcha and rode right through to Ironbark and Cells Creek. I have gone from Kempsey through these ranges right towards Port Macquarie. Mr. Wilkinson, the late Government Geologist, and I spent a fortnight in going through these mountains.

664. What is the easiest route to the most important portions of the district from a mineral standpoint? I think the Port Macquarie route is the most natural. At the present time they actually go from Walcha Railway station right across to that district.

665. Did you spend much time in the district? I have been there at different times. Once I spent about a fortnight there with the late Government Geologist. We went to see for ourselves whether there was a likelihood of payable auriferous deposits or metalliferous deposits being found there.

666. Then what is your opinion in that respect? My opinion is that in addition to gold there is a probability of copper, lead, and cobalt being discovered there in payable quantities; and no doubt the better the route you can make to these fields the more encouragement will be given to prospectors to test them.

667. Which in your opinion would be the easiest mode of access to these fields—by sea or by land? By sea, I think.

668. When did you first visit these places as a public officer? In 1880 or 1881; but I have been there several times since then.

669. In 1881 did you go there to report on a report by prospectors? No. I did not report on it for the simple reason that I was with the Government Geologist. We only went through these parts for our own satisfaction. I frequently go to districts in that way and do not report on them at all.

670. What was the object of your visit there on that occasion? Instead of going on a straight and easy road by coach I went round on horseback to see for myself whether the country was likely to produce minerals, if not at that time, in the future.

671. Was there an anticipation on that occasion with regard to the probable mineral qualities of this country? Yes. From the very first I have always made it a practice to give as much publicity as I was able to do to the mineral resources of our country.

672. What impression did you form at your first visit? My impression was, and is, that sooner or later we shall have a large number of persons employed there in metalliferous mining—for gold, copper, or other minerals.

673. Did it, at your first visit, impress you as being a mineral producing country? Yes. At that time very few persons were actually engaged in mining in these districts; but I thought then, as I think now that, sooner or later, it will be the means of employing a large number of persons—that it was well worthy of prospecting.

674. How often have you visited that district since 1881? Three or four times.

675. In subsequent investigations, did you find any reason to change your original opinion? No.

676. What portion of the district do you think is likely to be of advantage, as indicating the mineral wealth of this country? The head of the Hastings River. On these high mountains and ranges there are parts which have hardly been visited by any person with a knowledge of minerals; and the head of the Hastings especially, I should think, is well worth prospecting.

677. Would you, with your long experience and your intimate knowledge of this country, say that a portion of the prospecting vote should be devoted to the prospecting of this district? That money has been voted under certain conditions. Cells Creek and some parties there have already had a portion of that vote. Many of them took up some ground and applied for aid, and the Prospecting Board made a certain recommendation.

678. Have you any knowledge as to the result produced by that expenditure? Yes; a quartz-crushing machine is crushing quartz for several parties where there was no machinery before.

679. Is the result satisfactory? I think it is.

680. I suppose the crushing machine is of an elementary kind? Yes; it is just at the head of the Hastings. Within a few miles of Port Macquarie they have got cobalt. On these high mountains and ranges which are drained by this river and its tributaries, sooner or later, gold and other minerals will be found. I do not think that gold will be got in the river itself, but certainly it will be got in close proximity to the river and right away back into the country.

681. Are the Committee to understand that the real wealth you anticipate getting will come from the ranges away from the river? Yes. The river has pierced its way through the ranges and drained them, and to a certain extent, no doubt, has some of the minerals in it.

682. From your personal knowledge and your experience of this district, do you think that with a fair expenditure, whether it be by the Government or by private enterprise, certain portions which you have indicated on the map will give a very satisfactory result from a mineral standpoint? I think so. 683.

5 May, 1898.

W. H. J.
Slee.
5 May, 1898.

683. *Mr. Clarke.*] You seem to think that there are strong probabilities of this district being a good mineral district? Yes. If you give better facilities from Port Macquarie it will encourage prospecting. If prospecting is carried on I believe some of the prospectors will be successful, and a large number of people may find employment, and thus the country will be benefited.

684. I suppose it is a considerable distance from navigable water to where the mines are likely to be developed? Yes. There are some minerals found close to Port Macquarie.

685. There is no other means of getting away from the mines except by way of Port Macquarie? I will not say that. I will say that the cheapest and best means for those who embark in mining and for the country at large would be by Port Macquarie.

686. Is there any mining population there? Not a great many miners at present. It is a very rough country. The great drawback is the want of cheap transit and a good road to the different mining centres.

687. I suppose there is no means of communication from the tableland? You can get there from the Northern railway line, but it is a long distance to carry goods from there.

688. The prospects you think are favourable at some time or other? I think that sooner or later there will be a mining population settled there.

689. A large mining population? Yes.

690. Is it chiefly gold they get? They get gold at Cells Creek, Ironbark, and other places. Copper has been found in different parts, but it has never been developed owing to the fact that the country is so very rough. Every reduction in the cost of carriage would tend to cause people to prospect the country.

691. Taking the mining interest along with other interests in the district, you think it is advisable to give improved means of communication to the port by improving the entrance to the river? I think that if the means of communication were improved the mining industry would go ahead to a certain extent.

692. *Mr. Wright.*] What is the geological formation of the country in the Cells district? The formation is Silurian, slate, and granite. You get a great deal of basaltic country right through; in fact, there is every geological formation you could wish for in a mineral country. We have diorite and porphyry there. The indication is favourable to it being auriferous, more so than copper. I have seen copper stains brought from there. They brought some returns to me, but the veins were very small, and the copper was only a stain. Although they thought the lode was of great breadth the rocks were only stained.

693. Is that all the indication of copper they have discovered? No; at one or two places they have actually worked a copper lode, but they had to abandon it on account of the low price of copper and the heavy carriage.

694. How far is this country, Cells Creek and Ironbark, from the navigable waters of the Hastings River? The nearest would be, I should think, about 30 miles.

695. I suppose the question of making a road to the place is not insurmountable? No; it would not cost a great deal. If you had a good entrance to the port it would, to a certain extent, enable them to make their own tracks and roads, which they have to do in many parts of the Colony.

696. Is it a very difficult and expensive country to make roads through? To a certain extent it would be, but in all this mountainous country the Government only give bridle tracks. Afterwards, when minerals are found, the owners of the land, for their own convenience, enlarge these tracks.

697. As a rule, the Government has to make the roads? As a rule, the Government has to do everything.

698. Is the country lower down more suitable for agricultural and pastoral pursuits? I have not been at Port Macquarie. I have only been round the locality on horseback.

699. How near have you been to Port Macquarie? At one time I was as near as 10 miles.

700. What is your impression of the country bordering the river as a country for agricultural settlement? Wherever there is basaltic country, and diorite country, as a rule, the soil is very good; but the greater part of this land is pastoral land.

701. Most of it is hilly land? Yes; but between the mountains there are valleys which are good for agricultural purposes.

702. Do you think it is likely to carry a larger agricultural population? I think if the entrances to the rivers are improved, we shall have a far larger population on the whole of our northern districts. I do not think Port Macquarie is an exception.

703. You think that if better facilities for getting to market are given on our northern rivers the land will be more readily taken up? Yes.

704. *Mr. Roberts.*] How far is Cells Creek from Port Macquarie? I cannot say exactly. Most of them come from Kempsey, or from Walcha to Cells Diggings. It is between 60 and 70 miles from Walcha to Cells Diggings, which are situated at the head of the Hastings River.

705. Is it very mountainous country about there? It is rough country.

706. What was the population at the time of your visit? There were only a few hundreds around that district. But in going from Walcha there is a line of diggings all the way to Cells Creek.

707. Do you think it is auriferous country all the way from Walcha? Yes.

708. How long is it since your last visit? Five or six years. These districts do not make a great deal of progress for some years.

709. What opinion did you form of these diggings? My candid opinion is that in that district sooner or later a mining population will be settled and profitably employed—settled there not for a time, as it were, but permanently.

710. Are the same people there now as were there at the time of your visit? I think some of the people have been there for twenty years or more.

711. Have you heard whether the men there are earning good wages? About three or four years ago I think a few parties were making very good wages. Gold, so far, runs in shoots there, and unless they keep a good observation, and keep following the shoots they often lose a shoot and go in the wrong direction, losing a good deal of time.

712. What is the population now at Cells Creek? I do not think you will find a hundred people there.

713. Are they engaged in mining? Nearly all. There are a few selectors there who have a few head of cattle. There is only one business place at Cells Creek, and the people have to go a long way for their stores.

714. Do the miners as a rule go by way of Walcha to reach Cells Creek? Most of them go by way of Kempsey.

715. Do you mean people coming from Sydney? Most of the people who come from Sydney go *via* Kempsey, because that route is cheaper than the Walcha route.

716. One would imagine that they would go from Port Macquarie? The Kempsey road is better than the other. On one road you can drive; on the other you must get a horse.

717. But there would not be much difference in the steamer fare? No.

718. Has not gold been found at other places on the Hastings nearer to Port Macquarie? Yes, in different parts.

719. Is it what you call payable gold? Payable shoots or patches have been found there.

720. Is it all quartz-mining? So far, most of it has been quartz-mining. There is alluvial-mining on the creeks.

721. Where are the alluvial mines to be found? At the lower part of Cells Creek.

722. Is there plenty of water obtainable at Cells Creek? Yes, and that is why a good many of the men stick there.

723. Have the quartz-miners got satisfactory results? Nothing extraordinary has been got there so far. I know that on one or two mines they have had as much as 2 oz. to the ton in crushing; but they are just running shoots, which disappear unless they are closely watched. If closely watched they are picked up almost as easily as you would pick up a regular run of gold; but if not closely watched you lose them for months or years.

724. Is the crushing machine kept continually employed? Not of late, I think.

725. Would not 2 oz. to the ton pay a miner handsomely? Yes; some of the reefs are of good size there. If they could get an ounce or even 15 dwt. to the ton regularly it would pay them very well. The gold certainly is got in shoots or patches.

726. They cannot get a sufficient quantity of it to yield 2 oz. the ton? Not in a continuous way of working. They cannot open out several hundred feet; it always runs out in the lenticular block system.

727. Is there any record of the average yield obtained from the quartz at Cells Creek diggings? No; unfortunately we have no law to compel the miners or companies to give us the returns, as we ought to have.

728. What do you regard as a satisfactory yield? If they can average with their reefs 15 dwt. to the ton it would be a satisfactory yield. It would pay the working men good wages and meet all the expenditure. It would encourage them to continue at work.

729. Have any public companies been formed to work any mines there? Yes; I think there were some Sydney people there a few years back.

730. Was any important work done there by any of the companies? No; the whole of that district has only been rooted over. Of really practical mining, nothing has been done. Unless they work on a system, and on a system of economy too, they had better keep away.

731. Have there not been what I may term mining rushes on the Hastings? Yes; we often get these rushes. We get them periodically in every district. A district may be dull for years, and all at once a rush takes place, and it is prosperous again.

732. What was the scene of the nearest rush to Port Macquarie? There has been a rush near Port Macquarie lately, but it turned out no good. The nearest rush to the port, I should think, would be from 20 to 30 miles.

733. Is there any mining population nearer to Port Macquarie than the population at Cells Creek diggings? No, not that I am aware of.

734. The places to which those rushes took place have been abandoned? Yes. Unfortunately the miners, who have been about Cells Creek and those parts, have been too long in one place, and too long in one groove. As we can only gain knowledge by exchanging views, they cannot exchange any views except with themselves. They know no more to-day than they did when they first started there.

735. Would it not be fair to assume that they are doing well there? We must assume that they are making a living, or else they would not have stopped there for so many years.

736. Would not that be the best evidence of the gold-producing powers of the district? Yes; I have no doubt that there are men in that neighbourhood and right on to Walcha who have made a living for themselves and their families for more than twenty or thirty years.

737. The fact that miners are doing well in a district is not always made known to the general public? No; we have no power to compel a miner or a company to give us the yield of gold, but a proviso to that effect is made in the leases. A miner or a hundred miners may each make £10 a week, and tell us the opposite, as I know they often do, that they only sell £1 worth a week, just enough to keep them alive. In 1880, when I was a warden at Mount Browne, I had 700 oz. of gold belonging to miners, and the outside public no doubt thought that these men were only making a bare existence. They only sold sufficient gold to keep them going, and left the rest with me till they were ready to leave or had a better opportunity to sell.

738. You find that the majority of the miners prefer to keep their business to themselves? That is the rule with the majority of miners throughout the Colony. I speak from practical experience. I have been a miner since I was 18 years of age.

739. Do you think there is likely to be a big discovery at Cells Creek some day? Yes; I think there is a good future for that part as well as many parts in New South Wales. I believe that before many years are over, not only those parts which have been so much neglected, but parts which have been very little thought of will come to the front.

740. Has not gold been found up in the Macleay? Yes. I have been all through there from the very head of the Macleay. I have been from Kempsey right on to Armidale, and I believe that all that country right through there will, sooner or later, profitably employ a large number of miners.

741. Will you state the boundaries of what you consider the auriferous ground of which the Hastings or the Macleay is the centre? The whole of the head of the Macleay, and right down to within 10 miles of Kempsey. I think that the whole of the Macleay and the whole of the Upper Hastings, sooner or later, will employ a large number of persons. The country will be dotted here and there with parties of miners and their families who will certainly contribute a great deal to the success of the territory of New South Wales.

742. Is there any settled mining population at the head of the Macleay similar to that which you say is at Cells Creek? Yes, in different parts. Some of the parties have gone through a great deal of work, waiting sometimes for the rain (there are sluicing companies) and others who have gone in for reefing.

W. H. J.
Slee.
5 May, 1898.

There are men at the head of the Macleay who have been there, I think, for thirty years. The majority of them appear to be comfortable in their little homes.

743. The remarks you make in regard to Cells Creek diggings apply to the whole of the diggings at the head of the Macleay? Yes.

744. And to the country extending right out to about Walcha? To the country extending behind Walcha and going right on to Armidale.

745. Are mining parties found now dotted over that country? Yes; you will always find a large number of persons mining in that direction down to the fall of the Macleay. For instance, a large number of persons are working at Warm Corner (at the head of the Macleay), which is 40 miles from Hillgrove.

746. Is Hillgrove a continuation of that country? Baker's Creek is a tributary of the Macleay, and Hillgrove is part of that country.

747. There has been a lot of gold taken out of Hillgrove? Yes; I was at Hillgrove when only six men were employed, and now there are two townships there.

748. Which mine has been the most productive? The Baker's Creek mine down in the hollow. I knew Baker's Creek before there was a single hotel or store there, when there was only a manager's hut.

749. Have you any record of the value of the gold which has been taken out of Baker's Creek? It can be obtained from the annual reports of the Department of Mines.

750. Is it still yielding satisfactory returns? —

751. Is not Baker's Creek much nearer to Armidale than to the nearest navigable point of the Macleay? Yes.

752. How far is Baker's Creek from Armidale? Twenty-two miles.

753. How far is it from Kempsey to Hillgrove? About 60 miles. I have gone from Kempsey to Hillgrove.

754. If you are going from the Macleay you go up the river a good deal further than Kempsey? Yes, by means of the drogher. There is a lot of tin on Long's station on the table-land. That would form the top part of the watershed of the Hastings.

755. To go to Hillgrove Armidale is the nearest point? Yes.

756. Some persons go by way of the Macleay? Yes; two years ago the teams used to bring goods cheaper by £1 or so a ton from Kempsey to Armidale than they could be brought by rail.

757. Owing to the low rate of water carriage? Yes.

758. You referred to some tin-mines just now;—where are they situated? They are on a place called Long's station. They are only 2 miles from the river, but you have to go up 1,500 feet to reach them.

759. Has tin been obtained there in payable quantities? Yes; but when tin fell so low in price they abandoned tin-mining. Some people from Tamworth had an interest in mines there.

760. Has tin been low in price during the last few years? Yes, compared with what it used to be. It is now about £68 a ton. In former years it was never less than £90 a ton, but the price dropped all at once. I have known the price of tin to be as much as £120 in New South Wales.

761. Did the drop in price cause the closing of a large number of tin-mines? Yes, a large number all over New South Wales. The northern districts are really the districts in which the most tin is found. I believe New South Wales has the largest tin area of any country in the world.

762. Has not there been some payable tin-mining on the Hastings? Yes, tin has been found there; but there are very few tin-miners there now, because the price is too low. All the easiest deposits have been worked. The deposits which could be worked at present market value would cost too much money to be payable. If the price of tin would rise like the price of copper, no doubt we would have a large number of miners working on the tin-fields all through the northern districts.

763. On the Hastings the principal deposits are gold and tin? Yes. I have seen copper from there, but the copper went so low in price. There were two lodes to my knowledge which they had to give up working owing to the dear carriage. It was found on the Hastings within 10 miles of Cells Creek—out towards Tya.

764. Would that be west of Cells Creek? Yes.

765. Leaving Cells Creek diggings and going down the river you come across fine pastoral country? Yes, it is nearly all pastoral country. There are a few valleys which no doubt would be fit for agriculture.

766. Going down to the port from Cells Creek, where do you first fall in with good agricultural land? At no great distance from Cells Creek there are valleys of good agricultural land, but they are of no great extent.

767. It widens out as you descend, and it is capable of producing anything? Yes.

768. It is to be found on either side of the Hastings and its tributaries? Yes. I suppose we have as fine agricultural lands in the northern districts as you will find anywhere.

769. You look upon this contemplated work, I suppose, with a favourable eye? I feel confident that every improvement you can make on our northern harbours means so much more prosperity to this country.

770. Have you ever been to Port Macquarie by water? No.

771. Have you never visited any of the North Coast rivers by water? Yes; I have been to Lismore, Kempsey, and Byron Bay by steamer.

772. Have you ever been to the Manning by water? Yes; I have been on the Upper Manning too. I have been from a place called Copeland right on to Nowendoc. That country, I suppose, will sooner or later employ a good few persons. It is all pastoral country.

773. Has it not occurred to you that the progress of these great North Coast districts has been greatly retarded owing to the difficulty of negotiating the bars? Yes; any traveller must come to that conclusion.

774. In many cases the journey there is undoubtedly attended with more than ordinary danger? Yes; Mr. Wilkinson and I could not get out from Ballina, because the bar was bad, and we had to ride across to the Clarence River.

775. If these rivers were made safer from a navigator's point of view, is it not probable that they would be visited by experienced miners, and that those men would help to develop a lot of auriferous country which it is now difficult to reach? Yes. Whichever patriotic gentlemen cause our rivers to be improved will be benefactors to this country.

776. From your personal experience do you not think that Port Macquarie and Hastings River districts are of sufficient importance now to warrant an expenditure of £46,500 to improve the entrance to the river?

river? As far as I know, I say yes. I am sure it will encourage settlement in a country in which it is pretty rough to settle. It is only big-hearted people who go out to those parts.

777. *Vice-Chairman.*] How far is Cells Creek from the nearest navigable point on the Hastings River? They generally come to Kempsey, which is 70 miles from the northern railway. Their business, as a rule, is done with Kempsey, which is 40 miles from Cells Creek.

W. H. J.
Slee.
5 May, 1898.

778. How far is Cells Creek from the nearest navigable point on the Hastings River? I should think it is 30 miles.

779. Why is the traffic done with the Macleay instead of with the Hastings? Because the roads are not made yet. There are roads from Kempsey to Cells Creek, Tya, and those places which would be supplied from Port Macquarie, I suppose, if they could get better carriage from that town.

780. Are the roads to Kempsey good? In many instances they are only bridle-tracks. In many instances the goods are brought by pack-horses to Cells Creek and those places.

781. Is Cells Creek difficult of access? Yes; it is difficult to get there from every side.

782. In what way would the improvement of the navigation of the Hastings River assist the miners at Cells Creek? I think at the present time the people would not go to Port Macquarie, because their business connections are centred in Kempsey, which is the nearest town of any consequence.

783. What other mining locality is there which would be assisted by improving the navigation of the Hastings? The whole of the locality. Cells Creek and Ironbark are the only places at which the miners are really working, but there are large areas or localities there which require prospecting, and which may, sooner or later, support a far larger population than Cells Creek does.

784. Would these localities be rendered accessible by improving the navigation of the Hastings? To a certain extent.

785. Would a similar answer apply to a similar question in regard to the Macleay? The head of the Macleay would be served certainly by the same process as you serve the head of the Hastings. There are a large number of miners scattered here and there at the head of the Macleay, but they go down to either Kempsey or Port Macquarie for their provisions.

786. Do you mean to convey the idea that unless the whole of the river were improved the mere improvement of the entrance would not develop mining in the district? The improvement of the entrance would have this effect: the carriage would be less if vessels knew that it was a safe entrance at all times, and to a certain extent the mining populations would reap a benefit from the work. If you can improve the entrance to the harbour, even if you do not improve the river, it must have a great, beneficial effect on the various industries.

787. *Mr. Lee.*] You know the country from Hillgrove right along the coast to Point Danger? Yes.

788. You have visited nearly all the mines in that country? Yes.

789. How long is it since you first went over that country? In 1878.

790. When were you there last? In 1896.

791. Did it strike you then that there has been a satisfactory settlement in that country during that period? There was a far greater settlement at my last visit than there was at my first visit; settlement not only by a mining population, but also by an agricultural population.

792. Did it occur to you that that portion of the Colony was being steadily but surely filled up by *bonâ fide* settlers? Yes.

793. During that period you have noticed considerable progress take place? Yes.

794. During the last ten years the mines have developed very considerably? Yes.

795. Has not the development of the mines had a considerable influence on the settlement of that country? The development of the mines always has a great influence on agricultural settlement, because the miner is a great consumer.

796. You have seen this development going on hand in hand in that district? Yes.

797. All the North Coast country is well watered by innumerable streams running from the mountains to the coast? Yes.

798. Considering the knowledge you have of that country, and your extensive knowledge of the Colony generally, do you think the conditions which exist there are such as would tend to still further settlement? Yes; I think by encouraging these works you encourage *bonâ fide* settlement in these parts, which cannot be settled simply because the cost of settling and living there is too heavy.

799. Before that can take place the conditions must be fairly favourable? Yes.

800. You admit that the agricultural land is there in abundance, and capable of growing anything which can be produced in the Colony except wheat? Yes.

801. And timber is plentiful too? Yes.

802. And the mines are extensive? Yes.

803. Under these conditions do you foresee in that part of the Colony a fairly dense settlement in the future? Yes. I have always looked on the northern districts as the garden of New South Wales.

804. Can you give us an instance, in some arid portion of the Colony, where mines broke out, and eventually settlement took place? I could give a large number of instances. Take Mount Drysdale, near Cobar. Through a prospecting vote of about £100, we have there a township containing several stores, a telegraph office, and other places, and employing a large number of men; formerly it was a wilderness.

805. But that is not agricultural country? No.

806. Is it not more likely that settlement would be much larger in districts where the conditions are favourable? Certainly. I could name thirty or forty towns in the Colony which did not exist until gold was discovered, and which afterwards became great agricultural districts. Young, Grenfell, Forbes, and Parkes never existed until gold was discovered, and then the farmer came and settled down alongside the miner.

807. The mines acted as pioneers to attract the population, and from that the miner turned his attention to farming? Yes.

808. As soon as he saved money enough he took up land and formed the nucleus of a town? Yes.

809. Do you think the mines in the northern district are of such a character as to last long enough to attract population? Yes; I think the mines in the northern district are likely to be permanent, and generation after generation will be able to work them in a payable manner.

810. You have no doubt as to what you say in regard to the future of the northern district? I honestly believe such to be the case.

- W. H. J. Slee.
5 May, 1898.
811. What is the best way to serve these people—by opening ports, or by making a North Coast railway? The best way, I think, is to provide cheap water-carriage.
812. For the conveyance of machinery to the mines, and for the conveyance of stone and minerals from the mines to the large works near Sydney, you think the proper way to develop that part of the Colony will be by keeping the ports open? Yes.
813. *Vice-Chairman.*] Has there been much development lately at Newbold's station, near Grafton? To a certain extent, near Grafton, there has been. In that district it has been rather patchy; but there is a large population in the district.
814. I think there is one mine being worked now—the Sir William Wallace? Yes; I have not been there for two years.
815. You cannot say that the mining population has increased? I know from the reports of the inspectors that it has lately increased again. It decreased very considerably in the northern districts when the price of tin fell so low. The tin-miners had to seek other work on our gold-mines, and a sort of boom took place, but now they have got into a permanent groove again, and although things are not booming they are prosperous.
816. Are any of the northern mining centres close to the navigable portions of the various rivers, or are they a considerable distance away? All I can say is that a large number of persons are permanently settled there. We have ups and downs in mining (very considerable, too) at different times. Bucca Creek, for instance, is coming up. Nana Creek, which went down for a considerable time, is rising again. In 1893 only three men were being employed at Cobar when the Railway Commissioners went there. The Commissioners were grumbling about so few men being employed, and I mentioned in a report I wrote that Cobar would again come to the front, as it has done. Although a district may be dull this month or that month, you will always find that it will come up again.

FRIDAY, 6 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.	

The Committee further considered the proposed Harbour Works at Hastings River.

Alderman Francis Buckle, steam-tug proprietor, sworn, and examined:—

- F. Buckle.
6 May, 1898.
817. *Vice-Chairman.*] Are you a steam-tug proprietor? Yes.
818. Do you live in Sydney? Yes. I have a steam-tug on three rivers.
819. *Mr. Clarke.*] I suppose you have been a long time acquainted with the trade on the North Coast? Yes.
820. Are you aware of the nature to the proposed improvements of the entrance to the Hastings River? I have heard of them, but I have only just had an opportunity to look at the plan.
821. The Department thinks that the north breakwater, the south breakwater, and the lower portion of the eastern training-wall will not be required to be constructed at present; they think that they will get a sufficient depth of water by confining the scour without building the two breakwaters; but if they fail in attaining that object, then the breakwaters will have to be built; it is proposed at the present time to construct the south training-wall, the western training-wall, and the upper portion of the eastern training-wall; it is proposed to leave a gap between the south training-wall and the west training-wall, in order to allow any vessels to go through to the wharf? I fully understand the nature of the Departmental proposal.
822. Do you think that the proposal is a good one, and that it will be beneficial in its effects on the bar? Yes. If it does not suit they can easily build that northern wall afterwards. I think it is quite right to construct the works in this manner. At the present time the current comes down the river and strikes the southern wall. There is a flat in the river, and if a ship gets on that flat she never gets off. My opinion is that the whole work, when it is finished, will give a grand harbour. At the crossing, the water has always been very shallow. The river is so very wide at that point that there is no rush of water in one particular place to keep the channel deep, until we come down to the southern side where it is all rock. The training-walls will create a nice current which must improve the entrance to the river. Wherever the rocks are the water is always deep and the channel good. About eight or nine months ago I had a steamer in the port. After a gale of wind she was blown out. She struck on something and it knocked the stern-post clean out of her, and half the keel. I do not know whether it was the wreck of the "Ballina" she struck on, but it was something hard. She was a new boat. When the water of the river is confined it must make a channel. I think there is as much as 13 or 14 feet of water off the rocks on the southern side.
823. Have you any idea of the tonnage or the value of the traffic from Sydney to Port Macquarie? I suppose there is an average of six or seven vessels a week, running from about 50 tons up to perhaps 200 tons.
824. Are they chiefly sailing vessels? Yes; only the North Coast Company runs a steamer to Port Macquarie.
825. Does the "Rosedale" trade exclusively to Port Macquarie? No; she goes on to some of the other rivers. I think she goes to the Hastings and the Bellinger. In the busy season she goes to the Bellinger, and some of the other boats go to the Hastings. When the season gets slack the "Rosedale" calls at Port Macquarie and the Bellinger, both coming and going.
826. You are not able to state definitely the amount of traffic, either in tons or in value? No.
827. Have you a better idea of the traffic from Port Macquarie to Sydney? It is the same each way. They nearly all come in in ballast, and go out loaded with sawn timber or logs. A great lot of corn is sent

F. Buckle.
6 May, 1898.

sent away. In the season the "Rosedale" goes up loaded with maize. She sometimes makes two trips a week. There are three sawmills on the river, and I suppose one mill cuts over 50,000 feet a week, another about 30,000 feet a week, and another about 20,000 feet a week; it would be equal to about 300 tons.

828. Do you know the country along the banks of the river? I have not been up the river more than 10 miles, but I believe it is very good country.

829. You have no idea of the country where the timber is got? No.

830. You do not know whether it is grazing country? No. I only know that a great quantity of corn is brought down. I may tell you that there will be a couple of steamers on the river directly.

831. How long is it since you have been to Port Macquarie? Eighteen months.

832. What was the state of the bar at that time? It was fair. There were 8 or 9 feet of water on the bar.

833. Previous to your visit, what had been the state of the bar? It was good for some considerable time before that date. It sometimes got a little shallow, but nothing like the Nambucca bar. It was far better than the Nambucca bar. I never heard any complaints from Port Macquarie about the bar until this southern training-wall was started.

834. If the river were improved so as to allow vessels of larger tonnage to enter, do you think it would be beneficial to the people of the district, and in the public interest? I think it would. It is a great river for timber. Port Macquarie timber is reckoned to be the best timber which comes into the market. Certainly larger vessels would go there if they could get in and out.

835. Does not the entrance to the Hastings bear favourable comparison to the entrances to the Bellinger, the Nambucca, or the Manning? It has always been better than either of those entrances. It has always been reckoned the best bar on the coast for vessels of a fair size.

836. *Mr. Roberts.*] Have you a thorough knowledge of all the rivers on the North Coast? I have not been to Cape Hawke or to the Manning, but I have been to the Hastings, the Nambucca, Camden Haven, the Macleay, the Bellinger, the Clarence, and the Tweed.

837. Do you regard the entrance to the Hastings River as one of the best or one of the worst on the coast? It was always reckoned one of the best harbours before these stone dykes were started. I suppose the Bellinger bar is about as good as any bar we have, except the Clarence bar. Port Macquarie was always reckoned a good bar harbour. As a rule, there are always 8 feet or 9 feet of water on the bar; sometimes there is more.

838. Has it not been very unfavourable for ship-masters lately? Yes; since these works were started.

839. Do you know what depth of water there is on the bar now? No; only from what I hear from the captains of the steamers, or read in the newspapers. At times the depth is 7 feet; at other times it is 8 feet.

840. Has it not been as low as 5 feet? I think so.

841. Do not you think the time has arrived when something ought to be done to give the population settled on these rivers better communication with the metropolis? I think so. I know the people will not go there at the present time. I know that some of them are leaving for the want of means of getting their produce away. On nearly all the northern rivers that is the case.

842. You think the difficulty of access is a great drawback to the progress of the North Coast districts? Yes. At one time there was a bar in the river here. The dredge would dredge it out to-day, and leave about 10 feet of water, but in a week's time it was as bad as ever.

843. That part of the river is not traversed by the ocean-going steamers? No; but sailing vessels go up the river for timber. The tug-boat takes sailing vessels 40 miles up the river to load timber.

844. Are you referring to your own tug-boat? Yes; she draws 6 ft. 6 in., and she goes 40 miles up the river.

845. Is there any difficulty in her getting up the river? Sometimes there is.

846. That is owing to the want of more dredging on the river, not at the entrance? A shallow place up the river is cleaned out very often; but, unfortunately, it fills up very quickly. The first flood which comes along fills up this hole which is made by the dredge, and it knocks away the fan and the shaft of the tug sometimes.

847. Is the Hastings River dredged as well as other rivers on the coast;—does the dredge stay there sufficiently long? I could not say. At one time there was great trouble with the dredging. The Progress Committee at Port Macquarie used to send the dredge to where it suited them best to dredge.

848. You mean to say that they got the authorities to move the dredge to where they thought it was most wanted? Yes.

849. Did not that always meet your views? Not always. I only know what the captains have written to me and others have told me.

850. Would it not be to the advantage of the district for your tug-boat to be able to get up the river? Yes. I think a dredge ought to be kept up the river at that point. It costs a lot to bring the dredge down 20 miles and then take her back 20 miles when the hole fills up.

851. Is the freight of the sailing vessels which your boat tows confined to timber? Principally. Sometimes they take a back freight.

852. The general merchandise goes up by sailing boat? No, by steamer.

853. What loading do the sailing boats get from Sydney? Only ballast.

854. Is the freight by the steamer so low that the farmers do not feel justified in using the sailing boat? The back freight from Sydney is very high by the steamer companies. It would not pay a merchant to wait for a sailing vessel to send a few packages to a particular place. He thinks it is better to pay the steamers what they demand, than to send the goods by sailing vessels. The steamer is more regular, and the trip is shorter, and no doubt a shipper gets his returns more quickly when his produce is sent by steamer. The steamers as a rule do not carry much timber. It is very hard times when a steamer carries timber. At times they may carry a few pine logs, but that is very seldom.

855. What is the difference in the freight for timber? I think the freight from Port Macquarie now is 2s. 3d. for sawn timber, and about 4s. for logs. Timber merchants find it more convenient now to bring down the logs from the river. It is only marketable timber which the mills cut, unless certain sizes are ordered. If you order special sizes to be cut it may be a month before the supply is received; but if a merchant has the logs in his yard, he can cut the timber to any size which is desired, in a day. Nearly the whole of the timber comes down by the sailing vessels.

856. Have you been to the Clarence since the improvements were effected? I was there when part of the work was finished.

- F. Buckle. 857. Can you speak as to the efficacy of the works? No.
 6 May, 1898. 858. Have you not heard that the improvements have been most effective? Yes.
 859. It would lead one to suppose that the proposed improvements on the Hastings would be equally satisfactory? I think so, if the works are carried out as the Department proposes. If the northern wall is wanted it can be built at any time.
 860. On which rivers have you a steam-tug? The Nambucca, the Bellinger, and the Hastings.
 861. Are the three steamers constantly employed? They are when they can get in and out. At Nambucca, they cannot get out except once in a fortnight.
 862. Is there any difficulty in getting in or out of the Hastings? Yes; sometimes it is shallow.
 863. Would it not be a rather serious position for your boat to be unable to enter during the present south-easterly weather? We can often come in when we cannot get out.
 864. Are yours the only tug-boats which are employed on these rivers? There is an opposition boat at Port Macquarie just now.
 865. Is there sufficient work for two tug-boats on the Hastings? No.
 866. In a south-easterly gale like the present one, would the bar at Port Macquarie be fairly sheltered compared with the bar on other rivers? It would be; but I would not like to go in or out of Port Macquarie in a gale of wind like the prevailing one. I would sooner chance the sea for it than go in on a day like this.
 867. For what period would your tug-boat be able to carry sufficient coal to enable her to keep at sea? She would carry coals for a week. She is a large boat which I built purposely for the trade.
 868. Does she always have a week's supply on board? No; we have to confine the tug to the draught of water. We have to keep her up by the stern and down by the nose. If there is plenty of water we keep her down by the stern.
 869. Do you always keep provisions on board? I never keep any provisions. I pay them by the month, and they find their own.
 870. It would be rather a serious thing for a boat like yours to be kept outside? She would not be kept outside. If she got out she could always get back. She is never out more than an hour, and a sea does not get up there in that short time.
 871. But suppose that there is 5 feet of water on the bar and she wants 6 ft. 6 in. to get in? The bar could not silt up in that short time. If you can get out you can always get in again.
 872. Do you know anything of the Hastings River district? No.
 873. You do not know whether it is progressing or retrogressing? No; I have never been up the river more than a few miles.
 874. How long have you had your tug-boat running there? I have had the tug-boat service since tenders were first called for Port Macquarie, about fifteen years ago. Mr. James Watson was Treasurer at the time the tenders were called.
 875. How much are you paid by the Government? I am getting £10 a month now from the Government for Port Macquarie.
 876. What services are you expected to render for that subsidy? We are expected to go out to the bar whenever the pilot requires us, to sound the bar, to report to vessels when there is water on the bar, and to take vessels out at 30s. each, which the vessels pay themselves.
 877. You are at the command of the pilot at all times? Yes.

TUESDAY, 10 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Hastings River.

John Lowry Ruthven, civil engineer, sworn, and examined:—

- J.L. Ruthven. 878. *Vice-Chairman.*] You are engaged in business? I am a civil engineer by profession, but at present I am manager of the "Forbes Hotel."
 10 May, 1898. 879. You use to reside at Port Macquarie? Yes, for many years.
 880. *Mr. Lee.*] The object of the proposed works, as shown on the plan, is to increase the depth of water on the bar, and thus afford a safe entrance under ordinary conditions of weather; but it is not proposed to interfere with the navigation of the river above the wharf. As an old resident, do you think that such works would attain that object? I have lived in sight of the bar for ten or twelve years. I have seen the changes in the sandspits. I have spent the greater part of my time on the water inside and outside the harbour, and seen all the changes. While the "Ballina" was there, and there was no channel on the north side of that vessel, the channel on the south side of her I do not think could be improved. But when a heavy flood came, and washed away the spit which was in existence then, and made a channel to the north of the "Ballina," neither channel was good. Sometimes the steamers came in the channel to the north of the "Ballina," and sometimes by the channel to the south of the "Ballina," that is, by whichever channel had most water. But during the time the channel was closed up, to the north of the "Ballina," there was always plenty of water to enable a vessel to come in at any time of the tide.
 881. That proved that when the tide was confined to the channel there was sufficient scour to keep it open? Yes. I think, if instead of taking the "Ballina" away, three or four old hulks filled with concrete had been sunk to the north of the "Ballina," Port Macquarie would be the best harbour on the coast. I do not say that this south training-wall would not improve it. It would confine the water more than it is. The rock on the south side makes a natural training-wall.
 882. The object of the western training-wall is to throw the current on to the south training-wall, and to allow the water to go out towards the sea? My opinion is that the western training-wall will not do a bit of good.
 883.

883. Suppose that, instead of these works, works were designed to start from the northern side out to the point of the "Ballina" wreck? I believe it would do all that is wanted to be done. Of course, it would be much better if the north breakwater were carried out into 3 fathoms of water. J. L. Ruthven.
10 May, 1898.
884. But, abandoning that idea, and supposing that a training-wall were started from the north side out towards the site of the "Ballina" wreck, would it not answer the same purpose as sunken hulks would do there? It would. The old hulks would be actually a training-wall. It would be much better if, instead of stopping at the proposed point, it were carried out to a depth of $3\frac{1}{2}$ fathoms, because it is an understood thing that in 3 fathoms the action of the sea has no effect on the sand at the bottom.
885. The breakwaters which are shown on the map were a portion of Sir John Coode's design, but the Department thinks that a sufficient bar can be obtained by putting in the works it has designed without building the breakwaters? I do not think so. I do not think you will ever get a permanent bar by only carrying out the south training-wall. I have always maintained that you want the north breakwater. I have always believed that it would answer the whole purpose without constructing the southern one, and I believe so still, from my own observations.
886. Do you mean that if the north breakwater were constructed, and no south training-wall were made, it would have the desired effect? It would have a decidedly better effect—twice the effect—than if you construct the south training-wall and leave the other alone.
887. For the reason that the site of the south training-wall is a rocky one? It is a natural training-wall. I do not mean to say that it cannot be improved. The south training-wall certainly would improve the effect that the north breakwater would have.
888. The Department necessarily has been guided to a certain extent by the consideration of probable cost, and although it admits that the works as designed by Sir John Coode would have the desired effect beyond all doubt, it considers that it would involve a very great expenditure to carry out his design, and that it is possible that the trade of the district would not warrant the expenditure;—therefore it has submitted a design which it thinks will answer the same purpose, and at very much less cost? I think Sir John Coode is perfectly correct, because he wishes to have the north breakwater. I maintain that without the north breakwater the bar will be very little improved.
889. Is that the conclusion you formed while you resided at Port Macquarie? Yes; from watching the bar and seeing how it shifted. I suppose for nine months out of the year I was on the water there.
890. If your theory should prove to be correct, then the necessity for the western training-wall would be done away with? I cannot see why that should be constructed. I cannot see what value it is at all.
891. It is claimed by the Department that the water will first touch the eastern training-wall, then it will be thrown on to the western training-wall, alongside which it will form a channel, and then strike the south training-wall and have a direct shoot out to sea across the bar? I reckon that the western training-wall is so much money thrown into the sea. If you want a scour there, you cannot get it in a shorter way than that.
892. Will you explain how it can be done? If that very small neck of land up the river, which is composed of sand, were opened, the current would have nearly a straight run from the longest reach in the river (from Hamilton's saw-mill), down to the bar. There would be very little curve in it. I have always maintained that if you scoop through this narrow neck of land, and allow the water to run, it will cut its own channel. Of course if you want to face the cut you can pile it to any depth you think proper, and it will bring a straight scour nearly right through the bar.
893. *Mr. Black.*] I asked Mr. Darley about that, and he said, "No, the water would have to be turned by another training-wall"? There is a long reach from Hamilton's saw-mill down the river, and if that narrow neck of land were cut through, and faced with piles, it would give a straight scour.
894. *Mr. Lee.*] Your contention is, that to improve the bar there should be a north breakwater, and that whatever other work may be carried out after that is made will be merely supplementary? Yes.
895. You look upon the north breakwater as the primary work? Yes; from the knowledge I gained from the time the "Ballina" was wrecked at the bar. I lived in view of the bar, and I was boating and fishing nearly all my time. When the "Ballina" was wrecked there the sand silted up to the north of the "Ballina," and the channel was always good; when it broke up it was just the opposite; sometimes one was 1 foot or 6 inches deeper than the other. I said at the time, when the Government thought about improving the entrance, that the cheapest thing it could do was to buy three or four "Ballinas," fill them with concrete and sink them there, and then they would always have a good scour. It has proved to be the case.
896. Were you there when they made that portion of the south training-wall which is tinted black on the map? No; I have not been there since it was started.
897. You do not know what effect that portion had, if any? I do not think it could have any effect. The bar has never been so bad for very many years as it has been during the last two or three months.
898. The effect will be bad enough after this last gale? It is not the southerly gales which hurt the bar, it is the north-easters, which for nine months are the prevailing winds.
899. They are winds, not gales? Yes. The bar is protected from southerly gales by nobbies, and a reef from Bird Rock, which breaks the heavy sea occasionally.
900. You are not prepared to say how far out the north breakwater should go? Into a depth of not less than $3\frac{1}{2}$ fathoms. It is supposed that any sea has no effect on the bottom in 3 fathoms.
901. Suppose it was run out to a level with the point of the south training-wall, which would be a little outside the "Ballina" wreck, do you think that would give a sufficient scour? Previously it has.
902. It was the obstruction offered by the wreck which caused the scour? Certainly.
903. The question is would it keep a good bar there, and would it keep the bar open outside that point? No, it would not be enough. The action of the sea in northerly and north-easterly weather would affect the sand at the bottom. It is laid down that you must have 3 fathoms of water before you can depend upon the sand not being disturbed. If you are going to keep the same width there; you will have to go out to a depth of 18 or 20 feet for safety. I think it is only 17 feet 6 inches to the rock at the bar. Some years ago Captain Howard, when he was making a survey, made some soundings, and got down to the rock at a depth of, I think, 17 feet 6 inches, or 18 feet.
904. Do you know much about the district itself? Yes; I have lived there on and off for twenty-five years.
905. Do you look upon it as a progressive district or as a district which has filled up? Certainly there is a good

J.L. Ruthven. good deal of land that is open for settlement; but all the best of the first and second-class lands has been taken up. During the last five years land has been taken up there, which they must have been hard up to take up.

10 May, 1898.

906. They have to take what they can get now? Yes; all the frontages are gone. There is a large amount of good scrub land on this side of the table-land, beyond deep water frontage, which is still available.

907. Do you think the district is kept back in any way, or that the settlers are seriously inconvenienced from want of communication? I think they have been very seriously inconvenienced from want of proper communication with Sydney, owing to the bad state of the bar. I have known vessels to have to wait for a fortnight behind the bar before they could get out with perishable produce—which meant a dead loss to the settlers.

908. Maize, the chief product, will find its way to a market sooner or later even if it is detained on board the steamer for a week? Yes; but you very often miss a good buyer. A man does not thresh his maize out until he sees a good market. The growers on other rivers can get their produce to market, but this man on the Hastings loses his market.

909. He is not able to take advantage of a rise in the market which is a fluctuating one? No.

910. Do you think a better entrance to the river would lead to further settlement and further production in this district? I do, for this reason: That there is a large area of land available for settlement which is not good for cultivation, but which would make good dairy farms. With the factory at Port Macquarie, and creameries established all over the district, I believe it would lead to the settlement of a large portion of country which otherwise could not be utilised.

911. Do you think the farmers on the river are making the best use of the land to-day? That is questionable.

912. Are the owners of land there cultivating? They are cultivating all the land which is fit for cultivation. There has been a very large increase in cultivation during the last five or seven years there.

913. The immediate benefit from these works to the settlers would be more certain communication, possibly a larger class of steamers, and cheaper freights? Cheaper freights, which is the main thing.

914. You think that once a certainty of trade is given an increase of trade is bound to follow? Undoubtedly.

915. And in support of that view you say that the land is there to admit of further settlement? Yes, for dairying purposes.

916. Do you think the district as it stands to-day is of sufficient importance to warrant the country in improving the river? I do undoubtedly.

917. Could relief be given to the people on the river by any other means, such as a railway? There is no doubt that if the North Coast railway were constructed, with a station at Wauchope, all the perishable produce, the live stock, and the passenger traffic would go by that way.

918. If the railway were constructed and the port were improved, one would rob the other? I cannot see that it would, because nine-tenths of the maize would go by water if the freights were satisfactory.

919. The railway would scarcely be able to carry maize as cheaply as a steamer could do? I cannot see why it could not be done when it is done in other parts of the world.

920. As it does not appear from the evidence that the district would support both a railway and a port, which work do you think is the more desirable one to carry out for the benefit of this district? I should say a railway, if it were constructed at once, but that seems to be very far off.

921. Suppose the port is improved, and that eventually no railway is made, will that port be sufficient to enable the people to carry on all their business? It would if it were made a good port.

922. Suppose it were so improved that it would carry a larger steamer, and would be available oftener than it is at present, do you not think that the whole of the produce of the district—maize and perishable products—would be able to find a market? If the works were carried out so as to enable a larger steamer to come in and out in all weathers, and the usual traders could get in and out, I think it would be sufficient for the requirements of the whole of the Hastings district. At the same time, the North Coast line would be a great advantage to them.

923. You think an improved port would meet all requirements for many years? For years to come.

924. A great deal has been said by various witnesses as to the dairying industry on the northern rivers; do you think it can be established anywhere indiscriminately, or must it not be confined to districts which have the grasses suitable for cattle? I do not agree with you there. I do not believe in the natural grasses at all for dairying. To make dairying pay you must cultivate; you must grow all the stuff for your cattle. I look upon a good milch cow as a boiler—the more you fire up the more steam you get. It is coming to that every day.

925. The Hastings River district, I presume, affords as favourable opportunity to do that as any other river district? It is not as large as many other river districts, but the land is as rich as the land in any other part of the Colony, not even excepting the Hunter.

926. If they have been able to accomplish great things on the Richmond and in other places, you think the Hastings River will be capable of doing so? Yes; they have not had an opportunity to do it before, but now that they have a central factory with creameries in different places they will.

927. You think that steam communication will be sufficient to enable them to carry on their work? Quite.

928. *Mr. Black.*] Have you noticed the effect of north-easterly gales on the outer sandspit which is facing the town? It is constantly changing. There is not a month in the year when it is the same.

929. It is eaten away by north-easters? Yes; right at the end of that woody point I have seen a channel 100 yards wide. I have repeatedly sailed out of the river north into the ocean, and then returned through a cutting in the sandspit. I have sailed round the site of the "Ballina" wreck, and sailed to the north inside the outside break, and through there.

930. Was that channel cut by the ocean or by the river current? By the river. The big flood took nearly the whole of that spit away.

931. When that sand is washed away into the channel is it not afterwards washed down to form the bar? Undoubtedly.

932. You think that without the northern breakwater the bar cannot be permanently removed? Certainly not.

933. Does it not appear to you, from the fact that that sandspit is liable to erosion by flood, that that eastern training-wall would also be necessary before you could obtain a perfect channel? I do not think

so, for all practical purposes, because it has only been known once to go through there. The deepest water in the place is to the north of the eastern training-wall. J. L. Ruthven.

934. You do not think the upper end of the eastern training-wall is necessary? Not a bit. There is a natural training-wall on that side. 10 May, 1898.

935. Do you not think that without the western training-wall, the force of the current will be greatly lost on these sand flats, and in the bay above the town? No; if you want to go up the river in a strong ebb-tide, you get over on the lower side where there is little or no current. It is on the eastern side that the current is met with; it comes round here like a mill-race, I suppose at the rate of 7 or 8 knots. The strength of the current is on the eastern side, and when you want to go up against the tide, you hug the sand-bank on the western side.

936. Would not that training-wall still more increase the force of that current? I do not think the result would be commensurate with the expenditure.

937. You were speaking of the non-disturbance of the bottom at a depth of 3 fathoms. Suppose the breakwater were taken out to a depth of 3 fathoms, would it not be possible to lessen that depth by the settlement of sand? I do not think so; from experiences in other parts of the world, they always reckon that, if they can get 3 fathoms at the end of the breakwater, and they have got the scour, the action of the sea will not send the scour back.

938. The only thing you attach any importance to is the construction of the northern breakwater? Principally; but I do not for a moment say that the south training-wall will not help it.

939. Your reason for making that statement is because there is no protection from the north while there is protection from the south by the rocky headland and Nobbies? Yes, and from my own observation of the place.

940. What is required there is mainly, I understand, a safe entrance? Yes.

941. It is not at all necessary to deepen the channel so that steamers can go up the river for any distance? It would be all the better if they could go up to Wauchope, but what they want is to be able to come in and out at any time of the tide as they used to do.

942. There is no great depôt up the river, and the articles of shipment are gathered at various small places and taken down to the wharf? Yes.

943. It might involve a very large cost to deepen the river and its branches so that the steamer could navigate them all in search of traffic? It would not cost much to enable them to go up the main river as far as Wauchope. If the ocean steamer could go to Wauchope, the company could carry the produce at a reduced freight. It would save the main portion of their droghering plant and staff.

944. You think that that would be advisable? Certainly. On one occasion I had one of the ocean steamers as far as Ennis, which is not very far from Wauchope; but we stuck, and we had some trouble to get off.

945. *Mr. Hoskins.*] Have you made a visit to Port Macquarie since you came to Sydney? No.

946. Is it not a very slow-going, unimportant district? The town itself is rather slow, but the district is a good district.

947. Has not one of the drawbacks to the district been that a great deal of the best land was given out years ago in grants, when Port Macquarie was a penal settlement, and the grantees are holding the land expecting to get a very high price, and by their action are deterring people from settling there? No; all the old grants are the worst lands on the whole of the Hastings River. The best lands, with one exception, on that river, have not been old grants. Instead of taking the rich brush lands on the bank of the river, they went to the forest lands, and took nearly all their grants there. Not one of the original grantees owns the land at present. The grants have all been cut up into small farms and sold years ago. I think I was the last one who had an old grant there, and it is now cut up.

948. Were the purchasers of that land residents in the district, or did they come from other places? From other places.

949. I suppose it is quite a rarity to see people going there now? No; if land were put up for sale there to-morrow, and it was any good at all, it would find a purchaser in a resident of the district or residents in other districts.

950. Although these persons in other districts have heard of the state of the bar at Port Macquarie, still they go there and face the difficulties of navigation? Yes; the bars to the north and south, with the exception of the Clarence, are worse than ours.

951. The amount of produce which comes from the district is very small? There is a very large area under cultivation. Every available acre which is fit for maize crops is under maize. There is a lot of land under maize which is not fit for maize-growing.

952. There is only one steamer engaged in the trade;—is it a small steamer? About 300 tons.

953. Do you think that if there were a North Coast railway extending to the Port Macquarie district, a dozen passengers a week would travel by train? Yes; and a great many more, even from the Hastings district alone; but the North Coast railway would not depend on Port Macquarie alone for its passenger traffic.

954. You said that nine-tenths of the maize would be sent by water; do you not think that one railway truck would take all the dairy produce in a week? I do not think it would.

955. Considering the great extent of the Colony, its sparse population, and the needs of the country, do you think the Government would be justified in expending £60,000 in improving the navigation of the Hastings River? I do. I think the people are entitled to it. They have never had 1s., as it were, spent in the district. They have paid their taxes, and so on, and I think they are entitled to a fair share of public expenditure in order that they may get their produce to market.

956. Has not some work been carried out by the Government to improve the navigation of the river? You can hardly call it improving the navigation when they use these old crab-dredges. A couple of Irishmen, with long-handled shovels, would do as much work in a day as a crab-dredge.

957. Has not a portion of the south training-wall been built? I believe a small portion has been built since I was there.

958. Have you not heard that the entrance has been improved? No; it has never been in a worse state for the last fifteen years than it is at present, or has been during the last three months. They have had to wait until the very top of high tide to get up.

959. *Mr. Trickett.*] During your residence in the district there was not much agitation for the improvement of the harbour? Yes, on several occasions; but it all ended in smoke.

- J. L. Ruthven. 960. From the official *precis* which has been presented, it would appear that February, 1895, was the first time the attention of the Department was drawn to any necessity for improving the harbour? I have known meetings to be held years ago. I know that it was brought under the notice of the Member for the district; but whether he did anything further I do not know. It must be fifteen or sixteen years since I called a public meeting at Ennis. We had a large meeting there to agitate for the improvement of the bar.
- 10 May, 1898.
961. It was always looked upon as one of the best bar-harbours on the North Coast? I think, bar the Clarence, it is the best, because it is not subject to change so quickly as the others, owing to that southern rocky headland. When the "Ballina" was there, and when it was sanded up to the north of the "Ballina," we had a good bar, and steamers could come in at nearly any time of the tide. There was as much as 16 feet of water on the bar then.
962. Now you have a sort of dual channel? No; it shifts too much. It is not confined sufficiently.
963. Are all traces of the "Ballina" gone? They blew her up, instead of filling her with concrete and sinking her.
964. If they had left her where she was wrecked, and filled in to the north, you would have had a good scour? Yes. I believe that if they put down two or three hulks filled with concrete they would provide a bar which the steamers could cross at any time of the tide.
965. You have not been to Port Macquarie since that small portion of the south training-wall was built? No; but that would not have the slightest effect.
966. In his evidence the other day, a captain said that its construction had really shallowed all that pink patch which it used to be easy to navigate;—he said that before it was constructed all that pink patch on the southern side was navigable water where he could go in and out at any time, but that since its construction it is all shallow water which he cannot navigate;—he says that the wall has altered the current of the channel? He could never come inside the beacon on the rock, or from that beacon to Diamantina Rock.
967. He said that all inside of that was good water? That is nonsense. It could not be good water, because it is all rock in here. He might come in a bit at one point.
968. But not to any great extent? No. He could not have understood the plan if he said that, because the portion tinted pink is all broken with rocks. He could beat in just underneath the school, but he could never come inside the Diamantina Rock.
969. The Committee have under their consideration two projects—the construction of a North Coast railway and the improvement of the bar-harbours on the North Coast—but it is not likely that both projects will be carried out;—in the interests of the district, which do you think it would be better to carry out—to abandon the proposal to improve the entrance to the port at a cost of £46,000 and let it be silted up, or to construct the North Coast railway? I hardly think it is fair to put on the shoulders of Port Macquarie or Hastings district the whole of that railway.
970. The North Coast railway, if constructed, will tap nearly all these ports, but it is not likely that in the present state of the public finances, we can afford to spend £3,000,000 or £4,000,000 on the construction of that railway, and enormous sums in improving the bar-harbours? Everybody on the North Coast would like to see the railway go ahead as well as the other works; but under the circumstances, I should certainly say, go for the breakwater.
971. It is an acknowledged fact that where water carriage can be availed of for the transport of timber and produce it is cheaper than any other form of carriage? In most instances it is.
972. If the railway were constructed, and the vessels could go in and out of the port, the people would still send their goods by water if the freight were cheaper than the freight by rail? They would send by water all the goods which were not perishable. The railway, if constructed, would open a tremendous lot of land which will never be available until it is made, owing to the want of carriage.
973. The timber would still go by water? Most of it would.
974. You said there is a lot of land under maize which really is not quite up to maize-growing. That remark would point to the fact that the district has reached its maximum development, as far as maize-growing is concerned? I think, as far as maize-growing is concerned, it has; but the land I speak of would make magnificent dairy-farms, which, I understand, pay better than maize-growing.
975. Dairy farming would not tend to induce very dense population? More so, I think, than maize-growing. It is only a farming population which is there.
976. The dairy product is a compact product? It goes into a smaller space than maize.
977. You would not contend, I suppose, that this work should be looked upon as a reproductive work—that there would be a large return from the outlay? I do not see where you are going to get it.
978. You regard it as a kind of national work? I do. I think the people on the river are fairly entitled to the whole of the proposed expenditure. I think it is one of the most neglected districts in the Colony.
979. *Mr. Clarke.*] You said that there is a large area of land up the river available for dairying purposes. Is it land from which the timber has been cleared? No; it is open forest land. Some portions of it have been cleared, but there is a large extent of what you would call first-class grazing land, which could be utilised for dairy-farms, but which now is not really productive.
980. Is it high land? Yes.
981. You said that you considered that dairying would not be profitable except the land were ploughed and laid down with English grasses? I say it would be more profitable.
982. Is that kind of country suitable for growing imported grasses? Yes; it is a rich chocolate soil.
983. Is it all rich chocolate soil? Nearly all.
984. Is it heavily timbered? Portions are, and portions are open—apple-tree and grey gum.
985. The scrub lands are generally the best lands when cleared? Undoubtedly.
986. Would the alluvial land on which maize is grown be suitable for dairying purposes? It is the best in the world.
987. It would have to be laid down with imported grasses? If they want to allow their alluvial soil to go into grass on the northern rivers, they do not sow English grasses, but they simply let it lie fallow, and in eighteen months or two years it is one mass of clover and couch. Couch is the best grass on the northern rivers in winter time.
988. As a rule, in the south the couch grass is not suitable except in summer time? We have not such hard

- hard winters in the north as you have in the south. I know the south country. Even when it is burnt with frost it is nutritious. J.L. Ruthven.
989. Can you say from personal knowledge that dairying pays or will pay better than maize-growing? No; but I have made inquiries from those who have had actual experience, and they tell me it does. I have not dairy-farmed, but I have done a good deal of maize-growing. 10 May, 1898.
990. I suppose mixed farming would be carried on there? Yes; mixed farming is the best all over the world.
991. Has the population increased very much of late years? I do not think it has increased a great deal; but, certainly there is a lot of outside land which has been settled within the last seven years. I could not tell you the population.
992. A good deal of timber is sent from there? Yes; it is acknowledged to be one of the finest hardwood timber districts in the colonies.
993. All the cedar and beech are gone? You may get a little beech now and again, and a few logs of cedar, but the places are so inaccessible that it is hardly worth the trouble.
994. Does land bring a high price on the Hastings? I do not know exactly what the selling price would be just now; but for land with about 13 to 14 chains frontage, and about 80 chains back, I got £20 an acre cash, and I reckon that barely one-half the land on each farm is what I call first-class land. I do not think you would get that for it now.
995. I have heard that there is a good deal of land on the Hastings which might be bought for £1 an acre—old grants? I had a little bit there which I would be glad to sell to you for less than £1 an acre. It is no criterion as to what the land is worth, because some of the old grants comprise the worst land in the district.
996. *Vice-Chairman.*] You say that until the "Ballina" was removed the harbour was a good one, and the bar gave no trouble;—do you know what led to her removal? I think, as I told them at the time, it was some fools who agitated for her removal.
997. Do you remember the agitation? I do.
998. Who led the agitation? I cannot remember distinctly; but I know that I opposed it strongly for exactly the reasons that I have stated here.
999. Was it not in consequence of the local agitation that the Government decided to blow up the wreck? I believe it was.
1000. Was that agitation due to the fact that the bar was bad, and was supposed to be getting worse by allowing the wreck to remain there? While the "Ballina" was there intact, if a strong flood came and opened the channel to the north, that disturbed the channel to the south, because it made two channels and neither of them was good.
1001. Was that owing to the presence of the "Ballina"? No; at the time the agitation was got up both channels were open, but neither of them was good. The people at the port thought that if they had the "Ballina" taken out of that position the water would run into one channel and deepen.
1002. The removal occurred in consequence of both channels being bad at the time the agitation was got up? That was the reason. While the spit sanded up north of Ballina, and the channel was confined to the south side of the "Ballina," you could go in or out at any time of the tide, and there was no talk of any agitation then. But when a flood swept away the spit to the north of the "Ballina" it opened both channels, and neither of them was good.
1003. As a matter of fact, her removal was due to the condition of the bar at the time of that agitation? Yes; it was owing to the two channels.

George Charles Yeo, draftsman, Stock Branch, Department of Mines, sworn, and examined:—

1004. *Mr. Farnell.*] You were asked to produce a return of the stock in the Hastings River district? Yes. G. C. Yeo. 10 May, 1898.
1005. Have you prepared a statement? Yes. It is as follows:—Description of area to include the undermentioned stock: Commencing at the mouth of the Hastings River, and bounded thence on part of the east by the sea-coast northerly to the northern watershed of the Hastings River aforesaid; thence on the north by that watershed westerly about 45 miles; thence on the west by a line southerly about 16 miles to the southern watershed of the Hastings River; thence on the south by that watershed generally easterly to the sea-coast aforesaid; and thence on the remainder of the east by that coast, to the point of commencement. Return, 31st December, 1897:—Horses, 1,835; cattle, 11,261; sheep, 348; pigs, 3,354. 1895—Port Macquarie Sheep District:—8,842 horses, 45,632 cattle, and 798 sheep. Increase in cattle in Port Macquarie Sheep District, which includes the Hastings, 1896 over 1895, 659 cattle; 1897 over 1896, 5,859 cattle.
1006. Cannot you give the proportion in each district? No, because our returns have gone back to the inspectors.
1007. You have not had an opportunity of comparing the stock returns for this year with the returns for 1897? No, not in the particular area I have described. I have given a comparison with the whole of the sheep district, which includes the Hastings, the Macleay, and as far as the Nambucca River.
1008. Would the stock within the area you have described come within the influence of the proposed harbour works? No; they would have their own harbour works. The first return I gave relates wholly to the Hastings district. It would not affect the other rivers at all.
1009. What is the general character of the stock there? Fats and dairy cattle. There is a drift of about 2,000 fats a year from about the Macleay and the Hastings to the southern markets.
1010. *Mr. Clarke.*] The statement you read does not give the returns for the Hastings district separate from the Macleay district and the Nambucca district? The first return was for the Hastings alone, and I gave the others to show what increase there was in the whole of the district.
1011. *Mr. Lee.*] The Port Macquarie sheep district, although there is hardly a sheep in it, is a very large one? Yes; it includes the Hastings, the Macleay, and the Nambucca Rivers.
1012. It includes within its boundaries over 45,000 head of cattle, and 9,000 head of horses. The district, as a whole, is a large one; but the district of the Hastings only would contain, according to your estimate, a little over 11,000 head of cattle? Yes.
1013. A little more than a fourth of the whole of the sheep district? That is just about it.

- G. G. Yeo.
10 May, 1898.
1014. Do the stock travel by the ordinary stock routes, or do they come by steamer? All the large stock travel by the ordinary stock routes.
1015. Why? They do not care to take the risk of sending them by steamer.
1016. As a matter of fact, it does fatten stock to a certain extent? It does.
1017. In view of the very recent and disastrous approach of the tick pest towards this Colony, what effect is it going to have on the cattle in our coastal district, which appear to be the most favourable for the growth of the tick? It is rather a difficult question to answer. There is no doubt it will cause an increase in the price of cattle. It may mean ruination to everybody when it comes there.
1018. You have had to remove the quarantine boundary from the interior of Queensland to our northern border? Yes.
1019. You have had to shift your line in one direction, 200 miles, without a day's warning, in consequence of the tick coming south? Yes.
1020. Notwithstanding all the precautions which the Government of Queensland has taken to prevent its spread, the tick has made its appearance at Brisbane, and within a short distance from our borders? Yes.
1021. Suppose it gets into the Hastings River district, will you be likely, in five years' time, to have 45,000 head of stock there? I do not think so.
1022. If the dairying industry is carried on in the districts very largely, there is a possibility of there being a very large loss of stock? Yes.
1023. And the dairying industry may be crippled for the time being? Yes; but the dairy cattle being tame can be treated more easily than cattle out on the holdings.
1024. These northern districts are most favourable for the growth of this pest? Yes.
1025. Is it not in these particular districts that you expect to have most trouble? All along the coast.
1026. Do you not view with some alarm the possible spread of the pest into these districts? We do.
1027. Can there be any doubt, in view of their experience in Queensland, that if the pest should get into these districts the loss of cattle must be very large? Yes; very great.
1028. If dairying alone is relied on as an industry, there is an extreme probability of its receiving a very severe check in the North Coast districts during the next few years from this cause alone? Yes.

Reginald McRae Mitchell, clerk, Government Statistician's Office, Chief Secretary's Department, sworn, and examined:—

R. M. Mitchell.
10 May, 1898.

1029. *Mr. Black.*] Have you brought a return which was asked for by the Committee? Yes. The clerk who prepared the return is absent, and, therefore, I am unable to tell the Committee the boundaries of the district to which the figures I am going to give, apply. I will furnish the boundaries of the district afterwards. In this return it is stated that the total area of the district is 327,040 acres. The population was 3,470 at the end of 1897. The Crown lands occupied at the 31st March, 1897, comprised 13,058 acres, and of alienated lands, freehold, 45,728 acres, and leasehold 18,796 acres. The total area of alienated land was 64,524 acres, and that area, added to the Crown lands occupied, gives a total area of 77,582 acres. No material alteration in these figures is shown by the returns for 1897-8.

1030. Can you give a comparative statement of the general production of the district for three years? Yes; it is as follows:—

	1895-6.	1896-7.	1897-8.
Wheat	38 acres.	80 acres.	113 acres.
Maize	4,689 "	4,970 "	4,725 "
Other grain crops ...	217 "	270 "	205 "
Lucerne and sown grass	28 "	30 "	24 "
Sorghum	59 "	44 "	17 "
Root crops	65 "	84 "	24 "
Vineyards and orchards	42 "	52 "	45 "
Market-gardens ...	5 "	14 "	6 "
Minor crops	40 "	54 "	18 "
Total under crops...	5,183 acres.	5,598 acres.	5,177 acres.

In addition to that, in permanent artificially-sown grasses, there is an area varying from 700 to 900 acres. It is explained here in a note that the term "other grain crops," includes barley, oats, rye, and millet. The return also states the productions in the most important crops during that period as follows:—

	1895-6.	1896-7.	1897-8.
Wheat	440 bushels.	1,360 bushels.	1,157 bushels.
Maize	177,445 "	177,902 "	*159,477 "
Hay, all kinds	128 tons.	176 tons.	113 tons.
Potatoes	193 "	324 "	38 "
The production of butter during the three years was...	35,788 lb.	43,062 lb., and 75,887 lb. respectively.	

* Estimated.

It also gives the returns of live-stock at the end of each year, as follows:—

	1895-6.	1896-7.	1897-8.
Horses	1,508	1,564	1,652
Dairy cattle	1,158	1,516	1,869
Ordinary cattle ...	5,173	5,484	6,028
Sheep	208	258	252
Pigs	2,107	2,282	2,482

1031. You have not brought any information in regard to the export of timber? No; this will no doubt be supplied to the Committee by the Department of Forestry, while the boundaries of the district to which the figures refer will be supplied by our Department.

WEDNESDAY, 11 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Hastings River.

John See, Esq., M.P., sworn, and examined:—

1032. *Vice-Chairman.*] You are a Member of the Legislative Assembly and a director of the North Coast Steamship Company? Yes. J. See, Esq.,
M.P.

1033. *Mr. O'Connor.*] Have you seen the plan of the proposed works at Port Macquarie? Mr. Lee has explained the nature of the proposed works to me. I think it is one of the easiest harbours on the coast to improve, because it has a south headland and a rocky point jutting pretty well out to the sea on the south. There is a tremendous sandbank on the north side, and that is where the danger comes from northerly weather; but, as a rule, for light-draught ships it is a good entrance varying from 7 to 12 feet. We look upon it as a safe port for small ships, and I should think it is capable of being very much improved without incurring any very large expense. I do not know the cost of the proposed works. 11 May, 1898.

1034. The scheme as submitted to the Committee is estimated to cost £46,500? The ocean-going steamers do not go beyond the wharf, that is at the beginning of the river. All the produce has to be brought down in droghers from different parts on the Hastings and its tributaries. I do not think the ocean boats have ever gone up beyond the wharf.

1035. Will you give the Committee the benefit of your opinion in regard to the proposed expenditure, and of your knowledge of the condition of the country surrounding that port? I think the proposal is a good one. I have no doubt that the force of the tide will keep a channel along the training-wall. Of course the whole scheme would be better than a part; but still I think it will be effectual in giving a depth of water sufficient for present requirements. The great trouble they have is on the north side, because the sand comes over and chokes up the whole of the channel. A training-wall will help the tide to keep the track clear as it has done on many other rivers.

1036. Do you think the work which is being constructed should be continued? Undoubtedly. The little bit which has been done will be no good unless it is continued. The pink-tinted portion on the map consists of water and sand, and some rocks, and this sand gets into the channel and makes the bar bad. It is accessible at almost all times from the south, except when there is a southerly swell on.

1037. The natural headland is a protection against the southerly winds? Yes. On all rivers which have a south headland it is easier to make harbour works, and the entrances are better than the entrances to rivers where they have not any south headland.

1038. Do you think the proposed expenditure is a proper one to incur? I do, because it is an important district. It used to be the principal port for the tableland in the early days of the Colony. It is one of the oldest if not the oldest settlement on the coast. I have seen soldiers' grave-stones there bearing the date of 1821. It is a quaint old town. It was a place of very considerable importance, as the remains of very large old brick stores would indicate. In the early days it was a depôt for New England, and also for Tamworth. But after the railway was made, and the Hunter was opened up, and better roads were made, traffic was discontinued to the port, and it became a place of much less importance as a depôt than it used to be; but still there is an important agricultural district for a considerable distance inland from the town. They produce a very considerable quantity of produce. I suppose, unless when there is a flood-year, they produce probably from 30,000 to 40,000 sacks of maize—200,000 bushels of maize—a year. Then they produce a very large quantity of pigs and poultry, and a very considerable quantity of hardwood—for Port Macquarie is famous for its hardwood timber. Altogether, it is an important district. It ranks in some degree, I think, as the Bellinger and Nambucca. Perhaps there is a larger settlement at Port Macquarie than there is at the Nambucca, but not quite so large as there is at the Manning. I think it is capable of a very considerable development. There is good country at the back, and there has been a good deal of gold-mining from time to time up in that district. Altogether, I should regard the Hastings as one of our principal rivers. The site of the town, to my mind, is the very best on the coast. It is the prettiest place I have seen on the coast from Point Danger to Cape Howe, and ought to be and would be, no doubt, if there were better means to get into the harbour, made a sanatorium for fishing, shooting, and residential purposes. I have seen no place on the coast which I like so well—that is, apart from its agricultural importance.

1039. Can you of your own knowledge say that the country is capable of very large development if better facilities are afforded to enter the river? There is no question that it is like many other rivers; it is only in its infancy. It only requires facilities to induce settlement for the place to go ahead very much more rapidly than it has done. It is a shallow bar, but it is not a dangerous bar. The only difficulty we have ever heard of, so far as my connection with the port goes, which extends over twenty years, has been when there was an easterly swell on. I think it is a bar which can be very easily improved. I do not think it would be an expensive thing to do, and I think the work would be permanent.

1040. Previous witnesses have said that the southerly gales which are so treacherous to other portions of our coast have not the same destructive effect at the Hastings River? I do not think a southerly wind would touch it at all. The only danger would be from an easterly gale, and that would spend itself, I think, on the sand on the northern side. It would not affect these harbour works at all. The proposed works would not be affected by any action of the waves that has ever come under my notice.

1041. The Committee is also considering an alternative scheme for a railway to the North Coast, and they would like to know how, in your opinion that railway might affect these different ports, particularly Port Macquarie? I do not think the North Coast railway would affect it in the slightest degree, except beneficially. If the railway is made, and I hope it will be made some day, I think it will go a long distance back from

J. See, Esq.,
M.P.
11 May, 1898.

from the mouth of the river. We know well that if you get anything like reasonable facilities for water carriage railway carriage cannot compete against water carriage. I am satisfied that the railway would not injuriously affect the harbour works. On the contrary, I think the harbour works and the extension of the railway would probably assist in the development of trade.

1042. You have no hesitation in recommending to the Committee that the proposed expenditure would be a good one? I think it is quite justifiable, and I consider that the proposal is a good one.

1043. *Mr. Hoskins.*] How many vessels have the North Coast Company running to Port Macquarie? The "Rosedale," a steamer of about 200 tons.

1044. Does she trade to the Bellinger, the Nambucca, and the Hastings? Yes.

1045. In one trip? Sometimes; but that is in a slack season. Sometimes we have what they call flood years. A flood year means that pretty well all the produce on the rivers is swept away. Then one steamer will be sufficient to take supplies to the Hastings, the Bellinger, and the Nambucca. But when they get a fair crop of maize on each river, which would represent, perhaps, over 10,000 bags of maize, that would mean a trip a week for a steamer carrying about 1,000 bags each trip. It would take two steamers like the "Rosedale" to do the work of the three rivers; but the company have droghers which can cross the bar. These droghers very often go into the Nambucca and the Bellinger, and take out a cargo to larger steamers at Trial Bay, or bring it on to the port. Sometimes we take maize from the Bellinger and Nambucca to the port, so as to give despatch to the steamer. Sometimes the maize from the Bellinger and the Nambucca is taken to Trial Bay and put on a larger steamer; but the port, as a rule, could accommodate seven out of ten of the North Coast Company's steamers as far as the draught of water goes.

1046. Are we to understand that one steamer of 200 or 300 tons burden supplies the requirements of the Hastings, the Nambucca, and the Bellinger for six months in the year? I think it does; but that does not include the timber which is taken by sailing vessels.

1047. Is not the timber trade carried on in small vessels of light draught which can go over the bar at almost any time? They draw about a foot, I suppose. These little vessels which are mostly owned by the mill-owners, are employed by the mill-owners to take the different cargoes which are required, and land them at certain places.

1048. But the owners of these small vessels do not generally complain of any difficulty in getting in or out? I do not know.

1049. Very often they are prevented from getting in or out? Sometimes I have known the Bellinger to be blocked for three weeks before the harbour improvements were carried out, and they had to get their supplies of bread and flour from the Macleay.

1050. You have never heard of any great delays to vessels trying to enter the Hastings River? I have been bur-bound at Port Macquarie for a week.

1051. Until recent years Port Macquarie was a very dull place, one of the early settlements, and all the young fellows went away to Victoria and other places and left old men and females behind? When the trade drifted to Maitland and other parts of the country Port Macquarie became something like Goldsmith's Deserted Village. The very large buildings put up in olden times to accommodate the merchandise were not required by the smaller local trade; but still, there is a considerable amount of trade done at the port. There are two or three large hotels and several stores there.

1052. How long is it since you were there last? About three years.

1053. Did you notice that they have not built a new house within the last ten years? Within my recollection they have built one very large hotel of about 40 rooms, and I am sure you would be delighted with that hotel if you only had an opportunity to stay there.

1054. Was it built in anticipation of Port Macquarie becoming a sanatorium? To some extent. It was not put up altogether to supply future requirements. There are two very large hotels there.

1055. It is a very unprogressive place, and the people have very little energy or push, and they take things very easily? I think they have as much energy as the people in any other town. If a man has not very far to go there is no use for him to break his heart to get there. It is a small town, but the district is an important one.

1056. How long have the steamers of the North Coast Company been trading to the Hastings River? About 7 or 8 years.

1057. Have you noticed that the cargoes brought from that district are increasing, or are they about stationary? The trade of every northern river is gradually increasing year by year, and the population too.

1058. Have you been up the river far above the town? I have been up the river as far as what they call the head of navigation.

1059. Has there been much forest land reclaimed by persons to engage in agriculture? Yes.

1060. We were told yesterday that there is a good deal of very inferior land in the Hastings River district? So there is in every district.

1061. There is not much inferior land in the Richmond River district? Yes, there is. There are a good many swamps. I admit that it is a very favourable district, but still there is a considerable quantity of inferior land on the Richmond. On most of these rivers, at the back of the alluvial land, there are swamps. They are useful in summer for grazing, but they are not the best lands. I do not think there is as large a proportion of bad land on the Hastings as there is on the other rivers.

1062. But the area is very much smaller? Yes. It is not quite so important a district, and does not produce as much as the Manning. It is further away from Sydney, and probably it has not the same opportunities, but I think it is capable of very considerable development.

1063. Do you know whether many strangers have gone into the district to take up land? I do not think there have been very many. I think there is a good deal of good land above the head of the river, but it is not suitable for cultivation, because there is no road to it.

1064. Do the directors of the North Coast Company anticipate that that district will progress so much that they will have to have a steamer specially for the river's trade? The policy of the company is to make the necessary provision for trade as the exigencies of trade may require. We cannot anticipate by building a new boat what they believe will be the requirements of the river in a couple of years, but we have steamers which we can place absolutely in the trade if necessary. One steamer a week could not bring away the whole of the maize in the season which is grown there.

1065. Suppose this large sum were not expended in improving the entrance to the Hastings River, which,

I think, you said is one of the best rivers on the North Coast, do you think the district would go back? I do not think the district will go ahead as it ought to do. What I said was that, the port was favourably situated for the construction of harbour works as any river on the coast, but that it was a shallow entrance, with very seldom less than 8 feet of water.

J. See, Esq.,
M.P.
11 May, 1898.

1066. But with the exception of building hotels, they are a very antiquated class of people;—there is not much go in them, is there? You will find an antiquated class of men everywhere, I think. I do not know that the people on the Hastings are any different to other people. I find the people on the Hastings exactly the same as I find the people in other parts, the descendants of English, Irish, and Scotch, and well-grown natives. I think they are a splendid type of men on all these northern rivers, and so far as industry is concerned, they do not get very much unless they work.

1067. Having filled the office of Colonial Treasurer, and knowing the state of the public finances, and remembering the fact that there has been a road made into this district, and that the settlement is not very large, do you think that the public under such circumstances are justified in spending so large a sum in improving the entrance to a district which does not progress very much? Unmistakably I do, and I have not a shilling's worth of interest in the port. The men we hear clamoring for railway construction in various parts of this country, will tell you in Parliament that it is a waste of money to improve our harbours. But, I have no hesitation in saying that, the coastal districts are very much richer and more important in themselves than any other portions of this Colony, and if a reasonable sum were expended in improving the bar-harbours it would have the effect of giving greater facilities to the residents. The country is perfectly justified in incurring this expenditure. As an ex-Treasurer, as a Member of Parliament, as a man who has had a considerable amount of experience commercially with the rivers, I say the expenditure is absolutely justifiable, and that these districts are not nearly as sufficiently known as they ought to be to nine-tenths of the people of the country.

1068. Is it not a fact that large sums have been expended in the coast districts? Not very much in comparison with what has been spent in other districts. I suppose more money was spent on the railway from here to Cooma than has been spent on the North Coast altogether. More money was spent on the railway from here to Newcastle than was spent on the North Coast altogether.

1069. *Mr. Trickett.*] The Member for the district, and Mr. Ruthven, a very old resident of the district, have stated that the Hastings district has reached its maximum, as regards its agricultural development; do you agree with that view? No.

1070. Mr. Ruthven, who lived there for many years, said that there was a great deal of land under maize which was really inferior maize-growing country;—is that your experience? No. You cannot gauge the capacity of a district by a flood season. You must take the seasons when they do not get floods, if you want to test the maize-producing capacity of a district. My experience is, that the production of maize on that river, and on all the rivers, is on the increase, notwithstanding the fact that there has been a large amount of land taken up for sugar.

1071. How far do you think agriculture extends up the river? I suppose it extends for 50 miles up on the river and its tributaries.

1072. How do you think the district is to go ahead? There is an enormous quantity of land which will be available for farming purposes when proper roads are made.

1073. For what kind of farming? Maize-growing. Potatoes they can grow when they get further up on the hills—at what they call the head of navigation. I think most of the land on the river banks is taken up.

1074. Is dairying an industry which would tend much to produce freight from the district? Yes; a lot of freight comes to Sydney from the various dairies.

1075. Only in the shape of butter? Butter and pigs; but butter requires space. You have to have cool chambers for butter. Nearly all the North Coast Company's steamers have cool chambers. They have a cool chamber in the boats going to the Manning, the Richmond, and the Clarence, and if there were any important development of dairying at Port Macquarie, of course they would have cool chambers there.

1076. It would appear from the Departmental *precis* that it was only in February, 1895, that any agitation was started to improve the entrance to Port Macquarie? I could not say that. I have been trading to the port about twenty years. I lost one vessel (the "Richmond") there about fifteen years ago. I do not think it was the fault of the port; I think it was the fault of careless navigation. Then a vessel called the "Ballina," before my boat went there, was wrecked on the bar. I should think it is more than twenty years since the "Ballina" was wrecked. The difficulty which steamers have to contend with in navigating the river is that the sand shifts as it does on most of the rivers.

1077. Have the captains of the boats ever told you what, in their opinion, has been the effect of the little bit of training-wall which has been constructed on the south side of the Hastings? No; there is not enough of it done to do either good or harm.

1078. The captain of a coasting vessel stated here the other day that until that little bit of training-wall was made he used to be able to navigate his ship up the water which is tinted pink on the map, and beat right up into the river, but that since it has been made it has had the effect of filling up this channel, and he cannot navigate it at all now;—he says that the effect of what the Government has done has been to make the navigation worse? On the Clarence the furious rush of water alongside the training-wall, where there used to be a sand-bank, keeps the channel as deep as they want it. Training-walls, wherever they have been made, have had the effect of deepening the water; but what effect they will have on the bar is another matter. If it only removes it from the crossing to put it on the bar, it will not do much good.

1079. *Mr. Lee.*] An old resident has stated that, in his opinion, no works would be effective unless the north breakwater is constructed;—from your knowledge of the place do you think his contention may be right? I think the north breakwater would largely add to the depth of the river, and give greater facilities.

1080. The object of the Department in abandoning that work at the present time is to endeavour to obtain a good bar, sufficient for all purposes, and at a much less cost;—do you think they will get a good bar without going to the enormous cost of building the northern breakwater? I think they would. I think it would add largely to the depth of water. It would get rid of the difficulty they have now about the shallows above Port Macquarie, and enable steamers probably to get up the river.

1081. These works would confine the water to a limited channel? Yes.

1082. Providing that these works did not attain fully the end required, it would be a matter for consideration whether we should proceed with the north breakwater? I should think the works which are submitted by the Department would be sufficient for a good number of years.

1083.

- J. Sec, Esq.,
M.P.
11 May, 1898.
1083. Would you advocate that they should be tried first? Yes.
1084. *Mr. Roberts.*] Are the proposed works on somewhat similar lines to the works which have been found to act so beneficially on the Clarence River? Yes, very much the same. There is a south training-wall like that at Grafton, then there is a break, and further down there is a breakwater on the south side, and a channel which comes down to a place called Iluka. They are very much the same.
1085. What effect has the training-wall had on the Clarence? It cleared away what was known as the crossing. I suppose it has made a difference of 8 feet in the water at the crossing; where there used to be 10 feet of water there is 18 feet now, while close in to the training-wall there is as much water as you want. There is no difficulty at what was known as the crossing.
1086. Is it on the bar of the Clarence where they get 24 feet of water? No, it is inside at the crossing where the water was the shallowest. They only get from 14 to 16 feet on the bar. I think the works on the Clarence have had the effect of shifting the sand out on what was the old bar. They are going out now round the end of the breakwater.
1087. At the place where there is 24 feet of water, what depth used there to be? It varied from 10 to 12 feet.
1088. It is fair to assume that similar works will be equally successful on the Hastings River? I do not see any reason why they should not. It is all shifting sand; it is a question of scour. There is an enormous area of water space on the Hastings—lakes and tributaries—and they would get the same proportion of scour there as they do on other rivers.
1089. Do you not regard the Hastings River district as of sufficient importance to warrant the expenditure of £46,500 on harbour works? I do. It is a much more important district than lots of these little tin-pot places where they are spending a lot of money in making railways to.
1090. Is it not a fair thing, if the district is of some importance and has fine agricultural land, that the residents should get some expenditure of public money in order to enable them to get their produce to market? I think so. It is a national improvement. It is a work which, when it is done once, will be done probably for all time. I think it is a place where harbour works can be constructed perhaps as advantageously as they can at any other port on the coast—at Newcastle or at the Clarence.
1091. You stated that sometimes there was only 7 feet of water on the bar;—do you know that on the 29th June last year there was only 5 feet on the bar? That would be at low water. There is a rise and fall of about 3 feet, I suppose, and I know you could load our little steamer, the “Rosedale,” with what she could carry, 200 tons, on about 7 feet.
1092. Does it not appear to you that the time has arrived when some step ought to be taken to improve the navigation of the Hastings? I do. I think it is possible, if there was 12 feet of water on the bar and an easterly sea, they would be bar-bound for a time.
1093. At what period of the year is the entrance most difficult to negotiate? It is mostly in the winter months that it is the worst.
1094. One would have thought that the north-easters (the prevailing summer winds) would have accumulated the sand? They do. You get north-easterlies through the summer, and they help to bank up the sand. That is how they keep on gradually getting worse.
1095. Would not the westerly winds in winter help to clear out the entrance? We reckon that the worst time of the year for the bar is March, April, May, and June.
1096. What causes you to arrive at that conclusion? Only that it is so. I do not know why it is so, except it may be the action of the north-easters in the summer. These bars are pretty hard to understand. For instance, a southerly gale like the one we had the other day would capsize the whole thing, and change the channel.
1097. When you say the Hastings is not so important as the Manning, do you mean as regards the area of agricultural land? As regards the population and the output; not so much produce is raised.
1098. You mean that more maize is grown on the Manning than on the Hastings? Yes; on the Manning there is a larger population, and I think a larger area of good land. There is an enormous area of back country on the Manning. We reckon that as much produce comes from Wingham, the head of the navigation as from below Wingham. There is an enormous area of land occupied about Nowendoc and all round the head of the Manning.
1099. *Mr. Hoskins* asked you how long the North Coast Company's steamers have been running to Port Macquarie, and you answered eight years;—for many years prior to their advent did not the firm of John See & Co. send down steamers of equal size to those running now? Yes; I succeeded the Clarence and Richmond River Company. But there have been steamers trading down there, within my recollection, for the last thirty years—I remember the “Ballina” and the “Platypus” going there.
1100. If the proposed improvements had been carried out thirty years ago, do you not think this district would have shown a vast improvement compared with what it does now? I do; I think it is a nice little district. For its size it is as good as any district along the coast.
1101. It is really regarded as a sanatorium by a large number of people living on the table-land of New England? Yes; it is a lovely spot. It is a perfect coastal town, and will be, I think, some day a very important place as a sanatorium. Of course, if larger steamers were trading there a larger number of people would go there. Whilst we have so many other places about Sydney which are nearer and cheaper to reach people do not go to Port Macquarie.
1102. What is the longest period a vessel has been bar-bound at Port Macquarie? I should think before the advent of steam it was a month. I remember the time when a little schooner used to be bar-bound there for a fortnight. The arrival of one of these boats was an event in those days.
1103. Do you know anything of the value of land on the river flats at the Hastings? I suppose a good alluvial farm would be worth £15 an acre. Farms, like everything else, vary in value according to quality, area, and conditions.
1104. *Mr. MacDonnell*, formerly a bank manager at Port Macquarie, told the Committee that he valued the land at the present time at about £20 per acre, and that to his knowledge land has been sold at £40 an acre? It is a matter of opinion; if a man fancies a piece of land he will give £40 an acre for it. But I should think the value of land there, speaking generally, would be about £15 an acre for good alluvial. There are lots of men, I daresay, who would not sell their farms at all.
1105. Do you know anything of the mineral resources of the district? No. There is gold I know in the hills at the head of the river.

1106. Which portion of this scheme do you think ought to be proceeded with first? I should think what the Department proposes to do is the best, because the scour will come on the southern side. J. See, Esq.,
M.P.
1107. Which breakwater do you think is most needed, if it is decided to construct a breakwater? The northern one would be the more important, because the southern side is fairly well sheltered from southerly winds. 11 May, 1898.
1108. Of the proposed harbour works at the Nambucca, the Bellinger, and the Hastings, which work do you think in the public interest it would be best to proceed with first? I think they are all important. I would not attempt to pick one in preference to the other. I think that a reasonable expenditure on all these rivers is justifiable.
1109. You think that on the whole of the North Coast rivers something ought to be done to give the people better communication? I do. I reckon that a twelfth of the population of this Colony lives north of Newcastle. I reckon that over 100,000 people are living below the table-land from Port Stephens down to the Queensland border.
1110. Unless the State is prepared to build a railway right along the coast, you think that something ought to be done, without delay, to improve the entrances to all those rivers? I do. I think that if any other colony had these rivers it would only be too glad to improve them.
1111. *Mr. Black.*] Speaking broadly, do you think that the upper portion of the eastern training-wall, the western training-wall, and the southern training-wall, if constructed, will improve the entrance? I am sure they will.
1112. Do you think that those works would improve the entrance to an extent commensurate with the amount of the expenditure? Yes.
1113. *Vice-Chairman.*] How does the freight to Port Macquarie compare with the freight to other rivers on the North Coast? It is higher than the freight to the Clarence. It is about the same as the freight to the Manning.
1114. Is it less than the freight to the Macleay? Yes; because there is a larger volume of trade from the Macleay. The more trade you have the more cheaply you can carry it. The greater the number of people living in a district the more goods they produce; and the more goods a steamship company has to carry the more cheaply it can carry them.
1115. How does the passenger fare compare? It is the same as the fare to the Manning and the Macleay.
1116. Port Macquarie is not under greater disabilities than the Manning, the Bellinger, or the Macleay? I think there is a difference of 3d. a bag on the maize from the Hastings. The steamer does not go beyond the town, and all the maize grown on the Hastings and its tributaries has to be droghered to the port. That makes it somewhat more expensive than the Manning, where a steamer can go up as far as Taree or Wingham.
1117. What about the Macleay? A steamer can go up the Macleay to Kempsey.
1118. Does it always go to Kempsey? Mostly. The big flood they had on the Macleay a few years ago did a lot of damage to the river, but that has been gradually rectified by dredging.
1119. The freights are fairly uniform? Yes, considering the extra expense for droghering.
1120. And the passenger fares the same? Yes.
1121. Have the droghers been under any disability owing to the state of the river? We have a very much smaller drogher on the Hastings than we have on other rivers. We have to work the drogher with punts, because in some parts the channel is not too good. We have two or three punts carrying 300 bags, which are left here and there as they are wanted. There is a distance of 40 miles on the river to be droghered.

THURSDAY, 12 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Hastings River.

Walter Shellshear, Divisional Engineer, Department of Railways, sworn, and examined:—

1122. *Vice-Chairman.*] What is your profession? I am a civil engineer, and I am engaged in the Railway Department.

1123. *Mr. Hoskins.*] You have left the Harbours and Rivers Department for some time? I was never connected with that Department.

1124. Did you not report on a proposal to construct some breakwaters on the Clarence River? I read two or three papers some years ago to scientific societies on the subject of improvements, but that was all I had to do with them.

1125. Have you ever been on the Hastings River? No.

1126. Did you put before the Engineering Association some years ago a plan for the improvement of the river? Yes; I have a copy of that plan here.

1127. In what respect does it differ from the Departmental plan? What I proposed in my paper was simply to run a groin or training jetty from the north beach to near the end of the proposed north breakwater. It would start on the north beach at a point about midway between the green-tinted portion and the red-tinted portion, and it would run in a south-easterly direction to near the end of the proposed northern breakwater.

1128. What advantage do you think would be gained by your suggestion as compared with the Departmental proposal? This would be a training jetty constructed at a comparatively low level. I did not propose to construct it above half-tidal mark. It could be constructed partly of timber, and partly of stone, and the object was to prevent the action of the north-east winds driving the sand across the entrance.

W.
Shellshear.

12 May, 1898.

W.
Shellshear.
12 May, 1898.

entrance. I claimed that it would effectually trap the sand from the north, and the rocky ground on the south side is a natural breakwater. If you can stop the growth of sand from the north spit, if you can prevent the action of the north-east wind on this sand, by blocking it up here, the current will be sufficient—with a little dredging, perhaps, to give it a start—to cause the water to flow along the south side, and go out into deep water. A peculiarity about all our coastal rivers is that it is only a very short distance from the shore before you get into deep water. If you can concentrate the action of the current for a comparatively short distance, there is no fear of a bar forming beyond you. The difficulty with most of the bar harbours in other places is that the sea is shallow for a considerable distance, and the bar goes out with the extension of your works. But in this particular case you have a depth of from 23 to 33 feet, and if you go out a short distance you get a depth of 10 or 12 fathoms.

1129. Would not your training-jetty have a tendency to curtail the width of the entrance? Not at all; not more than this proposal.

1130. Would it not have a tendency to prevent the water from deepening the river further up? It would not have any effect on the river further up, because the action of that would simply be to cause the sand to form a beach along the northern side of the works until it extended into deep water, when the action of the current running along the coast would keep it clear.

1131. The object of your proposal is to improve the entrance to the river, and not to improve the navigation of the river, or to deepen the channel in the river? If you succeed in getting over the bar the question of improving inside the river is a comparatively simple matter which may be done either by a little judicious dredging with a sand-pump, or by comparatively inexpensive works inside.

1132. But the officers of the Department, in evidence they gave on two or three matters, stated, and other witnesses confirmed their statements, that the erection of training-walls on the side of a river has a tendency to cause a scour which deepens the channel? No doubt training works of that sort will cause a deepening of the river, but the question, I take it, with all these bar-bound rivers is that you have to tackle the bar first. If you succeed in removing the bar, which the outside works do, it is a very simple matter to improve the inside, either by judicious training-works or by dredging with a sand-pump or appliances of that description.

1133. The masters of steamers going to some of our rivers have expressed the opinion that the difficulty of navigating the river for any distance above the bar is even worse than it is at the entrance? That may be; but the question is, if you can succeed by training-works to fix the entrance in one locality, and can concentrate a scour on that one point, you can ensure having deep water for ships to get in and out, which you have not at present. On all these rivers, as far as I have studied them, the channel varies from day to day or from month to month. They are never certain of where they will have to steer to in entering the river.

1134. Witnesses have stated that the advantage of a training-wall on the banks has been not only to cause a scour, but to create such a rush of water that it has kept the entrance clear? The object of the training-jetty I proposed was to fix an entrance. As regards the subsequent improvement of the upper part of the reach, I did not go into that matter at that particular time. If you succeed in fixing the entrance, the natural flow in and out, apart from any further improvements, must tend to improve the channel, but if you want more improvements than you get from the natural flow, you could add such training-works as you thought necessary afterwards. If you spend all your money inside, and do not tackle the bar, which is the shifting element, you do not improve the place where all the danger exists.

1135. Evidence has been given in respect of other rivers on the North Coast, that by erecting training-walls it creates a scour which deepens the channel in the river and gives a better entrance? That may be. If you concentrate it from the inside you may get a better entrance.

1136. You have not been to the Hastings River? No; but I have seen minute surveys and charts of it.

1137. Your proposal is the result of our deliberations on the subject in consequence of having inspected a map and perused the surveys which have been made? Yes. I have been on the Richmond and the Clarence, and studied these questions very closely on the ground. Of course, an analogy which exists between the Hastings and the Richmond and Clarence—

1138. We have had evidence from the departmental officers to the effect that there was very little analogy comparatively speaking, between the waters of the Clarence, the waters of the Hastings and Nambucca, and the Bellinger? The whole of the rivers on our coast are analogous and very similar, except that on some of them you have a larger volume of tidal water to deal with than you have on others. Of course, the larger the river, and the more the volume of tidal water you are dealing with, the easier it is to concentrate sufficiently to get a channel.

1139. Do you not think that the construction of a training-wall outside, facing the ocean, will be more expensive than the construction of a training-wall inside the river? It depends entirely on how you go about it. Where the proposed jetty was, it is only very shallow water. If you ran it out with light timber work, and protected it with moderate-sized stone, and did not bring your work up above half-tidal level, it would present very little surface to the waves to be destroyed. If you attempted to run the breakwater out there in the same way as they did at Newcastle, the work would be enormously expensive and altogether prohibitory.

1140. You do not propose that the upper portion of the training-wall should be level with the surface of the ground adjacent? It would come up to about the height of half tide, but at flood time the water would be over it.

1141. Have you had any conversation with the Harbours and Rivers Branch about this proposal you made? No; it is years since I went into the matter to any extent. This paper, for instance, was written in 1887.

1142. I suppose you know the Department has made great improvements to the entrances to the northern rivers, and to the channels of those rivers? Yes; the works which are being carried out from Sir John Cooke's plan at the Richmond are identical with what I proposed before ever he came out here.

1143. *Mr. Trickett.*] I presume you still think that your scheme would be an efficient one? I believe it would be efficient, and if it were carried out as I suggested I think it could be done very economically.

1144. As you propose to have only one training-jetty, I suppose you consider that the south headland being a rocky foreshore is a natural breakwater? Yes, it is as good as you could possibly wish for.

1145. How long is your proposed training-jetty? It scales about 3,000 feet.

W.
Shellshear.

12 May, 1898.

1146. Have you made any estimate of the cost? I made estimates at the time, but I could not find the papers I estimated the cost on.

1147. Will you be good enough to describe how you proposed to form the training-jetty? The method proposed would be to run out a timber jetty as rapidly as you could, then to pave the bottom with stones about the size of bricks so as to prevent the scouring action from washing the sand away, then to bring up the work with larger stone to half-tidal level so that the water would be awash at half tide.

1148. At high tide the jetty would be submerged? Yes; the object of keeping the jetty at half-tide level is that if you carry it higher it has to resist the full force of the waves, and very much heavier work than is proposed would require to be built.

1149. The wooden jetty which you would construct in the first instance would be capable of carrying a small tram for conveying the material to be shot in? It would be constructed so as to carry the trucks for bringing the stone.

1150. And as you went out you would pitch the stone into the right and the left? Yes; to prevent the piles from being washed away.

1151. In course of time I suppose the wood-work would disappear, but that would not much matter? The wood-work would disappear in a comparatively few years with the destructive insects we have, but at the same time it would probably last long enough for the whole of the jetty to be consolidated by the action of the coral, oysters, shell-fish, and seaweed.

1152. You think the small stone you propose to use will be sufficiently strong to resist the waves? If the structure is not brought above half-tidal level the shock of the waves will pass over it, and the smaller stone is used simply to prevent the action of the sand from bubbling up between the stones. It seals the sand below the level of the jetty.

1153. The temporary jetty for carrying out the work would come considerably above high water? Probably it would have to be taken 15 or 20 feet above high water-mark to keep it from the action of ordinary waves.

1154. It is really a scaffolding for depositing the stone? Yes.

1155. You propose to start your jetty from that sandspit—from just above the word "wall" in the line "eastern training-wall";—ought it not to start further back? The beach would follow it out until it got into deep water.

1156. Is that sand I refer to under or above water? It starts from the sand that is above water.

1157. The sandspit on the north side of the entrance is above high water-mark, and you propose to start your jetty from high water-mark on that sandspit? Yes.

1158. So that you really make a start from solid ground? Yes; probably for the first few hundred feet I would keep the main works above the level of high water-mark, but as we extended the jetty and got out to where the action of the waves was likely to be troublesome we would lower it until it was cut off at half-tidal mark.

1159. Could you tell us of any work of this kind being carried out elsewhere? Jetties very similar to that one were carried out at the mouth of the Danube. There is an essential difference between our northern rivers and the Danube, in that the Black Sea is not tidal; but the principle of construction is practically the same. In the case of the Danube it was run out with timber in the first place. The stone was deposited, and after, I think, fifteen or twenty years, when the mound had got thoroughly consolidated, they built a concrete top on the works.

1160. Are the circumstances similar as regards the outside part? On account of the tide here the training-jetty at the Hastings would be rather more exposed than the proposed Black Sea works were; still they had to stand very heavy storms at the mouth of the Danube.

1161. Has that work been a success? A great success.

1162. As regards the ebb and flow of the tide, would not that appear to be rather a favourable feature in connection with this work? I was speaking of the wall itself. With the large amount of water which flows in and out at every tide, it is a much easier case to deal with, as regards maintaining the channel, than was the case of the Danube.

1163. Is not the bottom at the entrance to the Danube a kind of mud rather than shifting sand. It is a muddy bottom there, mixed with sand. The material is very easily floated or disturbed; as it is very soft. It is not any more substantial than the sand we have here, if so good.

1164. Will you be good enough at your leisure to make an estimate of the cost of carrying out your training-jetty? I have no doubt that it could be done for about £20 a foot—that is, £60,000 for 3,000 feet.

1165. Have you studied the question of dealing with river entrances in other countries? It was a hobby of mine, and at one time I took the trouble to collect information from all parts of the world as to what had been done in almost every river we have any record of.

1166. Did you find that in all progressive countries, in dealing with rivers similar to our coastal rivers, the tendency was to improve the rivers, or to allow them to remain as they were? America is the country where most has been done of late years. Almost every one of the harbours they are improving or attempting to improve is carried out with a system of mattress, the same as was done on the Mississippi. On the Charleston, the Galveston, and other rivers where they have carried out harbour-works, they have used a layer of mattress and a layer of stone, until they gradually brought the work up to about half-tidal mark, and then perhaps they put a coping of heavy stones on top to secure it. As a rule their works have been attended with a considerable amount of success. At the Mississippi they were remarkably successful. There have been several cases around the English coast where they have formed harbours at the mouths of rivers to allow free navigation. The Tyne is a case where they had a very dangerous bar. That has been practically done away with, but they really have formed an outside harbour, into which the river falls. The Tee estuary is another case which they have dealt with successfully. There are many other cases of the kind. A mouth of the Indus has been successfully dealt with by training-jetties.

1167. It would seem to be the policy of all progressive countries to improve their waterways, and the entrances to their rivers? Certainly.

1168. You are not able to say whether material is available on the Hastings for carrying out your suggestion? I could not say what material is available, but from inquiries I made at the time I wrote my paper, I believe there is good stone in the neighbourhood which can be got from the south side.

1169. *Mr. Lee.*] If a training-jetty were carried out as you propose to a distance of 3,000 feet, would it not

W.
Shellshear.
12 May, 1898.

not leave an immensely wide entrance for the outflow to scour? Not necessarily; it is all rock on the south side, so that you could not get any great depth on that side to increase the outflow. If the river comes down from the north, it always tends to deepen on the outer side of the curve. It would scour it down to the rock on the south side, and sufficiently far to give you ample depth over the bar.

1170. Your suggestion was that by carrying out that one jetty, the water would be sufficiently confined to set up a scour? Yes; on account of the peculiar contour of the ground where the river runs.

1171. But inasmuch as the river for several miles above Port Macquarie spreads over so large a flat, would you not have an enormous amount of waste water which would never get the scour at all? You must understand that this proposal is to deal with the entrance. The more water you have to go in and out, the better chance you have to keep your entrance clear. It is only at the bar where you want your concentration. The probability is that if the training-jetty were carried out as shown there, it would get almost completely surrounded with sand on both sides, and the river would form a natural channel inside it.

1172. Sir John Coode was of opinion that the north and south breakwaters would be required. The officers of the Department think that they can do away with the breakwaters, but state that they must have some means of confining the water so as to direct the current on to the bar. Your plan differs altogether from this plan? My plan is simply based on what has proved successful in all the cases I have been able to look up, and without that outside protection I do not know of a single case where you have had a permanent entrance. For a long time you may get a good channel, and you may get heavy storms which will choke up the channel completely, until the action of the tide cuts it out again. If the outside work goes out into deep water then it cannot get choked up.

1173. If your contention is the correct one, then the Departmental proposal must be absolutely wrong, because they propose to terminate at a point on the southern side—nearly 1,000 feet closer to the shore? What I maintain is that you have a training-wall there in the solid rock of the hill. I do not see why you want a training-wall there.

1174. Their work will terminate in comparatively shallow water, but you propose to go out into deeper water? The object is to force the bar out into deep water.

1175. Will the proposed south training-wall be sufficient to set up a scour to keep that bar open? My opinion is that it is very questionable. I question whether you will ever succeed in scouring the bar unless you have protection on the north side. Without the north breakwater, I do not see how you are going to have a permanent channel. You may be able to maintain a channel at ordinary times. It may be good, perhaps, for months at a time, but if you get a heavy north-easterly gale the sandspit must come across and block it.

1176. You think that no matter what works are designed there, provision must be made for a northern training-wall of some sort? In my opinion it is essential.

1177. *Mr. Wright.*] You have looked at the plan, and understand the nature of the proposal of the Department? Yes. The inside works are intended simply to regulate the channel inside the river.

1178. Do you believe, if the upper portion of the eastern training-wall, the western training-wall, and the southern training-wall are built, the channel along the southern training-wall will be kept fairly open? I consider it very doubtful without a northern breakwater groin or jetty.

1179. You think the primary condition of making a harbour there is to prevent the growth of the spit? Yes. If you do not trap the sand from the northern spit it must inevitably work its way across the entrance and trouble you after every storm from the north-east. Apart from the disturbing influence of the north-easters, there is no doubt that the works proposed would improve the entrance in ordinary weather, but if it came to continuous north-east weather I am afraid that without the northern works you would not get the permanent channel you want.

1180. You think that there would be continuous interruptions to its permanency? I am afraid so.

1181-2. *Mr. Roberts.*] Do you regard the deepening of the Hastings River as only a secondary consideration? Yes.

1183. The difficulty which the Committee are asked to deal with is how to secure a good channel at the entrance to the river? Yes.

1184. The proposed works at the Hastings River were described by a witness yesterday as a miniature Clarence River;—does your recollection of the Clarence River warrant you in corroborating that statement? The two rivers are alike in this respect—that the Clarence has splendid protection on the south from Yamba Head, but the bar of the Clarence has been caused by the action of north-easters on the northern beach. If works had been carried out on the Clarence on lines similar to those which had been suggested for the Hastings, I believe it might have taken the “Royal Arthur” through the entrance by this time.

1185. The entrances are very similar to one another? The contours are very similar. They both have splendid protection from the south by a natural headland and a rocky bottom, and the bar in each case is caused by the action of north-easters on the northern sand beach.

1186. Have you been to the Clarence since the training-walls were made? No; it is about fourteen years since I was there.

1187. Are you aware of the great improvement which has taken place there since the training-walls were made? There has been considerable improvement there, but I believe it has cost a considerable sum to get it.

1188. Where they had 14 feet of water they have 24 feet now? Yes; but the Clarence in its original state, I considered, the easiest river of the lot to deal with, because you had such an enormous volume of water to effect your scour.

1189. Would you have dealt with the Clarence in the same way as you propose to deal with the Hastings? The first thing to be done at the Clarence was to shut out the action of the north-east winds on the north spit.

1190. Will not the proposed works shown on this plan, if they are all carried out, effectually deal with the trouble you speak of? If the northern breakwater as shown there is carried out, it should effectually deal with the trouble, and secure a permanent entrance no doubt, but the works on the south-side, I am afraid, without a northern breakwater, will never secure a really permanent entrance.

1191. Do you regard the south breakwater as being necessary? If I had to carry out the work, I should certainly try the effect of the northern one before I spent a penny on the southern one.

1192.

W.
Shellshear.

12 May, 1893.

1192. If the south breakwater were omitted the scour would not be so great? You have a rocky bottom there. It all depends on how far you can contract the entrance what scour you get.

1193. Would you continue the eastern training-wall down according to your plan? Not to start with. I should do the northern work, and see what effect it had on the bar before spending money on other works.

1194. You would approve of, I presume, of the western training-wall being constructed? That is going into the question of improving the upper reaches of the river.

1195. The object of these works is, to create a scour on the bar? The training-jetty I suggest would concentrate the whole action on the bar itself, and the way the river bends will be quite sufficient to cause it to deepen the channel on the outside of each bend without other assistance.

1196. Are we to understand that the only work you deem necessary would be a north training-jetty, at a cost of £60,000, to keep out the north-east winds? That would be in the first instance. I believe if it were made it would secure a permanent entrance to the port.

1197. There would be no necessity you think for building the western, eastern, and southern training-walls? I presume these training-walls are intended to improve the navigation above the town. The work I propose is, I believe, sufficient to secure an entrance; but the improvement of the river above the town is another matter.

1198. All the produce is brought down the river to the ocean-going steamer at the wharf at the foot of Horton-street, and the object of the training-walls is to create a scour on the bar? I consider that the proposed northern training walls would be sufficient to secure a permanent channel over the bar, and to give the necessary depth of water at the wharf for the steamers.

1199. In your plan you would not consider the south breakwater necessary? I consider the south side is well protected by nature.

1200. According to your plan, would not the sand find its way through the piles, and form a bar very soon? A certain amount of sand would be washed over these half-tidal works during a storm, but then, when the channel concentrated, like it would be with the training walls, it would never accumulate, because the first ebb tide would shoot it right out into deep water. After the tide had gone down to half-tidal level, the whole of the last half of the tide must go out through the contracted entrance.

1201. In the case of the Danube, would the winds which the training-jetty had to resist be the same as in this case? There are very heavy seas in the Danube. I do not know that they would be as heavy as the seas we get on our coast at times. Port Macquarie is well protected from our worst winds. It is only with an easterly wind that the Hastings gets a heavy sea. We very seldom have heavy north-easterly weather.

1202. *Mr. Black.*] Your proposal, you say, will have a tendency to remove the existing bar;—do you not think that it might have a tendency to form a bar inside the channel—at about where the “Ballina” wreck is? No; it would not have a tendency to form a bar there, because of the direction in which the water turns in the last bend of the river. But even if it did, a very small training wall would be sufficient to remove a bar formed inside when you have the protection of the outer works.

1203. It appears to me the tendency would be to scour along the training-jetty, form a deep channel there, and fill up in the middle? The tendency of a bend in the river is always to deepen the channel.

1204. You think the tendency of your scheme would be to form an inside entrance, and large open space, mostly flat, some of it at low water exposed, and one deep channel? The deep-channel would be along the south side.

1205. You think it would not be preferable to have a narrower channel with deep water? The channel would probably be wide enough for all practical purposes. The distance from the wharf to where my training-jetty would start would be 5,000 or 6,000 feet. You would not want a channel of that width.

1206. How wide do you think your channel would be? Probably it would be several hundred feet wide. I could not say definitely how wide it would be.

1207. Would not your breakwater be exposed to the full force of easterly and north-easterly gales? It would be exposed to north-easterly and easterly gales. It is not a breakwater in the strict sense of the term; it is a training-jetty, and as it does not come above half tidal level, the waves would simply break over it.

1208. I do not quite understand your reason for preferring that to what I may call an inside breakwater—that is one in the channel of the river? The object of my training-jetty is to prevent the growth of the north sandspit. With the north-east winds that spit always tends to close the entrance, and by cutting off that action, by the artificial works, you concentrate the scour of the river over one defined channel, coming out on the bar. The probabilities are that the sand would follow your works out almost as fast as you put them down, and it would only be at the extreme end where they would be exposed to the action of the sea.

1209. Do you not think that the northern breakwater, as shown on the large map here, would have a similar effect? It would have very much the same.

1210. But it would cost more than yours? I have not seen the details. If it is a breakwater it would cost more than a training jetty, because it would have to be constructed so as to resist the whole force of the sea.

1211. If the sea made breaches in your proposed jetty it would neutralise the effect? It would be the same if it made breaches anywhere.

1212. Would it not be deeper water than shown on the plan by the Department? It runs there to about the same depth.

1213. *Vice-Chairman.*] Are you aware that it has been found quite unnecessary to construct the proposed north breakwater on the Clarence? There is a very large sweep there, and they have constructed an enormous breakwater on the south side, which is practically overlapping the spit.

1214. You are aware that it is found unnecessary to build the northern breakwater? I believe it is unnecessary to do it now.

1215. And the opinion of Mr. Darley is that it will be unnecessary, that there is sufficient water on the bar, and that the bar is likely to remain sufficiently good for all purposes for very many years to come? I know that there is a considerable increase in the depth of water on the bar of the Clarence. With the works which have been carried out there, and the large amount of tidal water you have to deal with, the probabilities are that you may have a moderate depth of water over that bar at any time.

W. Shellshear.
12 May, 1898.

1216. Do you not think it probable that similar results will be obtained on the Hastings River without constructing the northern breakwater? I do not think so. At the time I wrote this paper all that appeared to me to be necessary was to build a jetty on the north side to prevent the growth of the north sandspit forming a bar.

1217. In the light of the experience gained in carrying out the works on the Clarence, would it be necessary to construct the north breakwater all? I think unless it is constructed to scour the entrance it will cost far more money by working round in a continual process of training-walls, as there are at the Clarence.

1218. Do you hold the opinion that it would be more economical to construct the north breakwater than to carry out the other works? If in the first instance the north breakwater had been constructed on the Clarence I believe you would have had a very deep permanent channel at very much less cost.

1219. Although the works which have been carried out on the Clarence have been successful, yet you think that an equally good result could have been obtained by the construction of the north breakwater at less cost? I believe that a better result would have been obtained by constructing the north breakwater at less cost.

SATURDAY, 11 JUNE, 1898.

[The Committee met at Wauchope, at 2 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Hastings River.

Duncan Bain, farmer, Wauchope, sworn, and examined:—

D. Bain.
11 June, 1898.

1220. *Chairman.*] Where do you reside? About half a mile up the river from here. I desire to inform the Committee that I have resided in the district for the past thirty years. I have a full knowledge of its resources, and the advantages that would result from better means of communication. My statement may be regarded as a fair one from a local stand-point; other leading men, were they here, would be prepared to corroborate it. The present products of the Wauchope district are timber, maize, pigs, fowls, eggs, and incidental farm products. The butter industry has recently taken forward strides in the district. I look to it to produce great developments, and to bring into use a quantity of land not sufficiently good to be used for the cultivation of crops, but which will do well to run cattle upon. I am not in a position to say exactly what the present output of the district is with regard to any of the aforementioned commodities. That information can be obtained more correctly from the various agents at Port Macquarie. I regard the river as being, perhaps, the cheaper way for our goods to get to market, and, therefore, believe that it is essential to have not only the work at the bar carried out as proposed, but also to have the flats that preclude a ready access to the town of Wauchope removed. With regard to the engineering aspect of the question, that must be left to the engineers themselves. My expression of opinion is merely in regard to the necessity for the works to be done. The reason, as the Committee will see, is that any block or bar to navigation means increased freights and inferior boats, and loss of time. With regard to the proposed railway, although the river probably will remain the cheapest means of approaching this part of the Colony, still, I feel sure that the railway would develop a large area of back country at present lying unproductive, and there would be incidental trade and travelling, the means for which the people now have not at their command. Perishable goods also, and anything requiring rapid or safe transit would probably use the railway, even if it cost more, but the bulk of our produce, such as timber and maize, would probably always find its way to market by the cheapest route, which would be by steamer. The Hastings River may be roughly described as follows:—A considerable portion of the river and its tributaries consists of flats, varying in width from a quarter to 1 mile. There are also very fine islands, which are unexcelled for agricultural purposes. Some of the hardwood ridges, which, in almost every instance, back up the alluvial flats, come right to the banks of the river; but for long distances up the tributaries, good alluvial flats are to be found, and satisfactory agricultural occupation is possible. There is also some swamp land, but I am not in a position to say the exact extent of it. Beyond Wauchope the Committee will see the country becomes divided into various watersheds. On all of the other creeks, for a distance, perhaps, as far as 40 miles, alluvial flats are to be found, and satisfactory occupation is possible, but the further you get up the river the more abrupt the country probably becomes, and the smaller, of course, the flats.

MONDAY, 13 JUNE, 1898.

[The Committee met at the Court-house, Port Macquarie, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Hastings River.

John Baird, pilot, Port Macquarie, sworn, and examined:—

J. Baird.
13 June, 1898.

1221. *Chairman.*] How long have you been a resident here? Since 1891.

1222. What depth of water have you up the river to Wauchope? About 4 ft. 6 in. at low-water in the shoalest part.

1223. How extensive are those flats? I should think about 1,000 feet.

1224. What is the first flat coming down from Wauchope? Andrew's Falls.

1225.

J. Baird.
13 June, 1898.

1225. What is the width? The flats extend about 1 mile.
 1226. With about how much water on them? They having been cut out by the dredge, the lowest water now is about 6 feet at low tide.
 1227. But that mile has already been dredged? Yes.
 1228. Is it filling again? Not since it was cut out eighteen months or two years ago.
 1229. Did it fill up before then? Yes.
 1230. Is it probable that that part of the river will have a tendency to silt up? Yes; in time of flood.
 1231. That class of work beyond the mouth of the Maria would probably silt up? Yes.
 1232. What is the next place coming down? Ennis Falls.
 1233. What is the width of those? About 400 feet.
 1234. Is the dredge at present working there? No. They have been cut out.
 1235. What depth of water there? About 6 feet. It shoaled when it was done first, and it has been done a second time, and now we have 6 feet.
 1236. What is the third obstruction? Where the dredge is now working—at Glen Ewan.
 1237. What is the extent of the flat there? That is the one I mentioned first—about 1,000 feet.
 1238. How deep is the dredge cutting the channel? Ten feet at low-water.
 1239. She will be through probably in a short time? About the end of the present year.
 1240. From there, how far does the water extend deep? Right down to the crossing.
 1241. How far above Wauchope can a boat go? About $2\frac{1}{2}$ miles.
 1242. Must that be permanently the head of deep water? Yes.
 1243. You can get no further? No.
 1244. Why? The river is completely blocked up there.
 1245. So completely that we may regard Wauchope as the head of navigation? Yes.
 1246. Taking the river up to Wauchope, will you describe such tributaries as might possibly permit a boat drawing 6 feet of water to enter? There is what we call Salt Water Creek. The entrance to that is below Rawdon Island, and the water goes right round Rawdon Island, but only a drogher can get round it.
 1247. Any other place? Not worth considering.
 1248. Now take the Maria—the northern branch of the river—how far is that navigable? I have been about 28 miles up the Maria from the Heads, and about 6 miles up Piper's Creek, a branch of the Maria, with vessels drawing 8 feet.
 1249. That brings you within 10 or 12 miles of Kempsey on the Macleay? Yes; but I believe the Maria extends farther up. However, I have never been higher up than Piper's Creek.
 1250. The Committee, for practical purposes, can regard the Maria as having 30 miles of good water? Yes; and Piper's Creek 6 miles.
 1251. Any other tributaries of any importance where a vessel could go? No; the Wilson extends above the mouth of the Maria. We call it the Wilson from the entrance, to Ballengarra Wharf, but it is charted Maria River. The Wilson extends about 3 miles from the Maria River up to Bullengarra.
 1252. Now, taking the question of the crossing of the bar;—will you describe the difficulties of the crossing first and leave the bar alone for the present; what depth of water is there on the crossing usually? It comes and goes a great deal.
 1253. Give us a high and a low tide? I have seen it when you could not get over it at high tide if you were drawing 6 feet.
 1254. Was that for any length of time? Yes; for some months.
 1255. How long ago? About four years.
 1256. And during the last four years? With the exception of one vessel we have been able to get them all over at high water, drawing 7 feet and 7 ft. 6 in.
 1257. During the last four years there has been 7 feet and 7 ft. 6 in. over the crossing at high-water? Yes.
 1258. What is the rise and fall of the tide? One foot 9 inches at dead low neap, and 5 feet springs.
 1259. Therefore, for the last four years, a vessel drawing 7 ft. 6 in. could get from the Government wharf over the crossing? Yes.
 1260. What depth at low tide? About 4 feet at the worst time.
 1261. What reason have you heard given for the special obstruction of the crossing about four years ago? I can give no reason; but we have seen thousands of tons of sand shift at one tide on the crossing.
 1262. Taking into consideration the class of boat necessary to do the trade of the district, the people, therefore, are not suffering under any serious disability once a vessel is over the crossing—the disability is not up the river? Yes; and the bar has been the most difficult.
 1263. In your opinion, if a vessel could get comfortably to the Government wharf, is it reasonable to suppose that there would be no special obstruction at the crossing? I do not suppose there would be, for the class of vessel that is trading here at the present time, and has been trading here. You get nothing less than 10 feet of water for 10 miles up the river after you get over the crossing.
 1264. Will you enumerate the boats trading here? The steamer "Rosedale," 164 tons, and 8 feet draught, loaded.
 1265. She does not proceed up the river? No. They drogher all the cargo down to the Company's wharf.
 1266. Still she could go up? Yes.
 1267. As far as the timber mills? Yes.
 1268. Any other steamers? No.
 1269. How many trips does she make a week? About five or six a month.
 1270. Now, the sailing vessels that come here? There are ten trading here.
 1271. Do they take timber only? Yes.
 1272. The "Rosedale" does the whole of the ordinary trade of the district? Yes.
 1273. Give us one or two of the names of the timber vessels, and about their draught? The "Jubilee," the deepest, draws about 8 ft. 3 in., when she is loaded.
 1274. Still she gets over the crossing? She has got over, with the exception of one trip, since she has been running here, for about twelve months. She was stuck about three days on the crossing.
 1275. The other vessels all pass over? Yes.
 1276. Such vessels as the "Candidate," which we saw at Wauchope? Yes.
 1277. Taking the experience of the last four years, when you had no trouble at the crossing, has it been a frequent occurrence that vessels could not get over the bar? Yes, very frequent lately.
 1278. The bar is bad? Yes.

- J. Baird. 1279. What is the depth of water on the bar? About 7 feet.
1280. That is all you can depend on now? Yes, taking the tides one with another.
- 13 June, 1898. 1281. The important thing in your opinion is the bar? Yes.
1282. You have had an opportunity of seeing these plans? Yes.
1283. You see the wall that has been commenced? Yes.
1284. Will an extension of that give the deep water necessary? Yes, if it were extended far enough to the east we would have a bar good enough for anything.
1285. When that wall shall have been taken out to opposite the gaol, and shall have done its work there, you think it may have given you a deep enough bar, and if not it should be extended? Yes.
1286. If that were done, you think the port would do well enough? Yes.
1287. You have had an opportunity of seeing the plans of the proposed inside training-walls? Yes.
1288. Supposing that the western training-wall were erected, and no eastern wall, what would the effect of that be on the northern spit? My opinion is that if that were erected, in flood time the whole of the northern spit would go away.
1289. In your opinion, if the western training-wall be erected, the eastern one must also be erected? Yes.
1290. Are we justified in believing these to be your views;—extend the training-wall at present being erected as far east as would be necessary to remove the bar into deep water? Yes.
1291. Whether that point would be where it is proposed to terminate it or a considerable distance to the east is to be decided, as it is being erected? That is my idea. To do that first, before you do any other work, inside or anywhere else.
1292. In your opinion, will that southern training-wall have the effect of putting the bar into deep water? Yes; I believe it will have that effect.
1293. You may as well explain why? As the wall goes out, I believe that the tide will lean against it, and go straight out. We can see the effect at the head of the wall now.
1294. The water comes in such a direction from up the river, that it is thrown on the wall, and once being thrown on to it, it runs along it? Yes.
1295. You believe that a wall 4 feet high, as it is at present, is sufficient to withstand the seas experienced a little farther eastward? No; I do not.
1296. Are there heavy seas there? If it deepens the channel, there will be heavy seas there.
1297. And your suggestion to the Committee would be to raise it gradually on an easy grade until at last you get a height of how much? Ten feet.
1298. At what point would the 10 feet be—opposite the point where it is proposed to terminate? No.
1299. Far in from that? Outside of that—farther east.
1300. Will 4 feet be high enough to the point where it is proposed to terminate? Yes; but it will want a bigger percentage of large stone there than is now being put in.
1301. Would you raise that wall before you come to the point where it is proposed to terminate? There is never a great deal of sea there, unless in a gale of wind.
1302. What would be the effect of a gale of wind on a 4-foot wall at that point? If the blocks were large enough, it would not have much effect there, because the sea is broken up a great deal before it reaches the point where it is proposed to terminate; but the wall might require to be a little higher than 4 feet there.
1303. If it were to terminate there, and end would be required there? Yes.
1304. Do you think that the two inner walls may be dispensed with and the work concentrated on the southern training-wall for the time being? Yes; in my opinion, since the main difficulty at Port Macquarie is the bar itself, and seeing that the crossing has not been a serious difficulty for the last four years, were I consulted I should suggest that the work be concentrated on the southern training-wall, which should be extended a sufficient distance to give a scour over the bar—strengthened at the end if necessary, and extended if necessary. The inner training-walls I would dispense with for the present until I saw the effect of the work at present under construction.
1305. *Mr. Wright.*] What effect would a north-east gale have on the bar, supposing the southern training-wall be constructed? None whatever.
1306. No danger of sand drifting into the mouth of the river? No; the north-east gales affect the bar very little. There is very little sea on the bar with a north-east gale. The heavy seas that we have are with south-east gales.
1307. You are protected from the south by a headland now? Yes. My experience is that in dry seasons the bar comes in, and that with a flood it goes half a mile further out.
1308. What is the set of the tide along the shore? There is very little set at all in these bays.
1309. And outside? With the exception of a month or two in the year, it is a southerly set.
1310. *Chairman.*] Between the mainland and where the southern training-wall is being erected, the sand seems to deposit and follow the wall out? Yes.
1311. In your opinion, will it follow it right out? Yes.
1312. Where does that sand come from? It comes in with the flood tide. The ebb tide has no effect on it to take it away again.
1313. *Mr. Black.*] What effect has an easterly gale on the bar? If it continues for a few days it usually has the effect of shoaling it up.
1314. What kind of weather are the easterlies accompanied by? We have generally floods with easterly gales.
1315. Then you have a scour after a piling up? Yes.
1316. So one effect counteracts the other? Yes.
1317. *Mr. Wright.*] Is there any danger of that sand-drift now forming behind the training-wall gradually passing over it, and filling up the channel inside? I do not think so. I do not think that there will ever be enough of it to get over to the inside.
1318. *Mr. Black.*] As you seem to think that what is necessary is to concentrate the scour on the bar, do you not think it might be advisable to construct a northern breakwater (say) from the end of the sand-spit out as far as that wave trap—to a line opposite that wave-trap which is shown on the end of the southern training-wall? No, I do not think so, unless you were to start it well up towards the scrub somewhere. Then I suppose it would be all right, and would make a good job of it.
1319. Could not a northern breakwater be built without a training-wall? I suppose it could be built from a starting-point anywhere.

1320. What is your reason for thinking that a northern breakwater would have to be accompanied by an eastern training-wall? So that the river would not break out behind the starting-point. J. Baird.
1321. You think that the river might be diverted by the end of the breakwater, and cut through the sandspit there? Yes; that is my only reason. 13 June, 1898.
1322. But is not the set of the river to the south rather than to the north or east, coming round the bend? Yes; but we might have the breakwater, and yet the sand might work away from behind it, with an ebb tide coming down, and the river would very likely break through there.

Daniel Callaghan, master mariner, Port Macquarie, sworn, and examined:—

1323. *Mr. Egan.*] How long have you been trading here—going in and out of the port? I have been D. Callaghan. residing here about thirteen months.
1324. So far, about twelve months you have been trading in and out here? I have been trading here 13 June, 1898. previously.
1325. What is the whole time you have been trading here? About two years.
1326. So you are pretty well acquainted with the bar and the crossing? Yes.
1327. How far have you been up the river? As far as the boat could get—to Morton's Creek.
1328. How many miles above Wauchope? Between 4 and 5 miles above Wauchope.
1329. At high water, what is the greatest depth of water you have on the bar? Since I have been here, I have got 10 feet.
1330. And the lowest at high water? 5 ft. 3 in. has been the lowest I have got since I have been here.
1331. What is the name of your vessel? The "Undaunted."
1332. And its tonnage and draught? Draught 6 ft. 6 in., and I think she is about 35 tons register.
1333. You very often go over the bar? Yes; I have gone over it more frequently than anybody else in the place.
1334. And do you find at any time that your boat cannot go over? Yes.
1335. You are acquainted with the work being carried out at the present time? Yes.
1336. Have you formed any definite opinion as to the necessity for carrying out that work or otherwise? Yes; my opinion is that it is doing good. It has opened the crossing out since the training-wall has been started. We can get 10 feet of water on the crossing now, and previous to that we could not sometimes get over it at all.
1337. So the farther it extends towards the bar the more good it will do? Yes.
1338. And clear the crossing out at the same time? Yes.
1339. Do you think it is necessary to carry out all the work you see on the plan—that is, the construction of the western and the eastern training-walls? Yes; I think it is necessary to carry them out.
1340. For what reason? To carry the tide down. You will have a good crossing and a good bar if those works be carried out.
1341. You say that by constructing the southern training-wall, and carrying it out to that point, you believe it will make a good bar and a good crossing? Yes.
1342. Then where is the necessity for the western and the eastern training-walls? You want to enclose the water. If you carry out the western and eastern training-walls you will take the water across to the north beach.
1343. But if you do not construct either of them what will happen? Go on as usual, then.
1344. You have good water above the crossing with the exception of one or two places? We have good water from the crossing until we get up to Glen Ewan.
1345. That is your first obstacle? Yes.
1346. The next? Ennis Cutting.
1347. But the principal objection at the present time is the low water on the bar? Yes.
1348. You believe that if the southern training-wall be carried out to the point that is marked on the plan, or a little further, that will give you a very good crossing and bar? Yes.
1349. Not constructing those other walls will not make the river any worse, will it? No; it will not.
1350. The principal obstructions, then, really are the bar and the crossing? Yes.
1351. What reason have we to suppose that by the construction of those two walls at present the district will be benefited very much;—do you not think that it would be better to continue the southern training-wall, and wait to see the results that may accrue from its construction? That is a matter I cannot go into.
1352. Before going into a large expenditure of money would it not be better to wait and see what results you get from the construction of that wall? I do not think so; I think it would be better to go on with the other walls also.
1353. For the reason that, you say, they will be the means of bringing the tide down with greater force and scouring the bar? Yes.
1354. And also scouring the river? Yes. They will not make any difference to the upper part of the river.
1355. Then, where is the necessity for taking the training-wall so far? Just to deepen the bar.
1356. So the construction of the southern training-wall will not have very much effect unless the western and eastern walls also be constructed? No.
1357. Have you any other information you can impart to the Committee? I think that the flats up the river are in a very bad state.
1358. In what respect? Ballengarra, for instance, we cannot get over except on the top of high water. It is full of logs, and we have to go full speed ahead and run over them.
1359. You have a dredge there? It is at Glen Ewan; but the dredge is no good for the logs. I think there should be a snagging party up the river, too, to shift the logs. I lost one propeller at Ballengarra.
1360. And you do not want to lose another? No; I do not. At Morton's Creek the river is in a very bad state from logs. You have to get over the best way you can.
1361. I suppose the chief produce taken down by sailing vessels is timber? Yes.
1362. Does much other produce come down from there? Yes; I believe a lot comes down.
1363. The "Rosedale" does not go any farther than the Port Macquarie wharf? No; she cannot go any farther.

- D. Callaghan. 1364. She draws only 7 ft. 6 in.? Yes.
 1365. You have 10 feet of water? On the crossing.
 13 June, 1898. 1366. And also up the river? Some portions of it, but it is a big tide at Glen Ewan if we get 7 ft. 6 in.
 1367. Do you think that the cuttings made by the dredge in the river will last? I think that when it is a direct cutting it will last, but if it is a roundabout cutting it will not. The present cutting takes the run of the tide, but they could not get the tide where the old cuttings were.
 1368. *Mr. O'Connor.*] To where have you been trading vessels from here? I have been going to sea since I was 9 years of age.
 1369. Where? The Richmond, the Clarence, and the Tweed.
 1370. There are other rivers that have similar difficulties? Yes.
 1371. And you have had experience of them? Yes.
 1372. *Mr. Wright.*] You tow most of the sailing vessels in and out of Port Macquarie? Yes.
 1373. What water does the largest sailing vessel that comes here draw? Eight feet six inches—that is, the "Jubilee." Sometimes she loads up to that, and that is her draught if she takes a full load.
 1374. What does she generally load up to? According to the tides. At spring tide they leave it to me, and I sometimes say 7 ft. 6 in.
 1375. You, being the best judge of the water on the bar, tell them the depth they can load up to? Yes.
 1376. Has there been much detention of that vessel since you have been here? She has been detained on two occasions.
 1377. For any length of time? On one occasion for eight days.
 1378. That would mean a serious loss to the owners of the vessel? Yes.
 1379. Have there been any other cases of long detention to your knowledge? A lot have been detained here owing to a heavy sea and the state of the bar.
 1380. Do you think that the detention of vessels that has taken place here has been detrimental to the interests of the port? Yes, very much so.
 1381. Has the steamer ever been detained? Yes; several times.
 1382. Owing to shallow water on the bar? Yes.
 1383. Therefore, to give the district a proper outlet, and trade a fair chance, it is absolutely necessary that some work should be done to improve the entrance? Yes.
 1384. Do you think that £40,000 or £50,000 spent on the port would be too much to give it a good entrance? No; I do not think it would.
 1385. Do you think the country would be justified in spending £46,000 to give Port Macquarie and the Hastings River a really good entrance? Yes; I do.
 1386. And you say that is advisable, from your knowledge as a seaman? Yes.
 1387. There is a good deal of trade done in the port? Yes.
 1388. A large timber trade? Yes; and also in other things.
 1389. The timber-mills employ a number of hands, and they deal with the stores? Yes.
 1390. Does the steamer "Rosedale" always get as much as she can carry in a good season? Yes; and sometimes more than she can take.

William Andrew Spence, Mayor of Port Macquarie, sworn, and examined:—

- W. A. Spence.
 13 June, 1898. 1391. *Chairman.*] How long have you been a resident here? I have been here all my life. I was born here.
 1392. *Mr. O'Connor.*] You know the proposal before the Committee? Yes.
 1393. Would you kindly tell the Committee whether you think that that work is or is not necessary? So far as I can judge, I think that the work is both necessary and will be of very great benefit to the harbour. In connection with the southern training-wall, I base my opinion upon this: I can remember the time when the beach was formed right out to where the present beacon is, and to where the present training-wall is running. The channel was always narrower then, and the water on the bar never less than 18 feet or 15 feet. If the sand clears off the rocks and leaves them bare it must accumulate somewhere else, and it is accumulating at the back of the present training-wall. There was a large sand-bank on the north side, and the channel, when narrow, kept the water in a small space, and the channel was kept clear.
 1394. You know the extent to which it is proposed to carry out the southern training-wall? Yes.
 1395. You strongly approve of that? Yes, I do. I have approved of it ever since the wall has been commenced, and the farther it is going out the better the bar is getting.
 1396. What is your opinion in regard to the necessity for a northern wall? I think it is necessary for the purpose of confining the water and keeping it in as narrow a space as possible, for the narrower the place the greater the force of tide, and the more the scour.
 1397. That would produce the scour anticipated by the engineers who designed the work? Yes, I think so.
 1398. Have you any idea of the trade done in this port? Yes, I have. The exports average 35,000 bags of maize per annum, 3,500 pigs, 1,300 cases of eggs, 500 coops of poultry, 20,000 feet of cedar (I may mention that this quantity of cedar goes only by steam-boat, and that a considerable quantity also goes by sailing vessel), 1,600 hides, and at the present time an average of 1,500 boxes of butter; 1,000 gallons of wine, 200 bundles of marsupial's skins; and there is a large quantity also of bones, horns, and sheepskins and about 1,000 packages of sundries.
 1399. What are the imports? About 2,500 tons per annum by the steamer.
 1400. And that does not cover the whole lot? No; the other is brought by sailing vessels.
 1401. What is the population? A few over 1,000 in the municipality. Financially the municipality is all right; we have about £70 to our credit in the banks, and have not yet received the 2s. 6d. subsidy.
 1402. You said, 1,000 gallons of wine—is that a growing industry here? Yes.
 1403. Does it promise to expand? This vineyard has been in existence for a number of years. They manufacture a considerable quantity more than that, and a great deal more goes perhaps in other ways than we take by the steamer. This one vineyard alone, I think, makes about 4,000 gallons a year.
 1404. I suppose it is distributed in the district? Yes; and some of it goes by vessels.
 1405. The dairy industry is expanding? Yes; I think that the export of butter will more than double during the next year.
 1406. The possibilities of the dairy industry are very great? Yes.
 1407. What size are the boxes of butter? 56 lb. each.

1408. *Mr. Wright.*] What is the capacity of the district for increased settlement and cultivation? It is very hard to say. The main portion of the good agricultural land has already been taken up, but the higher up you go—that is, about Yarras and Ellenborough—about 50 miles from here it will be a splendid country for fruit growing—in fact, I do not think there is a better place in Australia for fruit growing.

W. A.
Spence.

13 June, 1898.

1409. But all the river flats are alienated? Yes.

1410. Are they capable of carrying a larger population than they do at the present time? Yes—more than double.

1411. The land is not cultivated to anything like its full extent? No.

1412. Then the district, even with its present alienated and cultivated land, would sustain double its present population? Yes, fully.

1413. On the Wilson River and its tributaries, is there much agricultural land? Yes; on the Wilson River and on Rolland's Plains there is plenty of good agricultural land.

1414. Is it utilised to its full extent? No, it is not; it is not half used as it should be.

1415. So you think that, with improved means of communication, you would very likely get increased population, and consequently largely increased output? Very much larger, I think. Since the butter industry was started here, hundreds of acres of land that were going to waste in some parts of the district are now being put under grass and cultivated to produce food for the cattle.

1416. Do you see much prospect of the dairy industry being entered into largely in this district? I think it will be fairly. The district is not like some other districts for the production of butter; but I think that, according to the size of the district and its population, it will be comparatively a large industry.

1417. Do you think the population is likely to increase? Yes.

1418. And there is likely to be more dairying and more farming products? Yes.

1419. Do you think that the disabilities of the port are keeping the district back? I think so. Even taking the fishing industry, there are many times when they have to throw away six or eight cases of fish. If there is not sufficient water on the bar to get across they have to wait for the steamer until spring tides.

1420. With better facilities for water transit to the metropolis, you think that a larger population would settle in the district, and the products would materially increase? Yes; very much.

1421. Have you any further information to give to the Committee? Yes. Mr. Hayward, who is a saw-miller here, desires me to express his regret at not being able to be present here this morning. He gave me his own return of exports of timber, which amount to 2,500,000 feet of timber per annum.

Nathaniel Netterfield, sergeant of police, Port Macquarie, sworn, and examined:—

1422. *Mr. Hassall.*] How long have you been here? Nearly thirteen years.

1423. Consequently you know the district pretty well? Fairly well.

1424. I believe you have some statistics in regard to the area, population, and various products in the police district? Yes; the population of the police district is 4,861; the area of freehold land is 45,582 acres; the land rented from private persons is 23,021; the land rented from the Crown is 2,053 acres; the area under cultivation is 3,334 acres.

N.
Netterfield.

13 June, 1898.

1425. What is the area of the police district, and what are the boundaries? It commences at the sea and runs back, I think about 60 miles, towards New England, and it goes along the coast from Diamond Head to Crescent Head. It is about 30 miles from here to Stewart's River, which flows out at Diamond Head. The district also goes 28 miles north—within 5 miles of Kempsey. South, it goes about 6 miles below Camden Haven.

1426. Does it follow the Hastings? No; it follows a dividing range between the Hastings and the Macleay.

1427. Is population increasing much in the district? It is steadily increasing.

1428. More, I suppose, by the natural course of things than by any large amount of immigration? Just by the natural course of things.

1429. Does there seem to be any tendency to increase the area under cultivation? It varies. Some years it is considerably more than others. It has been larger than it is at the present time.

1430. The area under cultivation is 3,334 acres? Yes.

1431. Can you tell us what is about the average size of the holdings? I can hardly give you the average, they vary so much.

1432. What are the principal products of the district? Maize, pigs, fowls, eggs; and the butter industry is growing.

1433. Practically it is just making a start? Yes; there are about fifty dairies registered at present, and a good many more in course of construction and getting prepared for the industry.

1434. Then, judging from that, the farmers who have been devoting their attention more particularly to the cultivation of maize are now also going in for dairy farming? They are turning their attention principally to dairy farming.

1435. Are they leaving off maize cultivation? Not entirely. They cultivate a little, but they are paying particular attention to the dairy industry.

1436. Therefore you think that the cultivation of maize will be to a certain extent reduced? Yes.

1437. Are any gold-mines or any mining operations of any kind being carried on in this district? Yes.

1438. Where are they? There is a tin-mine at Gundle.

1439. How far is that from here? About 24 miles from here, westerly—about 8 or 10 miles from Morton's Creek.

1440. Is there anything besides that? Yes; a cobalt mine in Port Macquarie.

1441. Does it employ many hands? Three, I think.

1442. Does the tin mine of which you have spoken employ many people? Not a great number at present.

1443. Are many people employed in mining operations in the locality, or is it merely a fitful sort of work—prospecting and dodging about? I think the tin-mines will be permanent. They have got machinery there, and it is being erected.

1444. Outside of that, is there much mining carried on? Not a great deal. There are some gold-miners prospecting higher up the river.

1445:

- N.
Netterfield.
13 June, 1898.
1445. You do not look upon mining as a very important factor in the development of the place? Not gold-mining.
1446. What is the timber industry like? It is a large one.
1447. Does it employ many hands? A good many.
1448. Is that second in importance, or does it, in your opinion, exceed in importance the production of maize? I think it is secondary to maize-cultivation.
1449. This is a first-class maize-growing district, is it not? It is very good.
1450. There is not much trade in fat stock in the district, is there? Not much.
1451. Principally pigs? Yes.
1452. That is the only fat stock exported, is it? They export cattle from Yarras station, about 50 miles from here.
1453. They send their fat stock overland? Yes; to Maitland and other places.
1454. Very few live stock are shipped here except pigs? Not many.
1455. Can you tell us anything in regard to the difficulty of getting in and out of the river? I have repeatedly seen vessels not able to cross over the bar.
1456. Detained for a considerable time both in and outside the river? Yes; detained both in and outside for a considerable time.
1457. Have you any knowledge of the effect that has been produced by the works now in course of construction? I think that the present training-wall has done a great deal of good to the bar.
1458. The difficulties of getting in and out are not so great as they used to be? No.
1459. Consequently, judging from what you have seen, you are under the impression that as that training-wall is extended it will make the channel still easier of navigation? That is my opinion.
1460. I presume that from your knowledge of the district and long residence here you can give us your opinion, based upon sound grounds, that the improvement of the entrance to the river is justifiable in the interests of the district? From my knowledge of it, I believe it is.
1461. Speaking about the alienated land in the district, is there not on the Hastings, Maria, and Wilson Rivers very large areas in old grants? Yes.
1462. Are they still held by the original grantees? Some of them.
1463. Do you think the holding of those large grants has had any effect in preventing an increase of population? I think so.
1464. Are any of the large properties utilised by the owners? Some of them are rented for grazing.
1465. That rented portion is part of the original grants? Yes.
1466. Do you think those grants have had a detrimental effect on the district? I do; they stop the farming industry to a great extent.
1467. Are you aware of the fact that this is the only river in the northern districts at present where these grants exist to any extent? I am not aware of that.
1468. If it is a fact that on the rivers north of this the land has been alienated from the Crown to small settlers and farmers, would that be likely to make those places go ahead more than this place goes ahead? It would, in my opinion.
1469. Do you think that if these large grants were in the hands of the Crown they would be taken up? I do.

Robert Davidson, journalist, Port Macquarie, sworn, and examined:—

- R. Davidson.
13 June, 1898.
1470. *Mr. Wright.*] Have you been residing here long? Fourteen and a half years.
1471. You know the district well? Yes; thoroughly well.
1472. Have you seen any ill effects happening from the existing state of the entrance to the river? Yes; very often throughout my experience, more especially about twelve years ago. What I may call the crossing to the north of us here was shoaled up, and I have seen vessels lying there for three weeks at a time waiting loaded before they attempted to cross the bar at all. At that time the channel, instead of going close to the northern spit as it is doing now, curved round inside the harbour more westerly. In fact, the channel was just about opposite the steamer wharf, and went round the bay before it crossed into the deep water on the north side.
1473. Have you studied that plan at all? I have.
1474. Do you feel justified in expressing an opinion as to the probable beneficial effects of the proposed works? My own idea with regard to the southern training-wall is that that was the best method of starting operations, because, from what I have heard and seen of other harbours on the coast, I think the rocks on the southern side had a tendency to keep this harbour in a better state than other harbours were in owing to southerly weather, and since the wall has been made so far as it has been I have noticed that the water is gradually deepening as the wall goes out, and I believe that as it is continued we will have a deeper channel all the way down alongside the wall so far as it goes.
1475. Did you hear the evidence of the pilot? Yes.
1476. Do you agree with his views on the matter? Yes; but speaking with a little longer experience than he has had, I would speak a little more strongly in regard to the operation of an eastern training-wall going down from the scrub towards the north headland. In time of floods the water is apt to cross over the sand-spit there and take away a lot of sand which is apt to be washed back into the channel again as soon as the floods cease. At one time that northern spit came down, perhaps 10 feet high, quite close to the southern side, and gave us a narrower channel, and therefore a better bar. It was about ten years ago we saw the last of it. We had a succession of flood years and the floods carried it away.
1477. The river being confined by the advancement of the sand from the north gave you a better scour? Yes.
1478. You were saying something about the construction of the eastern training-wall;—do you think that that ought to be constructed? I would wait to see the effect of the southern training-wall before speaking authoritatively on that, for, owing to the shifting nature of the sand inside the harbour, one can hardly tell what the effect would be until the southern training-wall were outside of where it is being put.
1479. Then you agree with Mr. Baird in thinking that before any other works be undertaken the southern training-wall should be completed to the point shown on the plan? Yes, and that the north and eastern wall should follow next.

R. Davidson.

13 June, 1898.

1480. You have heard the whole of the pilot's evidence? I have.

1481. And, with your experience, you concur in what he has said? Yes.

1482. You think that the bad entrance has had a detrimental effect on the district? From my own experience, I can speak confidently on that point. It has had a very detrimental effect in regard to people who have come here to settle down and have decided not to do so owing to the uncertainty of the communication between here and Sydney.

1483. It has prevented settlement and the development of the district? It has, to my own personal knowledge.

1484. What freights to Sydney do you pay? I believe about 12s. 6d. per ton boat freight for maize.

1485. Are you under the impression that if a better harbour were secured the steamship company would reduce the freights? I do not know. It would all depend on the increase of population and the increase of production.

1486. Taking the population as it is now, and also the present production of the district, if this harbour were made a better harbour, less difficult and expensive to enter, and with more certainty of vessels being able to leave the river at any time they might like, would not the tendency be for the company to reduce their freights? Yes, the tendency would be that. One steamer could work two or three rivers, instead of one coming here at full tide and waiting twelve or twenty-four hours before she can get out again. If a steamer could come in at any state of the tide and discharge her cargo, and get away in an hour or two, the tendency would be to lower freights.

1487. If they could come in and out as they would like, the traffic would be regulated accordingly? Yes. Certainty and regularity would be the greatest benefit that would be derived—a certain trade, and definite time of arrival and departure. The want of that has hindered the progress of the district to a great extent, for when people come here from Sydney to look at land, either for themselves or for their friends to settle upon, they never know when they will be able to get back.

1488. Has the effect of a bad harbour been more injurious to Port Macquarie and district than, for instance, to the Manning or the Macleay and district? Yes, I think so, because those are larger rivers, and those districts have been better catered for than the smaller districts have; and of course the Manning district has had good overland communication, whereas we have to go 55 miles further overland to communicate in that way with Sydney. It is just because of want of definiteness and regularity in communication that the dairy industry has not prospered as it might have done. But the whole district is now given an opportunity of opening out in the dairy industry, which in the past it has not had an opportunity of doing; and just because the people have not been able to enter into dairying with a prospect of success, a large proportion of the land in the district has not been cleared, or has not been utilised as it might have been. The farmers, as a whole, have stuck to the rich alluvial lands on the river for the purpose of growing maize, and maize has been the one crop of the farmers, as a whole, for the past twenty-five or thirty years.

1489. I suppose that, as a matter of fact, the whole of the products consist of three kinds—maize, pigs, and timber? Yes.

1490. You think that, with better harbour communication, there will be a large variety of produce, and more of it? Apart altogether from the harbour works the dairy industry has made a start, in spite of difficulties. They are getting refrigerating chambers in the new creamery at Port Macquarie, and there is a great likelihood of the industry increasing to a large extent, and it will be benefited by all the more regular communication with Sydney.

1491. How long has the butter factory been established? About eight months.

1492. Is the trade showing any advancement? Yes; a number of farmers are going into the industry who never attempted to do so before.

1493. Simply because they had no outlet for their product? They had no outlet for their product. Some six years ago a small factory was established at Wauchope amongst the farmers themselves in a co-operative manner; and, as all other factories then were started without refrigerating machinery, they also started in that way, thinking they could go into the industry profitably. But either in the first or second summer after the industry was started, three weeks elapsed before forty-two cases of butter which they had sent down were placed on the Sydney market, and it being summer-time the result was that the confidence of the farmers themselves in the industry was destroyed by the hardship they had to endure.

1494. And the butter was oil when it got to Sydney? Yes. I wish to say a few more words with regard to the land on the river. You have had evidence to-day already with regard to large grants of land. Of course these have hindered the progress of the district, and what also has hindered the progress of the district has been the fact that maize was the only crop found suitable for cultivation in the district, but now that the dairy industry has been started lands not utilised yet will be used. Many years ago the district was far more open in character, there was less small growth of timber, and a number of stock was fattened, but the farmers found it unprofitable, owing to competition with people on larger areas of land who could send out fat stock cheaper than we could, and so the whole of the forest lands of this district have been literally unutilised for some years, except for timber-cutting and letting stock go loose all over the bush. There is a large area of brush land which hitherto has not been utilised in this district—that is, in the "Comboyne" reserve, where the Government have thrown open about 4,600 acres as a homestead selection area, and to some extent it is the same as the Richmond River scrub, but for want of better means of communication both by land and by water that rich land has hitherto been unutilised and not taken up.

1495. How far is the "Comboyne" from here? About 32 miles. The nearest way of communication with that place is *via* Kew or Kendall; but we have never regarded harbour communication with Kendall as being worthy of much notice. No steamers have been running there. Kendall has an advantage, because the distance by road is shorter. The precipitous nature of the mountains between the "Comboyne" and the Manning River will prevent the trade from going that way. With regard to the mining industry, I may add to Sergeant Netterfield's evidence, that the tin-mines at Gundle have so far been prospected, and are only now beginning to be operated upon. Machinery has been placed there, and soon will be in full work, and owing to the extent of the tin deposits there is likely to be a large production of tin there. In the same way the gold-mines at Cell's Creek are just in their infancy—a new battery was placed there about six months ago—therefore, I hardly know the capabilities of that part of the district as regards the production of gold. It is about 70 miles west of Port Macquarie. I have been asked to apologise for the
absence

R. Davidson. absence of Mr. Cain, of Wauchope, who promised to be here this morning, and to read some evidence which he has written with regard to timber and shipping, which I desire to have printed as an appendix to my evidence. It is as follows:—
13 June, 1898.

MEMO. from N. Cain, timber merchant, &c., Wauchope.

TIMBER shipped by me during the last three months, including piles, hewn girders, and sawn timber, from this river—part for England, New Zealand, South Australia, and Sydney market; that for the three former places transhipped at Sydney—in all, twenty-four cargoes, containing 1,080,000 superficial feet.

The mill I have here cuts 25,000 super feet a week.

The timber in the bush in this neighbourhood will last for many years to come, allowing it to be shipped at the same rate it is at present going from this river.

There is no end of good timber a little further back, and a small increase of prices will no doubt fetch it.

I consider this is one of the best rivers on the North Coast for timber.

Some parts of the river between here and Port Macquarie are very shallow; a vessel can only get down loaded at the top of high water. Should those shallow places be dredged out it would be a great benefit to shipping. Where the dredge is at present working was the worst place in the river. Many times when the tug has been towing two vessels one has stuck and the other run into her, causing a lot of damage. There are two very bad places above Wauchope where a bucket-dredge would very soon clear both of them out.

I may also add that whilst loading by the wharf here it is very shallow, and the vessels at low water are hard aground while loading, which the dredge could easily alter in a short time, so that the vessels could load while afloat.

I have had several offers of large orders from New Zealand, but owing to the river being in places so shallow, the New Zealand vessels could not get down loaded, so on that account I had to refuse the orders.

Those shallow places I have referred to are a great drawback to this river, while a short time with the bucket-dredge would remove all those drawbacks.

I believe more timber is sent from this river than from any other on the North Coast.

N. CAIN.

John Hibbard, saw-mill proprietor, Port Macquarie, sworn, and examined:—

J. Hibbard. 1496. *Chairman.*] Where is your business carried on? About 2 miles up the river from Port Macquarie.
13 June, 1898.

1497. *Mr. Black.*] How long have you been in the district? Twenty-one years.

1498. Have you been in the saw-mill business all the time? Yes; connected with saw-milling and shipping ever since I have been here.

1499. How many feet of timber do you cut per week all the year round? I will give you our output last year. Our output last year was over 3,000,000 feet; that is about ninety ship-loads in vessels of the size that run from here. Approximately, when we are working full time, our output is about 70,000 feet a week. Our output represents, approximately, in value £14,000 per annum.

1500. That would be about 9,000 tons? Yes. We reckon 3 tons to the 1,000 feet.

1501. And 9s. per 100 feet? Yes, approximately.

1502. Most of that goes to Sydney? The whole of it goes to Sydney.

1503. What does it mainly consist of? Blackbutt, tallowwood, mahogany. We send a great many street blocks.

1504. You use the blackbutt, I suppose, for the blocks? Blackbutt and mahogany. Tallow-wood is generally cut into boards.

1505. Where do you get your timber from? From all over the river and the creeks.

1506. Far back? Some of it comes from 8 miles up on the Hastings River, and some comes by droghers from 40 miles up the Maria.

1507. I suppose you do not see any necessity for shifting your saw-mill? Not at present.

1508. Plenty of timber back? Yes. Prices will have to increase before we go back and reach it, but it will come to that later on. The imports in connection with the mill would, I suppose, run into £200 a month.

1509. What chiefly? Store goods for the men and material for the mill.

1510. Have you anything more to say in regard to your business? Nothing; but I am connected with an industry which I think will turn out largely here—I mean tin-mining.

1511. Whereabouts is that? About 17 miles from Ballengarra, the head of the Wilson, where the droghers go to.

1512. What do you call the place? Gundle. It has been prospected four or five years. The men prospecting there were very poor and had no money, and we put machinery there, and we shall start crushing, I think, at the end of this month. It will turn out, I think, a large industry, because there is a large field; but it is only in its infancy at the present time.

1513. Have you given any consideration to the proposed harbour works? Yes.

1514. Have you taken any notice of the work so far as it has gone? Yes.

1515. Do you think it has done any good? It has had the desired effect so far as it has gone.

1516. You do not think that the rocky ground on the southern side forms a natural breakwater of itself? I am sure it does not, because the ebb and flow of the tide scatters so much, and the tide is broken up. I was working at the "Richmond" wreck eight or nine years ago, when it had been wrecked about a month; and I took notice of the currents while I was working there, I being inside of the ship, and we having a shallow bar at the same time, and I noticed that as soon as the current struck the rocks there was always an eddy along the rocks, and that it killed the scour, either coming in or going out.

1517. Then it is not correct to say, as has been said, that before the training-wall was commenced the tide was on the southern shore; but now it strikes the curve of the training-wall, and shoots away to the north? I do not know what effect that has had on the point here. When I saw the dimensions of the curve I thought it would do that; but it seems from the reports that it has had the effect of deepening the channel very much alongside the training-wall down past the curve which has been put in; and, if so, the curve will not carry the water over to the north side on the ebb-tide.

1518. Do you think that the work will achieve its object without the northern breakwater? I think that the training-wall to be put across the bay from here to Pelican Island—the western training-wall—would have the desired effect.

1519. You do not think that there is anything required on the northern side to trap the sand, and prevent it from going into the entrance? I think that the incoming current has a tendency to go on the western side, and also in going out.

1520. That is to say, that the incoming current on the north does not deposit its sand in the channel, but brings it over to the flats to the west of the town? Yes; but, still, it causes the current to scatter, and
break

- break up. It spreads over those flats and kills the scour in the channel, because wherever there is an eddy the sand is bound to deposit. J. Hibbard.
1521. Supposing that Parliament were disposed to vote only enough money for the construction of one training-wall, which would you prefer to see constructed? The western one. 13 June, 1898.
1522. And with a continuation of the southern wall? Yes—the one they are working at now.

Arthur Percival Hall, district manager, Australian Dairying Company, Port Macquarie, sworn, and examined:—

1523. *Chairman.*] How long have you been here? We started operations only last October. A. P. Hall.
1524. How many cows are being milked on the river? Well, judging by the quantity of milk we get—and that is the only criterion I have to go by—I should say, at present, about 1,500. 13 June, 1898.
1525. Is there any possibility of extension? Every possibility. With regard to the quality of the milk, I am able to say that during last summer the milk tested better than the milk did in the district from which I came, viz., Goulburn. We have four separating stations at present, and we have several other places in view where we intend to erect separating stations next summer. We have not had sufficient time to do it yet. We anticipate putting out about 60 tons of butter a month next summer. Our largest output last summer was about 30 tons a month. We have expended in the district altogether about £5,000. The milk is brought by cart and by drogher to the central place, and there manufactured into butter, which is sent to Sydney. It is our intention to run a launch and to establish separating stations on the higher river, and collect the cream with our own launch. We intend to do that next summer.
1526. Have you any trouble in getting your butter to Sydney? Occasionally the steamer gets bar-bound.
1527. Do you send ice with it? Yes; but it would not, perhaps, keep for more than twenty-four or thirty hours. It is only 4-inch ice.
1528. Are there frequent delays? There have been about six delays since we started.
1529. For how long? The last time, four days.
1530. *Mr. Wright.*] Of what capacity is your machinery? It is a 4-ton refrigerator—that is, in twenty-four hours.
1531. How much butter do you treat in a week? We are capable of treating, with our present plant, at least 30 tons.
1532. That is more than double the quantity you ever have treated? Yes.
1533. So you have a plant sufficiently powerful to cope with the industry even if it grows? Yes; if we get sufficient to make our plant incapable of coping with it all we will soon put in more plant.
1534. But your present plant is much beyond the present wants of the district? Yes; we put in a plant to cope with what we thought the industry might grow to in the next three or four years.
1535. How do you produce your ice—with cold air? By direct expansion, with ammonia.

MONDAY, 27 JUNE, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Hastings River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

1536. *Chairman.*] The proposals suggested by the Department to the Committee were the western training-wall, portion of the eastern training-wall, and the southern training-wall as shown on the design? Yes, that is correct. H. R. Carleton.
1537. The Sectional Committee, during their recent visit to the district, came to the conclusion that the main difficulty with regard to Port Macquarie was the entrance into the port, the bar being bad; but for once in many years past there has not been any serious difficulty, boats drawing 8 feet negotiating it; under the circumstances the Sectional Committee came to the conclusion that it was well only to construct the southern training-wall at present;—will you give us your views with regard to it? I think I have already stated them before the Committee. I am rather afraid that the southern wall alone will not deepen the bar. It will lead the current away from the rough foreshore; but you want the western training-wall, or certainly some portion of it, to direct the flood-current on to that wall, otherwise it loses its effect. The wall should be extended about twice as much as shown on the map. 27 June, 1898.
1538. Are you aware that there is about 20 feet of water along the wall now? Yes, between 18 and 20 feet.
1539. Why should there not be 20 feet of water further along the wall? The fact of there being 18 feet of water there at present does not prove to me that you will get that all along the wall. You get it at the end of any tip. A scour is created round the stone where you tip it, but it will come in again as the wall proceeds.
1540. What is the southern wall for? To train the current, because of the very rough shore.
1541. And the western wall is to train the current on to that? Yes.
1542. So that if the current is let on to it it will follow it? Yes.
1543. Are you aware that it is following it now? I was aware that it was for a very short distance. But the fact of there being 18 or 20 feet of water at the end of the wall at present is no proof that it will maintain that depth, because you get that anywhere where you tip stone.

H. R.
Carleton.
27 June, 1898.

1544. You mean that there may be forces come into existence that will have a tendency to fill up as the tip goes on? It has filled up to some extent. You only get that deep water you speak of near the tip head.
1545. How long? Not for a very great length.
1546. Where it gets a straight run it is so? Yes. As an engineer, I am not prepared to say that the southern training-wall will give a permanently good bar, but in my opinion it should materially improve the entrance. If you only construct that southern training-wall it will cost more per ton than if you have the two going on together, because the smaller stuff from the quarry could be used in the western wall. We require heavier stuff for the southern wall, and we should have to pick out the best portion of the quarry, and discard about 50 per cent.
1547. *Mr. Black.*] How are you going to get the stone to the western wall? By punts.
1548. Would not that increase the cost? It would add slightly to it.
1549. Would not the saving by using the small stone be counterbalanced by the fact that you would have to shift it in trucks? We have to make it in the quarry in any case, and it has to be put out. It has to be put into trucks, and it might as well be conveyed to the wharf as to any other tip. All that would be a charge against the southern wall if you do not construct the western wall.
1550. *Chairman.*] There is another point. In the opinion of the Committee, as the eastern wall extended seaward towards the termination it would require to be a great deal heavier than you are making it at present? Yes; it will be the same breakwater on the outer end, but we are using big stone—stones 4 tons in weight.
1551. *Mr. Black.*] Do you think you could ever ensure a permanently safe bar without the western breakwater and training-wall? I think we could for vessels up to 14 or 15 feet draught.
1552. Is there no danger in north-easterly gales of that spit being cut away and silted into the river? North-easterly gales are very rare.
1553. But in the event of such a gale coming, is there not a danger of the northern sandspit being cut through and washed into the river? Some of it no doubt would be driven across into the channel, but it would be scoured out again by tidal action.
1554. And deposited where? Taken out to sea.
1555. Would there be sufficient scour? Yes, I think so.
1556. You think there is no danger in flood time of the river cutting a fresh opening through the northern sandspit and finding an entrance to the sea in that way? Well, there again the western training-wall comes in. If the western training wall were constructed I think the river would cling to it. There would be less liability of its breaking through, or attempting to make any other through channel for itself.
1557. Then you put the western training-wall, in importance, before the eastern training-wall? I do. We have seen what a wonderfully good effect a similar wall on the Clarence has had. The Hastings is a miniature Clarence. We are simply going through the same process—lifting the current out of the southern bay.
1558. In spite of what you have said about the western training-wall, you still think that that might wait until the completion of the southern training-wall? It is a matter of funds. Perhaps if the western training-wall were made, a half-tide one, the cost might be reduced in that way.
1559. You think a half-tide wall would do? It would not be as good as a high one, but still it would be a very useful wall. It could be made very much cheaper.
1560. I suppose there is no quarry at the upper end of that bend, is there? I understand that there is, and I believe there is stone similar to that we are using.
1561. If there were, and it could be run out on to the end of the training-wall, would not that greatly reduce the estimate? It is just possible that we may have to go there for stone yet for both works. The supplies are running out where we are at present, unless the Government resume some adjoining land.
1562. *Mr. Roberts.*] Is not the western wall suggested with the view of dealing with the Hastings River in the same manner as the other North Coast rivers have been dealt with and found to be successful? Yes.
1563. At the Clarence, especially, is there not an object lesson showing the necessity for a wall such as that to concentrate the water coming down the river? Yes, that is correct.
1564. Then on the Bellinger and the Nambucca the walls are similar? Yes, on the Bellinger; but on Nambucca it is reversed; but it is much the same in design.
1565. Is not the object of that western training-wall to prevent the river from spreading over that large area to the south? Yes; that is the main object, and it is to direct it on to the bar.
1566. In the opinion of the Department, is not the work as shown on the plan and recommended for the consideration of the Committee believed to be the minimum amount of work to accomplish the desired object, namely, to give a good entrance to the Hastings and improve the navigation of the river? Yes; that is what Mr. Darley considered the least amount that would give a useful effect.
1567. If the work should at the present time be confined to the southern training-wall, and in the near future it should be found necessary to make the western training-wall, would not the construction of the western training-wall be much more costly than it would if carried out now? It would cost more if carried out independently instead of simultaneously with the other one.
1568. Do you think it would cost 25 per cent. more? I should not like to say.
1569. There would be an increased cost? Yes, considerable difference.
1570. Possibly 50 per cent? No, certainly not that.
1571. I think you said that there is a large amount of small stone? Every quarry makes a lot of small stone.
1572. And this could be utilised in making the western training-wall? Yes; it is good, sound stone.
1573. *Mr. Black.*] What kind of stone is it? I think it is basalt—blue metal.
1574. *Mr. Roberts.*] You regard this work as really necessary for improving the entrance to the river? Yes; the matter was gone into very fully by Mr. Darley.
1575. You regard the amount stated as the minimum expenditure necessary? Yes.
1576. *Mr. Humphery.*] What would be the additional cost, supposing you could make use of the small stone for the training-wall? If the work is left in the hands of the present contractor, I doubt whether there will be much difference. It will simply be the waste of material. I have not got the estimate with me to say whether our rate is higher than that which we are actually paying the contractor at present.

1577. Assuming that later on it becomes necessary to build the training-wall, would that stone be available? No; it would have to run to spoil. It must be put out of the way, or we shall block ourselves in the quarry. It will have to be loaded into trucks and taken some distance and tipped. I might also add that we could not complete the western wall or the southern wall under the present contract, because it would be necessary, I think, to use larger stone than we have provided for in our present contract.
1578. Where do you propose to obtain the larger stone? From the same quarry.
1579. Is there sufficient material for the completion of the southern breakwater? If we resumed more land. There is plenty of material in the hill. It was purchased recently, I think, by Mr. Hungerford.
1580. Would that resumption be necessary whether carrying out the southern wall or not? It would not be necessary for us at present. The contractor has to find the stone.
1581. Who is the contractor? Mr. Cook.
1582. Could you undertake to get the work done at a lower cost if you took it in hand yourselves, instead of letting it to the contractor? We can do it quite as cheaply as the rate we are paying them—3s. 8d. per ton.
1583. What do you think would be added to the cost of the southern breakwater if you took the work in hand yourselves instead of letting it to a contractor? I doubt if anything would be added to the cost of the southern wall. It would simply mean that the western wall would cost more when you came to construct it afterwards.
1584. Then there would be no appreciable difference in the cost of the southern breakwater whether you constructed the western wall or not; but if, eventually, you have to construct the western training-wall it will cost a little more than it would if carried out simultaneously with the other? Yes.
1585. *Mr. O'Connor.*] Is it your opinion that if the southern wall were erected, and also the western wall, it would not require the expense of the northern wall? That is my opinion.
1586. That, in your judgment, will be all that is necessary to make it a safe harbour? Yes.

H. R.
Carleton.
27 June, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Harbour Works at Hastings River.

APPENDIX.

A.

[*To Evidence of F. Clarke, Esq., M.P.*]

MUNICIPAL DISTRICT OF THE HASTINGS.—STATISTICAL INFORMATION.

Dear Sir,

3 May, 1898.

As supplementary to my evidence given before your Committee on the consideration of improving the entrance to the Hastings River, I desire to say that the population within the municipal district of Port Macquarie is, according to latest published statistics, 990. The area embraced by the municipal district is 3,250 acres, and the total value of all ratable property, £77,700.

With regard to the population of the Hastings River valley itself, it is not easy to get reliable information, as the population statistics are compiled on a county basis.

The number of electors on the Electoral Roll, however, for the Hastings River is 948. Assuming an average of five to each elector, this would give a population of 4,740, say, 5,000 persons. If more reliable or accurate information is required under the latter heading, I would respectfully suggest application to the Statistician's Department.

I am, &c.,

FRANK CLARKE.

The Secretary, Public Works Committee.

[Plan.]

1898.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE AND PLAN,

RELATING TO THE PROPOSED

HARBOUR WORKS AT NAMBUCCA RIVER.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 3 Report from Printing Committee, 7 July, 1898.

SYDNEY: WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER.

10. 11. 1911

11. 11. 1911

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHERY, Vice-Chairman.
 The Honorable JAMES HOSKINS.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 The Honorable WILLIAM JOSEPH TRICKETT.
 The Honorable DANIEL O'CONNOR.

LEGISLATIVE ASSEMBLY.

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 HENRY CLARKE, Esquire.
 CHARLES ALFRED LEE, Esquire.
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 THOMAS HENRY HASSALL, Esquire.
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 FRANCIS AUGUSTUS WRIGHT, Esquire.
 FRANK FARNELL, Esquire.

MEMBERS OF THE SECTIONAL COMMITTEE.

CHARLES ALFRED LEE, Esquire, Chairman.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 The Honorable WILLIAM JOSEPH TRICKETT.
 HENRY CLARKE, Esquire.
 FRANK FARNELL, Esquire.

GENERAL INDEX.

Report by the Committee.
 Minutes of Evidence taken by the Committee.
 Report by the Sectional Committee.
 Minutes of Evidence taken by the Sectional Committee.
 Plan.

LIST OF WITNESSES.

[Examined by the Committee.]

	PAGE.
Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works	1-3
Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works	3-5, 19-21
John McLaughlin, Esq., M.P.	5-7
Patrick Hogan	7-9
Charles Edward Rennie, Chief Draftsman, Department of Lands	10
George Charles Yeo, Draftsman, Stock Branch, Department of Mines	10
Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department	11
Alderman Francis Buckle, steam-tug proprietor	12-13
Louis Paulson, master of the steamer "Rosedale"	14-15
Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works	15-19

[Examined by the Sectional Committee.]

David Houison, District Engineer, Macleay, Hastings, and Camden Haven Districts	1-3
John Eichmann, saw-mill proprietor and storekeeper, Nambucca Heads	4-6
William John Whaites, pilot, Nambucca Heads	6-9
David Mitchell, engineer, and dredge master, Nambucca River	10-11
William Bragg, bee-farmer, Lower Nambucca	11-12
Thomas Bolton, President, Progress Association, Macksville	12-16
Edward Hitchens, auctioneer, Warrell Creek and Macksville	17-19
Angus McKay, storekeeper, Macksville	19-20
William Ezold, storekeeper, Macksville	20-21
Frederick Notley, general storekeeper, Macksville	21-22
Ralph Quayle, first-class constable, Macksville	22-23
William Woods, Secretary, Progress Committee, Macksville	23

PLAN.

Nambucca River entrance.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

HARBOUR WORKS AT NAMBUCCA RIVER.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing harbour works at Nambucca River," have, after due inquiry, resolved that it is expedient the proposed works should be constructed, with such alterations as are suggested in the Report; and, in accordance with the provisions of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

DESCRIPTION OF THE RIVER.

1. The Nambucca River, situated about 219 nautical miles north of Sydney, has a length from its source to the sea of about 58 miles, and drains an area of about 552 square miles. In a report to the Department of Public Works of a survey of the river in 1891, it is stated that the river is north 9 sea miles from the Macleay River Heads, and the same distance south of the Bellinger Heads. The entrance is on the south side of a cliffy headland; what is known as the south head is a sharp sandy point capped with thick scrub. The navigable channel is nearly always close under the north head, usually following the shape of the headland. It can be followed for about 4,000 feet, where the limit of navigation by ocean-going boats is reached. The depth in this channel shoals from 12 to 18 feet to 2 and 3 feet at low water, and its width varies from 50 to 150 feet. Above the limit mentioned the trade of the river is carried on by droghers. From a point on the river known as Red Bank to the Government wharf at Macksville, 6 miles further up stream, the river is free from obstruction for vessels drawing under 9 feet of water. Half a mile above the wharf the river divides into two arms—the Bowra River and Taylor's Arm. A vessel drawing 7 feet can get 3 miles up the Bowra River above the junction, or $12\frac{1}{2}$ miles from the entrance, but above this point the river gradually decreases in width and depth to the township of Bowra, the head of navigation, $17\frac{1}{2}$ miles from the entrance. A vessel drawing 6 feet can get to the Government wharf at Congarini, up Taylor's Arm, 12 miles from the entrance, but only at high water, as there is only 4 feet at low water in the reach below it. For about 7 miles above Congarini the river narrows, and there are numerous obstructions to navigation, even by a boat, at low water.

Warrell Creek joins the Nambucca River at its entrance, and runs to the southward. It has deep reaches, but navigation is much impeded in the lower 4 miles of its course by sand-bars formed at intervals right across.

THE

THE PROPOSED WORKS.

2. The scheme designed by the Department of Public Works for the improvement of the river entrance consists of the construction of breakwaters 500 feet apart on the northern and southern sides of the entrance, and low stone walls extending about 11,000 feet up stream for confining and training the river waters, together with the diversion of Warrell Creek into the main river, so as to obtain the greatest possible scour. The total length of breakwater and walls, including the stone facing to new cutting, is about 33,800 feet, the estimated cost of the complete scheme being £149,700.

Up to 31st December, 1897, 1,394 feet of the northern wall had been constructed at a cost of £5,503, and it is proposed to extend the northern wall and breakwater a further distance of 1,756 feet, construct two training-walls on the left side of the river extending up stream from near the root of the northern wall, the length being 10,650 feet, and divert Warrell Creek into the main river, the estimated cost of these works being £72,500.

By the construction of these works, it is explained, the scouring power of the main river will be augmented by the addition of the waters of Warrell Creek, and the river currents will be brought into one channel and given a more direct course to the sea, instead of, as at present, winding through the extensive sand-flats within the entrance, and passing along an irregular foreshore where most of the force is lost. A perfect entrance is not expected without the construction of the southern breakwater, but, it is pointed out, the improved scour which will follow on the completion of the works now proposed will be such as will, with a little dredging, ensure the river being permanently navigable for all vessels likely to use the port for many years to come.

DETAILS OF THE PROPOSED EXPENDITURE.

3. The following are the details of the estimated cost of the proposed works:—

ESTIMATED Cost of Improvements at the Entrance.

Description of work.	Dimensions of walls.			Amount.	Total.
	Length.	Width on top.	Height.		
Portion completed to 31st December, 1897.					
Northern training-wall	1,394 ft.	12 ft.	4 ft. above H.W.	£ 5,503 0 0	£ 5,503 0 0
Portion now recommended.					
Stewart's Island training-wall	6,400 ft.	5 ft.	level with H.W.	18,492 10 0	61,765 0 0
North-western training-wall	4,250 "	5 "	" "	13,910 0 0	
Northern wall extension	256 "	12 "	4 ft. above H.W.	1,687 10 0	
Northern breakwater	1,500 "	15 "	16 "	27,675 0 0	
Bank across Warrell Creek	800 "	5 "	4½ "	2,161 5 0	
Cutting Warrell Creek to main river				3,190 0 0	7,242 15 0
Stone facing to sides of cutting	4,800 "	3 ft. thick	4½ ft. above H.W.	858 0 0	
" " eastern side of River	1,500 "	3 "	4½ "	1,033 10 0	
					69,007 15 0
				Supervision, &c., 5 per cent. (say)	3,492 5 0
				Portion now recommended—Total	72,500 0 0
Portion required to complete scheme.					
Eastern training-wall	9,600 ft.	5 ft.	half-tide level	15,908 15 0	68,358 15 0
Southern breakwater	3,300 "	15 "	16 ft. above H.W.	52,450 0 0	
				Supervision, &c. (say)	3,338 5 0
				Total	£71,697 0 0

Estimated cost of complete scheme—£149,700.

THE COMMITTEE'S INQUIRY.

4. In making their inquiry concerning these proposed works, the Committee examined several official witnesses (including the Under Secretary, the Engineer-in-Chief, and the Principal Assistant-Engineer of the Harbours and Rivers Branch, Department

Department of Public Works), the Member for the district, the owner of the subsidised steam-tug at the Nambucca, and the master of the North Coast Co.'s steamer which has traded between Sydney and the river. A Sectional Committee was then appointed to visit the river and district, and their report is published with the evidence taken by them.

THE NAMBUCCA BAR.

5. The bar at the entrance of the river is regarded as being the worst on the coast. The water is so shallow that the North Coast Steamship Company has found it necessary to build a vessel with a draught of 4 feet. Formerly, a steamer drawing 7 feet 6 inches, when loaded, traded to the river, but the water on the bar becoming too shallow for a vessel of that size, it had to be withdrawn. Besides the small steamer, there are at present trading to the river, the Committee are informed, a number of small sailing vessels employed in the timber trade.

The depth of water has not been improved by the short length of training-wall already constructed, but the condition of things generally at the entrance is somewhat better than it was before the wall was commenced. No very material improvement can be expected, it is explained, until the proposed works have been carried out to an extent which will lead the river current on to the bar so as to scour it away. The Sectional Committee were informed that the farmers and business people on the Nambucca suffer great inconvenience, and frequently are heavy losers, because of the uncertain movements of the steamers which trade to the river, and complaints against the excessive freights charged are general.

PRODUCE AND TRADE OF THE DISTRICT.

6. The country to be served by the construction of the proposed works, the Sectional Committee say in their report, "very closely resembles that drained by the Bellinger, both in its physical features and in the nature and value of its productions. The evidence given by the pilot stationed at Nambucca Heads shows that during 1897, 39,630 bags of maize, 2,910,000 feet of hardwood, and 84,000 feet of cedar were exported, while pigs, poultry, eggs, cream, and general farm produce of considerable value were also sent away, the total value of exports for the year being estimated at £38,922. The Committee ascertained that the export of all classes of commodities shows a continual yearly increase. As on the Bellinger, farmers have of late years extensively engaged in dairying, and with quicker and more regular means of shipment this industry is likely to become of considerable importance. This will occasion the clearing and occupation of land which is not considered of sufficiently good quality for agriculture, and will bring a large number of settlers into the district."

THE COMMITTEE'S RECOMMENDATION.

In the consideration of these works the question arises whether such a large sum as that proposed to be spent on the Nambucca should be expended upon a river the trade of which is at present comparatively unimportant. The estimated population of the district at the end of 1897 was 2,130.

The three most important of the works proposed are the northern training-wall and breakwater, the training-wall extending south-westerly from near the northern breakwater, and the cutting to divert the water of Warrell Creek. The northern wall and breakwater are expected to straighten and strengthen the ebb current at the place where its force is now almost lost in flowing over the rough irregular northern foreshore; the north-western training-wall will assist in guiding the current on to the northern wall and thence out over the bar at the entrance; and the cutting, by diverting the water at the creek, will increase the flow in the main river. The construction of these works before any others are undertaken is, it is admitted, the order in which the scheme should be carried out; and the Committee are of opinion that before any other portions of the scheme are commenced the two walls

walls and breakwaters, together with the cutting, should be proceeded with, and the results from their construction definitely ascertained. The estimated cost of these works is as follows :—

	£	s.	d.
North-western training-wall	9,295	0	0
Northern wall extension	1,687	10	0
Northern breakwater	27,675	0	0
Cutting and bank, Warrell Creek	7,242	15	0
	<hr/>		
	45,900	5	0
To this must be added cost of supervision, &c., at 5 per cent....	2,295	0	0
	<hr/>		
Total	£48,195	5	0

The expenditure suggested to the Committee by the Department was £72,500. The Committee definitely reject the Stewart's Island training-bank, estimated to cost £18,492 10s., and they have reduced the cost of the north-western training-bank, in accordance with a departmental statement, to £9,295, representing a saving of £4,615, or, with the amount it is estimated the Stewart's Island training-bank will cost, a total saving of £23,107.

The internal works, which are intended to project the water on to the bar, should be carried out as speedily as possible; and, if in the construction of the northern breakwater it should be found that a fair depth of water has been obtained before the whole of the breakwater has been carried out, that work should, in the opinion of the Committee, be then discontinued.

The Committee believe it to be highly probable that an expenditure of between £30,000 and £40,000 will bring about the desired results at the Nambucca, and, in their opinion, that is a sufficient sum to be expended upon the river. It is not, however, possible to state a definite amount, because experience alone can show at what point the northern breakwater may safely be discontinued.

The Committee have passed the following resolution :—

“That, in the opinion of the Committee, it is expedient that the proposed Harbour Works at the Nambucca River, referred to the Committee by the Legislative Assembly, be carried out with such alterations as are suggested in the Report.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 7th July, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT NAMBUCCA RIVER.

THURSDAY, 14 APRIL, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee proceeded to consider the expediency of constructing Harbour Works at Nambucca River.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, sworn, and examined:—

1. *Chairman.*] You have a statement to read to the Committee? Yes; it is as follows:—

NAMBUCCA RIVER.

THE entrance to the Nambucca River is about 219 nautical miles north of Sydney. From its source to the sea, the river has a length of about 58 miles, and drains an area of about 552 square miles.

The following particulars are taken from the report of the late Captain F. Howard, who made a complete survey of the river in 1891:—

“The Nambucca River is north 9 sea miles from the Macleay River Heads, and the same distance south of the Bellingor Heads. The entrance is on the south side of a cliffy headland, with a remarkable peaked rock at its south-east extreme. What is known as the South Head is a sharp sandy point capped with thick scrub, and bearing south-west $\frac{1}{4}$ west 3,000 feet from the peaked rock.

“The navigable channel is nearly always close under the North Head, usually following the shape of the headland, which, inside the peaked rock, forms two small bays, both with small sandy beaches, but fronted with numerous jagged reefs, which extend southward, and interfere with the set of the tidal streams.

“The North Head rises steeply from the beach, and is, at the points of the bays, cliffy. The land above shows in three open grassy hills.

“The South Head is the northern point of a long sandy beach extending southward in a curve a distance of 6 sea miles to Scott's Head. Extending northward from the South Head is a sand spit, generally awash at high water, the size and shape of which is constantly changing.

“Inside the South Spit and Beacon Rock Point, the river opens out into a large basin 3,500 feet wide and 5,500 feet long. The greater portion of this space is filled with large sand-banks, the river finding its way through them in narrow winding channels, with less than 1 foot at low-water springs.

“The only navigable channel is close around the northern shore inside the Head. This can be followed for about 4,000 feet, when the limit of navigation by ocean-going boats is reached. The depth in this channel shoals from 12 and 18 feet to 2 and 3 feet at low water, and its width varies from 50 to 150 feet.

“There is at all times a strong tidal stream in the fairway channel from the Beacon Rock outwards, particularly when the South Spit extends right across, leaving only a narrow passage round the rocks. The ebb stream is then forced into the bay under the signal-staff, and takes from thence a south-west by south direction, scouring out a channel on that bearing. Frequently, when this is the case, there is an eddy or slack in the outer bay, and sand is deposited in the usual channel until it is completely blocked. The passage in, after passing the outer bar, is then very dangerous. Vessels coming in with any sea on are liable to be caught by it on the starboard quarter and sent to the northward out of channel, which is always at these times very narrow.

“Stewart's Island lies about 2 miles from the entrance. The channel on its north-west side is used by droghers, and carries about 9 feet at low water. The river south-east of Stewart's Island, though from 800 to 1,400 feet wide, is mostly shallow. There is good water close along the south-east side of the island, but it is blocked by shoals at each end. Above the island the river opens out to a width of 2,000 feet. On the west bank is a red cliff point known as Red Bank. The river between Red Bank, Stewart's Island, and the opposite bank is shoal right across.

“From Red Bank upward, the river is entirely free from any obstruction, or vessels drawing under 9 feet of water up to the Government wharf at Macksville, which is 6 miles above Red Bank. Half a mile above this wharf the river divides into two arms—the Bowra River and Taylor's Arm. A vessel drawing 7 feet could get 3 miles up the Bowra River above the junction, or 12 $\frac{1}{2}$ miles from the entrance. Above this point the river gradually decreases in width and depth to the township

R. R. P. township of Bowra, the head of navigation, 17½ miles from the entrance. A vessel drawing 6 feet could get to the Government wharf at Congarini, up Taylor's Arm, 12 miles from the entrance, but only at high water, as there is only 4 feet at low water in the reach below it. For about 7 miles above Congarini the river narrows, and there are numerous obstructions to navigation even by a boat at low water.

Hickson.
14 April, 1898.

"Warrell Creek joins the Nambucca River at its entrance, and runs to the southward, nearly to Scott's Head, for a distance of 7½ miles, the average distance across from the creek to the ocean beach being ¼ mile; it then turns abruptly westward. The creek is about 700 feet wide at its entrance, gradually contracting to about 150 feet at the bend westward. It has deep reaches, but navigation is much impeded in the lower 4 miles of its course by six sand-bars formed at intervals right across. From the vicinity of Scott's Head, Warrell Creek runs for 7½ miles in a westerly direction in long straight reaches, mostly through hilly country, thickly wooded; thence in a south by west direction for 5 miles to the head of navigation for boats.

"The rock of which the North Head is formed is mostly very soft clay slate; but the strata below, and many feet above high water appear to be much harder, though brittle, with numerous small veins of quartz running through it. Judging by the way the numerous jagged reefs hereabout appear to have withstood the action of the sea and currents for ages, I believe that the same description of rock, quarried from the cliffy points at either end of the bay, would stand well in the proposed dyke.

"The whole of the country drained by the Nambucca and its tributaries appears to have been one unbroken forest, excepting a few small swamps near the entrance. At one time cedar was plentiful and much exported, but at present nothing but hardwood, mostly blackbutt, tallow-wood, and ironbark sawn at the mills is to be obtained. The crop usually grown by the farmers is maize, but little is to be seen on the main river until above Macksville. The soil in the upper reaches, near the head of navigation, seems more suitable for its growth than that below."

The official papers show that from the year 1878 onwards, numerous representations were made by the residents as to the inconvenience and loss which they sustained in consequence of the shoal condition of the entrance. Vessels were often bar-bound for several weeks at a time—some for as long as eight weeks—and then were compelled to leave only half loaded. The depth on the bar at these times was reduced to from 3 to 5 feet, and in April, 1884, the pilot reported the bar so bad that the sand was awash at low water from the North Head to South Beach. There were also serious obstructions to navigation in the portion of the river from Red Bank downwards. At one time vessels were able to proceed up the river, but owing to the extensive sand-flats which had formed within the entrance they were now able to get inside the Heads only, and consequently the whole of the produce of the district had to be punted down to the Heads, entailing heavy loss upon the producer on the river. Urgent requests were therefore made that some works might be undertaken which would ensure a permanent navigable channel at the entrance and in the lower course of the river.

In 1885 Lieutenant Francis who had made a survey of the entrance reported as follows:—"Both the bar and the flats continually shift, and seldom remain in the same position for three months at a time. The depth of water on the bar varies considerably, sometimes there being 8 feet at high water, and at other times so shallow that vessels are detained inside for weeks, or else cross out light and anchor off the South Beach, having their cargoes of timber rafted off to them. The principal export from the river is timber, which is brought down in flat-bottomed punts and stern-wheeled droghers."

In January, 1895, in response to an urgent appeal of the residents for the construction of some works for the improvement of the entrance, the Minister called for "a report as to whether the expenditure of the available money (a vote of £3,000 taken in 1884) would of itself be advantageous to the entrance, and if not, how much more would be required to give reasonable expectation of some improvement without going into a comprehensive scheme." Mr. Darley thereupon prepared a complete scheme for the improvement of the entrance, the carrying out of which would form a permanent harbour. The estimated cost of this scheme is £149,700. Although the expenditure of this amount was out of proportion to the resources of the district, he pointed out that a measure of relief could be given by the construction of the inner portion of the northern breakwater at a cost of £11,000. This wall would straighten and strengthen the ebb-current at the place where its force is now almost lost in flowing over the rough and irregular northern foreshore. Another very important part of the work which he considered should be taken in hand as soon as funds were available, was the training-wall extending south-westerly from near the root of the northern breakwater. With regard to the £3,000 already voted, no useful work could be carried out for so small a sum, and unless a further amount of (say) £10,000 were made available it would be injudicious to enter upon the work.

In October, 1895, an additional vote of £5,000 having been taken, tenders were invited for the construction of the inner end of the northern breakwater, and that of Wooden, Rogers, and Frost, accepted in February, 1896, at rates of 3s. 8d. per ton for stone 1 ton to 4 tons in weight, and 1s. 6d. for ballast. This contract is still in progress.

The amounts voted for the work are as follows:—

1884 Loan.....	£3,000
1895 ,,	5,000
1897 ,,	5,000
Total.....	£13,000
The amount expended to 31 December, 1897, was.....	5,503
Balance at 31 December, 1897.....	£7,497

The scheme designed by Mr. Darley, and now submitted for the consideration of the Committee, includes the construction of breakwaters 500 feet apart on the northern and southern sides of the entrance, and low stone walls extending about 11,000 feet up stream for confining and training the river waters, also the diversion of Gurravembi or Warrell Creek into the main river, so as to obtain the greatest possible scour. The total length of breakwater and walls, including the stone facing to new cutting, is about 33,800 feet, the estimated cost of the complete scheme being £149,700. The work carried out up to 31st December, 1897, was the construction of 1,394 feet of the northern wall at a cost of £5,503.

In addition to the work already done, Mr. Darley recommends the extension of the northern wall and breakwater a further distance of 1,756 feet, the construction of the two training-walls on the left side of the river extending up stream from near the root of the northern wall, the length being 10,650 feet, and the diversion of Warrell Creek into the main river, the estimated cost of these works being £72,500. By the construction of these works, the scouring power of the main river will be augmented by the addition of the waters of Warrell Creek, the river currents will be brought into one channel and given a more direct course to the sea, instead of, at present, winding through the extensive sand-flats within the entrance, and passing along an irregular foreshore where most of the force is lost. Although a perfect entrance cannot be expected without the construction of the southern breakwater, yet the improved scour which will follow on the completion of the works now recommended, will be such as will, with a little dredging, ensure the river being permanently navigable for all vessels likely to use the port for many years to come.

2. What has been the effect of the works already in progress on the Nambucca? I cannot say. I was only on the river once, and then for a very short time, so that I really know nothing about it.
3. Can you tell us anything about the population or the resources of the district? No, I cannot.
4. *Mr. Black.*] Do you know why it is proposed to leave Warrell Creek open at the top end? That opening does not matter, because it is intended to divert the water of the creek into the main river by a cutting lower down.
5. Do you know of any reason for leaving the entrance to the creek open? Well, it is not worth the expense of closing it.

6. *Mr. Hoskins.*] Do you know how many people are engaged in timber-getting on the river? No; but there are two mills there.
7. *Mr. Lee.*] In the matter of importance, how does the Nambucca rank amongst the North Coast rivers? I am not in a position to say, because I know very little about the river.
8. *Mr. Hoskins.*] Is the country between the Nambucca and the Macleay level? It is not level, but it is not very heavy. I have driven across it.
9. Did you ever consider whether it would not be cheaper to construct a tramway from one river to the other than to make these improvements? I do not think the matter has been considered, but I fancy that a tramway would cost a good deal of money.
10. *Mr. Lee.*] Can you tell us the distance in miles from the Bellinger to the Nambucca, and from the Nambucca to the Macleay? By sea, it is about 9 miles in each case. The distance by land would probably be about 12 miles.
11. *Mr. Black.*] The Nambucca very much resembles the Tweed in its northern headland, its uncertain southern headland, and the wide flats just inside the entrance? Yes.
12. Do you not think that if the eastern training-wall is not constructed the tide will have a tendency to form a bar on the flats? You will not get as good a result with one training-wall as with two; but the question is whether you can afford to build the two, and whether the northern wall alone will not give a sufficient depth of water for the trade of this place.
13. Do you not think that it will be discovered when one training-wall has been made that so much sand will be deposited at the entrance, caused by the action of the tide, as to make navigation dangerous? No; I think the construction of the northern works alone would give a sufficient depth of water for the trade of the place; but, of course, you would not get as good an entrance as if the whole scheme were carried out. There is very much less traffic on the Nambucca than on the Tweed. On the Tweed a greater depth of water is required, and, therefore, both breakwaters are necessary. Here, one is hardly justified in recommending the large expense of two breakwaters.
14. Is the staple industry of the district timber-getting? Yes; and there is also some maize grown.
15. You have not formed any idea as to whether the trade of the district warrants the proposed expenditure? No.
16. And I suppose you would not like to express an opinion upon the point? No.
17. Where do the pilots keep their boats? The pilot-station is shown on the map: There is a small slip in the bay, just inside the North Head, where they keep their boats. The entrance to the Nambucca very much resembles the entrance to the Tweed.

R. R. P.
Hickson.
14 April, 1898.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and examined:—

18. *Mr. Black.*] You only recommend the construction of training-walls on one side of the river? C. W. Darley. Yes.
19. Do you recommend the construction of two breakwaters? No; I only recommend the construction of the northern breakwater. 14 April, 1898.
20. Do you think the construction of the northern breakwater and of the two training-banks on the west side of the river will keep the channel open? Yes, I think so. These works will guide the current on to the bar, and will provide a sufficient depth of water for the trade of the port.
21. In heavy weather will not sea break over the low patch of sand coloured pink on the map? Yes; but in heavy weather the vessels must keep off.
22. Will not that sand be carried into the channel and thus form a bar? No; the ebb and flow of the tide will keep the channel along the breakwater open.
23. But will not deep water be only right alongside the breakwater. Will there be any great width of deep water? There will be a sufficiently wide channel for the trade of the port. I should like to carry out the whole scheme if the place could afford it; but, inasmuch as the place cannot afford the expenditure of £149,700, I have recommended a modification of the scheme.
24. Do you think the place can afford anything? That is not an engineering question. I have reported as to what I think is the least that can be done to improve the navigation of this river.
25. You venture the opinion that the place cannot afford the southern breakwater and eastern training-wall? I do not think the Government can afford to spend £150,000 on the Nambucca River.
26. There is a doubt in your mind as to whether the Government can afford the other expenditure; but you do not care to express an opinion yourself? I do not care to express an opinion upon the point.
27. Do you think the diversion of Warrell Creek will be sufficient to prevent the silting up of which I spoke? It will have that tendency. At the present time Warrell Creek discharges near the South Spit, and its waters cause a very complicated state of the currents, and the formation of sand-banks. Until the waters of the creek can be diverted and trained into the main channel it will be impossible to do anything to improve the entrance. I thought that the best way to get rid of this complication of currents was to make Warrell Creek discharge into the main river, and then train the water down so as to get a scour on the bar. Some time ago I was instructed by the Minister, Parliament having voted money for the work, to design a scheme for the improvement of this entrance. I designed what I considered a complete scheme, and then I set myself to ascertain how much of this scheme, if carried out, would effect a sufficient improvement. I recommended the construction of the northern breakwater, and the Minister having authorized the work, a contract was let, and a portion of the wall has been constructed. The ebb and flow of the tide formerly went into the different bights below the North Head, the ebb tide coming down the river meeting the discharge of Warrell Creek, and preventing any scour. Captain Howard, in his report, also pointed out the necessity of keeping the conflicting currents out of the rocky bay just within the entrance on the north side. The effect of the work already carried out has been to divert the rival currents from the bay I speak of, and we have already fairly deep water along the breakwater. I would urge the continuation of this work. If only one part of the scheme is to be carried out, this part will do more good than any other towards maintaining a fair depth of water at the entrance.

- C. W. Darley. 28. Even if you construct the northern breakwater there will be a small opening into the rocky bay you speak of? Yes; but that will do no harm.
- 14 April, 1898. 29. Do you propose to fill up that bay with sand? No. Of course if we were dredging there, and wanted to get rid of the sand, we might pump it into that bay. The current entering the harbour would have to pass along the breakwater. Seeing that most of the traffic now going to the entrance finds its way to the saw-mills near the town, the northern breakwater may be sufficient. It is doubtful as to how far it is necessary to improve the river to let vessels go up it for any distance. There is good water past Stewart's Island for some miles. If the northern breakwater be constructed, and Warrell Creek be diverted, a good deal will be done towards obtaining a good entrance. The training-walls on the west side of the river would, of course, ensure a clean run of water down to the bar.
30. What will the northern breakwater cost? £29,362 10s. is the estimated cost of completing the northern breakwater. The diversion of Warrell Creek is estimated to cost £7,242 15s.
31. I suppose you regard that as an essential part of the scheme? Yes. These two items make a total of £36,605 5s. Then the Stewart's Island training-wall, which it is only proposed to carry up to high-water level, will cost £18,492; the north-western training-wall, £13,910; and, adding the usual percentage for supervision, £3,492 5s., the total cost of the works will be £72,500.
32. The best channel now is that on the west side of Stewart's Island? I think so; but at times the best channel is up the main river.
33. I suppose it will be necessary to keep open the channel at the back of Stewart's Island? Yes; I provide for the keeping open that channel.
34. Are the sand-banks shown on the plan composed of indurated sand? No; they are merely soft sand, and change their position every tide.
35. Do you anticipate that, if the northern training-wall is constructed, the scour will be sufficient to keep the river open? A little dredging may be required in the first place, but after that the channel should be maintained by the scour. Our experience in other places is that once we give the scour a slight lead we have done all that is necessary.
36. The lower end of the northern training-wall turns in towards the land? Yes; that is to prevent too much of the water of the main river passing behind.
37. I suppose you have various reasons for leaving openings opposite the town? Yes; we want to allow the shipping to go in there.
38. Will those openings form a wave-trap? The waves will run in along the breakwater, and expend themselves. With only one breakwater the waves would probably expend themselves on the sand spit at the entrance.
39. During heavy easterly gales I suppose the waves break over the sand-banks? Yes. We have done some dredging on the sand spits in front of the town to widen the channel. We went down pretty deep there; but we had only clean sand to deal with.
40. Is there any rock in any of the channels? There is a rock between the north-western training-wall and the Stewart's Island training-wall. Of course, on the northern side of the entrance it is all rocky; but the foul ground will be covered by the breakwater.
41. There will be no difficulty in deepening the channel? No.
42. I suppose that near the Heads the country is very poor? Yes; like all coast country. I have not been far inland; but I think that it improves.
43. *Mr. Hoskins.*] You have been in this district? I have not been far up the river. I only know the entrance.
44. The only persons living in the locality are timber-getters? Yes; and the people engaged in maize-growing.
45. Are you familiar with the country between the Nambucca and the Macleay? I have not been across it, but I know its appearance.
46. There would be no great engineering difficulty in the way of tramway construction there? No. There is a ridge between the two rivers; but it would not prevent the construction of a tramway.
47. Would it not be cheaper to construct a tramway than to expend £74,000 in improving this entrance? It is 9 miles from the Nambucca to the old entrance to the Macleay, but to the new entrance, which is 6 miles further south, the distance would be 15 miles.
48. If a tramway could be laid down for £2,000 a mile, it would only cost £30,000, as against your proposed expenditure of £74,000? I am afraid that sawn timber would not stand the expense of a second handling. A tramway might suit the maize traffic.
49. The timber vessels are mostly flat-bottomed, and draw very little water; but vessels carrying maize require a greater draught of water;—do you not think that a tramway would suit the district better than the improvement of the entrance, putting the timber traffic on one side. It does not appear that the expenditure of £74,000 would make a very good entrance? This expenditure will make the stream fairly navigable. The channel will not be very deep; but the depth will be constant.
50. Do any steamers go to the river? They do not go up the river; they only go just inside the entrance. They like to go in on one tide and out on the next. I think the "Rosedale" trades to a number of these rivers. Of course a tramway would only get the traffic of the district occasionally, because whenever the bar was open it would go by sea, because of the saving in handling and in freight.
51. *Mr. Trickett.*] What depth of water would you have on the bar at low tide if your modified scheme were carried out? I think we shall always be able to count on having from 8 to 9 feet at low tide.
52. That will be ample for the class of vessels trading there? Yes.
53. At the Tweed, where the entrance is similar to the entrance at the Nambucca, you have constructed an eastern training-wall;—do you not think that an eastern training-wall will also be necessary here? On the Tweed the concave bank is the eastern bank; here the concave bank is the western bank. The current always clings to the concave bank.
54. Can you give us particulars of your proposed expenditure? Yes.
55. Would you recommend the carrying out of this work by contract? I would recommend the completion of the northern breakwater by contract; but I think that the training-walls might be carried out by day labour.
56. I suppose a pilot and tug-boat service is provided at the Nambucca Heads? Yes.

57. That service will be necessary after these works have been carried out? Yes.
58. Does the sea break over the sandy tongue of land between the river and the ocean? No; that piece of land is covered with timber and mangroves. The sea only breaks over at the northern extremity.
59. There is no danger of your works being damaged by the force of the waves? I think not.
60. If you divert Warrell Creek, I suppose the end near the entrance will gradually silt up? Yes.
61. Is it proposed to leave openings between the northern training-wall and the town? Yes; vessels will pass in to the wharf behind the wall.
62. Where do the steamers go at the present time? To the wharf in front of the town. A certain amount of tidal scour will pass round the foreshore, and I have left openings at both ends of the training-wall to enable vessels to get up to the town.
63. Will the proposed works, if carried out, enable steamers to go up the river? If the training-walls are carried out steamers will be able to go up the river for a few miles.
64. Will both the training-walls be necessary to give that result? No; only the concave wall.
65. If your modified scheme is carried out, they will be able to get up? Yes.
66. How far? To the township of Macksville, a distance of about 9 miles. There is very fair water for 10 or 12 miles after you pass Stewart's Island. The head of navigation is about 19 miles up.
67. You think that the expenditure of £72,500 is a reasonable experiment to make? Yes.
68. If the modified scheme is carried out, the complete scheme may be left for some time? I do not think that it is necessary to expend more than the amount you name.
69. *Chairman.*] Where does the shipping go now? The steamer goes to the Government wharf opposite the township, whilst small vessels take timber from the saw-mill on the western side of the town and from the Belmore saw-mill to the west of Stewart's Island.
70. What is the draught of the "Rosedale"? About 7 feet.
71. If the north-west training-bank be carried out as shown the probability is that there will be dead water at the Government wharf and at the wharf opposite the saw-mills; there will be no tendency for that channel to silt up? No.
72. Supposing Warrell Creek is diverted, as proposed, and that the Stewart's Island training-bank is not constructed, it is probable that enough water will flow past the Belmore Saw-mill to keep the channel there open? I think that that channel can be kept open with a little dredging occasionally.
73. The river would then be good as far as the north end of Stewart's Island, but there would probably be a shallow piece from there until you got to the deep water at the entrance? Probably so.
74. You think it would be well to make the north-western training-bank, but you do not regard it as of so much importance as the two works you have spoken of as essentials? It comes next to them in importance.
75. Does the north-western training-bank rise to the importance of an essential? It is essential to open the river for navigation, but it is not essential simply to open the entrance.

C. W. Darley.
14 April, 1898.

WEDNESDAY, 20 APRIL, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Nambucca River.

John McLaughlin, Esq., M.P., sworn, and examined:—

76. *Chairman.*] You represent the Raleigh Electorate in the Legislative Assembly? Yes.
77. The Nambucca River is in the Raleigh Electorate? Yes.
78. *Mr. Hoskins.*] Are there many settlers on the Nambucca River? A considerable number. There are settlements at Bowraville, on Taylor's Arm, at Macksville, and in other parts of the district.
79. When you were canvassing the district, did you consider it worth your while to go to these places? Yes, I went to all of them.
80. Are there many vessels trading to the district? Yes, there are several sailing vessels, and the steamship "Rosedale" used to trade there; but, lately, "the Euroka," a vessel of a smaller draught, has been engaged in the trade. She brings her cargo to the Macleay, and sometimes direct to Sydney.
81. I suppose the cargoes carried from the Nambucca are not very large? The vessel is always fully loaded.
82. What cargo does she get? Maize principally. Large quantities of maize are grown in the district.
83. I thought the principal production was timber? No, the chief production is maize.
84. Did you ever go to the Nambucca by sea? No, I have always gone overland from the Macleay.
85. You have never gone through the entrance then? I have never been through the entrance, but I have been to the entrance.
86. What sort of an entrance is there? The entrance is not good now. There are about 6 miles of sandy beach to the south, which renders the navigation difficult. I think that when the training-walls are completed there will be a very fair entrance.
87. The Government has already carried out some works on the river? Yes; it had spent about £5,000 when I was there last.
88. The money has been spent principally in making a training-wall? Yes, in making the northern training-wall.

J.
McLaughlin,
Esq., M.P.
20 April, 1898.

- J. McLaughlin, Esq., M.P.
20 April, 1898.
89. Has this wall improved the entrance so far? I think so; but there has not been enough of it made to enable me to speak with confidence.
90. What is the opinion of the people trading there? They think that the work when carried out will give a good entrance.
91. The alluvial flats there are not very large? Yes; they are large.
92. They are nothing like the flats on the Macleay? The district is not as large as the Macleay district, but there is a lot of fine land on the Nambucca.
93. Do you think the people would object to pay moderate tonnage dues if the improvement of the river were effected by this scheme? They would not object to pay tonnage dues if similar dues were charged on the Clarence, the Richmond, and on other rivers where similar works have been carried out. Of course, if dues were not charged on those rivers, the people on the Nambucca would also expect to go free.
94. The Nambucca is only about 9 miles from the Macleay? About 9 miles by sea, and about 12 miles overland. The country between the two rivers is hilly.
95. Would it not be better, in the interests of the residents on the river, instead of spending so much money in improving the entrance to the river, to make a tramway to the Macleay, so that they could send their produce away from the Macleay? I think that such a tramway would cost a very large sum of money, and the extra handling would make the cost of transit too high.
96. I suppose that a depth of 7 or 8 feet of water at the entrance would suffice for the traffic? I think so. I think that if they could get that they would not complain very much.
97. *Mr. Humphery.*] Do you know anything about the trade of the district? There are two saw-mills there, and a large quantity of maize is grown on the river. They are always complaining that they are unable to get to market at the proper time, because of the state of the entrance.
98. What disabilities do the residents labour under at the present time? They cannot always send their produce to Sydney regularly.
99. Is that owing to the bad state of the bar? Yes; sometimes they are bar-bound for months.
100. What is the difference between the depth of water on the bar and the depth of water between the bar and where the settlement is? I am told that sometimes there is only about 4 feet of water on the bar, but that after you get inside the entrance there is plenty of water. The river is navigable close up to Bowra, with ordinary dredging. The difficulty is at the entrance.
101. You are not prepared to express an opinion as to whether the proposed works would be effective? It seems to me that they will be as successful as the works at the Bellinger have been. They very much resemble the Bellinger works.
102. Do you know what the population of the Nambucca district is? I cannot say exactly, but I know that it is scarcely as large as the population on the Bellinger.
103. How many voters are there on the electoral roll? I fancy that there must be about 300 on the Nambucca. There are settlements at Bowraville, Taylor's Arm, Macksville, Warrell Creek, Argent's Hill, and at other places.
104. The people residing at all these places are served by the river? Yes; it would never pay them to cart their produce to the Macleay.
105. *Mr. Lee.*] I believe that Coff's Harbour, the Bellinger, the Nambucca, and the Macleay are all within your Electorate? Yes.
106. Do you know what the Government expenditure at Coff's Harbour has been? I cannot say exactly.
107. Exclusive of that expenditure, it is proposed to spend on the Bellinger, the Nambucca, and the Macleay the sum of £216,500. Considering that the Bellinger is only about 8 miles from the Nambucca, and the Nambucca only 12 or 14 miles from the Macleay, do you not think it would be better to improve only one entrance and to give communication by railway from the other places to that entrance? No; I think that it would be better to keep all the river entrances open.
108. Do you think that the importance of the three rivers named is sufficient to justify the expenditure of so large an amount? I do. I believe that the population of these places would increase very rapidly if they were given regular communication with Sydney.
109. Are you prepared to offer any suggestion whereby this proposed expenditure could be lessened? I think you must improve all these entrances.
110. Do you hold the opinion that the produce of the district would not stand railway freight to a port? I think that the extra handling which would be necessary would deprive the producers of all profit.
111. Has it not been found that the most convenient way of dealing with the maize traffic is to send it down the river on a drogher and tranship it to the steamer? Yes, that is what they do with it. If a railway such as you propose were constructed, there would not be enough traffic for a daily train, and whenever the river entrances were good the produce would go by river.
112. Would the interests of the residents be served if the improvement of these entrances were abandoned and the North Coast railway made? Yes; but in the meanwhile, what would happen to the unfortunate people—they have no chance of getting a North Coast railway for the next seven years.
113. If there were a North Coast railway, could they afford to send their maize to Sydney by it? Yes. People send maize to Sydney by rail from Gundagai, which is a longer distance, and it costs them less than it costs to send maize by steamer from the Nambucca. The North Coast Company charge 1s. 6d. a bag freight from the Nambucca.
114. That is 15s. a ton? Yes. If they had to wait for a North Coast railway they would abandon their holdings.
115. Supposing the entrances were improved, and that afterwards the North Coast railway were made, would not the steamer competition rob the railway of the traffic? I do not think so, any more than the Hunter River steamers rob the Newcastle line of its traffic. I believe that there would be traffic for both the steamer and the railway.
116. Only a limited quantity of maize is grown in the district;—if that traffic were divided between the railway and the steamers, neither of them would pay? Well, the passenger traffic would increase five-fold if there were a railway. A number of people in that district have never been to Sydney. They will not travel by the small steamers, because they are afraid of the risk and the discomforts of the voyage. I have seen people 23 and 24 years of age who have never been to Sydney.
117. I want to make sure that any money spent on the improvement of these rivers will not be wasted? I do not think it will. The keeping open of the rivers must always be of advantage to the district.

118. Do you hold the opinion that whether the North Coast railway is or is not made, it is of importance to the Colony that these river entrances should be kept open? Yes; it may be that the people may want to send their produce elsewhere than to Sydney—to the north, or to New Zealand, for example. They are exporting timber from the district to England at the present time. The sailing vessels, when they load, go straight away to England without coming to Sydney.

J.
McLaughlin,
Esq., M.P.
20 April, 1898.

119. If this scheme were carried out it would only give a sufficient depth of water to enable small vessels to enter the river? I understand that it would give a depth of 8 or 9 feet, and you do not know how much more you might get later on. It is expected that the entrance will improve after the works have been carried out.

120. What capacity for development has the district? It will grow everything that can be grown in any part of New South Wales. It is a very good fruit-growing district. Citrus fruits do remarkably well there.

121. What is the probability of agriculture on a larger scale;—is there land for it? There is a large quantity of really good land.

122. Is it available for settlement? Yes; there is still a large quantity of Crown land.

123. Has not all the good land been alienated? No. Only the other day I received a petition asking that a reserve might be thrown open for selection. A large number of families want to take up land there, but the Crown has not yet thought fit to offer it for sale.

124. You think that the proposed expenditure is both necessary and justifiable? Yes; I do not see any escape from it.

Patrick Hogan, sworn, and examined:—

125. *Chairman.*] You are at present residing in Sydney? Yes.

126. You are in business here? Yes.

127. You at one time represented the Nambucca district in the Legislative Assembly? Yes.

128. *Mr. O'Connor.*] For many years you have carried on the business of a commission agent in Sydney? Yes.

129. *Mr. Humphery.*] I understand that you are familiar with the whole of the district which will be served by the proposed work? Yes.

130. From what part of the Nambucca district does the principal traffic come? Bowraville is the principal township. It is the Government township.

131. What facilities have the settlers of the district for getting their produce to market at the present time? They can only use the ocean steamer.

132. There is no other way of getting to Sydney than by steamer? Unless you come overland by road.

133. What is the distance overland? I daresay it is 280 miles.

134. And the expense of coming overland would be much greater than the expense of coming by sea? Yes.

135. Under what disabilities do the people there now labour in regard to the disposal of their produce? They labour under the disability of a bad harbour. The entrance to the river is always bad, more or less.

136. A good entrance is all that they require to enable them to make the best use of their land and to dispose of their produce to the greatest advantage? I do not know of any other way in which their wants can be better served than by the improvement of the river entrance.

137. Does your knowledge of the river enable you to express an opinion as to whether the proposed harbour works would be effective in providing a good entrance? I am thoroughly satisfied that you can make the entrance sufficiently good for the trade of the district.

138. Can you say from personal experience that the traffic of the district has at times been stopped by the defective character of the entrance? Yes; the "Rosedale" has not been to the river for the last six months, owing to the defective entrance.

139. You have been trading with the district for a considerable time? Yes. I have had a thorough knowledge of the district for more than thirty years.

140. What is the extent of the trade of the district? The trade of the Nambucca is pretty well on all-fours with the trade of the Bellinger. As I said last week, about 40,000 bags of maize are grown annually on the Bellinger, and very little less is grown on the Nambucca. Pigs and poultry are also produced there, and the timber trade is considerable.

141. Approximately, what is the value of the produce coming from the district? It would be worth more than £40,000 or £50,000 a year. I should say that the value of the maize produced in the district would be between £20,000 and £30,000 a year.

142. What is the value of the goods sent to the district? I am satisfied that £10,000 worth of goods is sent to the district annually.

143. Then £50,000 would approximately represent the annual value of the trade of the district? I venture to think that it would be nearer the mark to say £100,000. It must be worth between £50,000 and £100,000 per annum, if you included timber and other products.

144. With an improvement of the entrance, do you think that the steamship rates would be reduced? The company undertook to bring maize from the Bellinger at 10s. a ton, if the entrance were improved so as to enable their steamer to enter and leave the river with safety, and to load up fully each trip. I fancy they would make the same reduction if the Nambucca were similarly improved.

145. Steamers would then go to the river more frequently? Yes. The company has had to build a vessel of light draught for the trade of this river, because there is not enough water to let the "Rosedale," which draws 7 ft. 6 in., go in and out.

146. What is the name of the vessel you refer to? The "Euroka."

147. Is she the only vessel trading to the river? The only steamer.

148. Do many sailing vessels go there? There are five or six, or more, used in connection with the timber trade.

149. Has that trade been regarded as profitable? Yes; the timber trade has been established there for more than twenty years.

150. Has it developed in that time? Yes; there has been a large development. There are at least three mills there now.

P. Hogan.
20 April, 1898.

- P. Hogan. 151. Can you say from personal knowledge that the population of the district has increased during the last six or seven years? It has increased.
- 20 April, 1898. 152. And has the trade of the district substantially increased during this time? Yes.
153. Are there a greater number of storekeepers in the district now than there used to be? Yes.
154. Is there much land still available for settlement? I fancy that on the arms of the river, and up at the head, there is land available for settlement.
155. Is it likely that dairying will be carried on in the district to any extent? Just as on the Macleay and on the Bellinger, so on the Nambucca the people are going in for mixed farming. Creameries have been established there, and on nearly every farm they milk cows as well as grow grain.
156. Is the land suitable for dairying, except on the flats? Yes; there is a very large area of good dairying land there, though I cannot say whether it has been selected. The land there is all good grazing country, even though it may not all be suitable for maize-growing.
157. Seeing that the trade of the district is worth only something over £50,000 a year, do you think that the expenditure of £72,500 upon the improvement of the river entrance is justifiable? I have a thorough knowledge of the work now proceeding. I was there very recently, and I made a thorough examination of it. In my opinion a good harbour could be made for considerably less than the sum you named. The work already carried out is of a thoroughly substantial character.
158. That is the work shown in black on the plan? Yes. The work has been well carried on so far. When the southern training-wall is made, I fancy that there will be a sufficient depth of water for the ocean steamer.
159. Would the works you refer to produce a sufficiently strong scour at the entrance? In my opinion the scour created would give a sufficient depth of water for the trade of the district.
160. Of course you are aware that the Departmental evidence does not agree with your evidence upon this point? I am well aware of that. In my opinion the resources of the Colony do not warrant the carrying out of so large a scheme as the Department has put forward. A good entrance can be made for a much smaller sum of money.
161. What work do you consider necessary? I think that the works proposed on the southern side are too large, and more than the district warrants.
162. What is your opinion upon the suggestion to make a railway to the Macleay? I think that nothing short of an improvement of the river entrance will suit this district.
163. If the river entrances are improved, do you think that the North Coast railway will be unnecessary? The best thing you can do for the people on the North Coast is to improve their river entrances and thus give them access to Sydney by sea.
164. That is the cheapest highway that you can provide for them? Yes.
165. You think that if the river entrances are improved, the construction of a railway will be unnecessary? I do not know what the local opinion is; but in my judgment the railway is a secondary consideration.
166. *Mr. Clarke.*] Is the "Euroka" the only steamer trading to the Nambucca at the present time? Yes.
167. What do the sailing vessels which trade there carry? They bring away sawn hardwood.
168. Is the cedar trade at an end there? Not quite; but very little cedar is sent from there now.
169. I suppose the trees are too far back from the river? The price does not justify the expense of drawing the timber.
170. At one time a large quantity of cedar came from that district? Yes.
171. The value of the maize trade fluctuates with the price of maize in Sydney;—last year maize was low in price? In my opinion the value of last year's output of maize was between £20,000 and £30,000.
172. The price of maize is not now quite so good as it was? I think that it would be about the same as last year. This year has been an exceptionally good one, and the produce of all these northern districts has increased about 25 per cent.
173. In the event of the river entrance being improved, I suppose the freights will be reduced? I think so.
174. *Mr. Lee.*] In round figures the freight paid on maize brought from the Nambucca last year would be about £300? About that.
175. If 3 per cent. were charged upon the proposed works, that would come to £2,170 per annum, or nearly the value of the annual freight? Yes.
176. I suppose it is in view of figures like these that you expressed the opinion that the cheaper works would do? My opinion is that less expenditure would do; but, of course, I am not an engineer.
177. It would appear from the figures before us that the trade of the district is not of very great importance in comparison with the cost of improving the entrance to the river? If there were any cheaper way of improving the condition of the residents on the river I would suggest it; but there is no cheaper way.
178. Do you think that if the river entrance were improved the steamship company would reduce the freight on maize to 10s. a ton? My impression is that that is about what would be charged.
179. The improvement of the entrance would be of little advantage to the local residents if they got no reduction in freight? It would be of great advantage to them to have a safe entrance, even if they got no reduction in freight. I have known the people there to be in a state of starvation, because of the want of access to market. Of course, that has not occurred lately.
180. I believe that as a matter of fact the steamer is now rarely detained for more than ten days? Very rarely.
181. And then only occasionally? Yes.
182. How can we give relief to these people unless we give them cheaper freights and a good entrance? I do not know of any other way than that now under consideration.
183. Supposing the proposed works are carried out, and a considerable reduction of freight takes place, would not that leave the coast clear for the consideration of the advisability of imposing a tonnage rate to recoup the State for its expenditure? I think it would be manifestly unfair to levy tonnage rates upon the people of this district alone, because they have not had the advantage of the public expenditure that has been given to people in other places. They are entitled to these works in equity and fairness.
184. And they are entitled, you think, to have them carried out at once? Yes. I think that they are going on now very successfully, and I think that long before £70,000 has been expended you will be satisfied with the results obtained.
185. Do you think that if a good entrance is made the population of the district will double itself within a reasonable time? I do not think it will double itself.

186. Say within ten or fifteen years? I do not think there is room for the population to double itself. There are 400 electors in that portion of the district, nearly all of whom are settlers. The employees at the timber mills of course are exceptions. P. Hogan.
20 April, 1898.
187. There would at any rate be a marked increase in the population? Yes. There is room for an increase in the population.
188. *Mr. Fegan.*] Has the work already done been of any assistance to navigation? Not much up to the present time.
189. The contract was let in 1894, and they have been working there for more than two years? I did not think it was so long.
190. At any rate you say that so far there has not been much improvement? I do not think that a good result will be obtained until the southern breakwater is constructed, and the scour is confined.
191. Can you suggest any way in which the design of the work can be improved? The southern training-wall is the principal wall to be made. The work on the Nambucca will not be as expensive as the work on the Bellinger, and not one-fourth of £70,000 has been spent on the Bellinger.
192. The main channel on the Bellinger is not so much exposed as are portions of the Nambucca? Both rivers are on all-fours so far as exposure is concerned; but the Nambucca has a northern headland, while the Bellinger has not.
193. You say that the southern training-wall ought to be made for less than the expenditure proposed? Yes.
194. How would you lessen the cost? They only pay by the results. The cost of material would not be large.
195. Where do they get the material used? You can throw a stone from the quarry into the water where they are making the sea wall.
196. What kind of stone is obtained there? The great bulk of it is conglomerate; but there is a vein of hard bluestone, which is the stone they are utilising at the present time.
197. *Mr. Black.*] Can they get any of this stone in large blocks? Yes, all the stone used must be in blocks weighing so many tons each. I have seen stone on the scales weighing 10 tons.
198. *Mr. Fegan.*] Is there a large quantity of this stone? Yes; but there is not an unlimited quantity of it. There is, however, an unlimited quantity of rubble, which, I think could be very profitably and cheaply utilised.
199. What is the extent of the quarry? They are quarrying a hill about as big as Nobbys at Newcastle.
200. *Mr. Black.*] Is it all stone? No; the stone is in lumps.
201. *Mr. Fegan.*] You say that the southern breakwater is the more important.—the northern breakwater must be of some value? It is of great value. The object of that wall is to prevent the water from spreading into the bays on the north side of the entrance. When both breakwaters are made you will get a good scour. To the south of the entrance there is now nothing but sand and sea.
202. How far can the steamer go up the river? As far as Macksville, about 9 miles.
203. What depth of water is there? Once you get inside the river there is plenty of water.
204. There is a great deal of hardwood in the district. The hardwood trade has come into prominence of late years? Yes, there is a lively trade in hardwood now.
205. Can the timber on the Nambucca be compared with that on the Bellinger? Yes. The quality of the timber there is very good.
206. You say that the soft timber there has all been taken away? There is still a little left.
207. But the quantity is insignificant compared with what there has been? Yes.
208. Do you think it would be fair to construct these works at a cost exceeding the value of the produce coming from the district? I think that the expenditure of £70,000 is not required; but I think that the place is of sufficient importance to justify the creation of a good harbour.
209. *Mr. Wright.*] Would you be surprised to hear that the Secretary to the North Coast Steamship Company has told us that the trade of the district is only 20,000 bags a year. This was his evidence in his examination upon the question of extending the railway from Maitland to Taree:—
1273. Going farther—farther north, what is the next place? We came to the Nambucca. The trade there is very small; it is something the same as at Port Macquarie.
1274. Twenty thousand bags of maize? I think there might be more sometimes; but taking the average for five years, I suppose that the two places would not differ very much.
1275. What freight? One shilling and sixpence; this is on account of the bad entrance.
1276. How many passengers go there? If we get five going out and five coming back, we think it a good trip.
1277. What outward freight? Twenty tons about every ten days.
1278. What inward freight? I suppose that if we get 500 bags, that is 50 tons of maize, we would think that we had a good trip.
1279. Do you mean in a good season? No; in a good season in ten days we would get 100 tons.
1280. And in dull times 50 tons? At times we would not get 10 tons.
1281. Do any cattle come from there? No; eggs, poultry, and pigs.
1282. The next river we come to is the Bellinger? Yes; that is rather better than Port Macquarie and the Nambucca.
1283. The same cost? Yes. I may mention, to give you an idea of the trade, that a boat like the "Coraki," which carries about 160 tons, does the whole of the trade of the three rivers.
- ? He was speaking of flood years; I am speaking of this year and last year.
210. He said that the average export of maize was 20,000 bags? Taking bad years with good years, up to the time he was speaking of, the average export of maize from the district might have been 20,000 bags, but for the last year and the present one the average would be nearer 40,000 bags.

FRIDAY, 22 APRIL, 1898.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Nambucca River.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and examined:—

G. E. Rennie. 211. *Chairman.*] You have certain figures relating to land tenure in the Nambucca district to lay before the Committee? I produce a map showing within a red line the watershed of the Nambucca. The alienated land within that area is tinted blue, and represents about 59,200 acres; the reserves are tinted green, and embrace about 55,300 acres; while the untenanted Crown land is tinted brown, and represents about 253,500 acres.

22 April, 1898.

212. What kind of country is embraced in the reserves? They are nearly all forest reserves. The presumption is that that country is inferior.

213. Some of them were not proclaimed until 1891;—not very much good land close to a coastal river would remain unselected until 1891? No.

214. *Mr. Lee.*] The map would show that the alienation has followed the rivers and creeks? Yes.

215. There does not appear to be much alienated land back from the water-courses? No; practically none.

216. Are you doing anything with the untenanted Crown land? It is proposed to set apart about 5,000 acres at the head of Taylor's Arm for settlement. There is another area of 4,500 acres in the parish of Denison, running back from the same arm of the river for 3 or 4 miles, which it is also proposed to set apart.

217. Why have you selected these isolated portions of land for settlement? I presume that the District Surveyor has picked out the land which he thought most likely to be applied for. There is another small area of 700 acres, 3 miles north-west of Nambucca, which it is proposed to set apart for settlement, and an area of 6,000 acres at Warrell Creek near Scott's Head, which it is proposed to set apart.

218. Has that land been held under reserve? No; it is open country.

219. Do you know the land revenue of the district? No; I have not got those figures.

George Charles Yeo, draftsman, Stock Branch, Department of Mines, sworn, and examined:—

G. C. Yeo. 220. *Mr. Clarke.*] Have you a statement to make to the Committee in reference to the number of stock in the Nambucca district? Yes; it is as follows:—

22 April, 1898.

Description of Area to include the undermentioned Stock.

COMMENCING at the mouth of the Nambucca River, on the sea-coast, and bounded thence by that sea-coast north-easterly about 5 miles; thence by a line westerly about 25 miles; thence by a line southerly about 16 miles; thence by a line north-easterly about 20 miles to the sea-coast aforesaid; and thence by that sea-coast north-easterly about 8 miles to the point of commencement:—

31st December, 1897.

Horses.	Cattle.	Sheep.	Pigs.
894	2,822	21	1,866

INCREASE in Port Macquarie Sheep District.

Horses.	Cattle.	Sheep.
	1895 over 1894.	
891	917	3
	1896 over 1895.	
385	659	70
	1897 over 1896.	
334	5,859	Decrease, 160.

221. Do you know how many milch cows there are in the district? No; but during the last twelve or eighteen months they have started dairying there, so that probably the greater part of the cattle would be milking cows. The dairying industry accounts for the increase in the number of cattle in the district for the year 1897.

Henry

Henry Spondly, Compiler, Government Statistician's Office, Chief Secretary's Department, sworn,
and examined:—

H. Spondly.
22 April, 1898.

222. *Mr. Lee.*] You have a return to give the Committee showing the population of the Nambucca district? The information which I have prepared for the Committee is comprised in the following return:—

NAMBUCCA.									
Estimated population at end of 1897	...	...	...	...	...	...	...	...	2,130
Alienated lands—									
Freehold	...	...	...	...	...	...	...	...	27,650
Private leasehold	...	...	...	...	...	...	...	...	10,275
									37,925
Crown lands	...	...	...	...	...	...	...	...	6,625
Occupied area	...	...	...	...	...	...	...	...	44,550
Unoccupied area	...	...	...	...	...	...	...	...	267,130
									311,680
Total area									
Area under various crops—									
Maize	...	...	...	...	...	...	...	...	5,450
Other grass crops	...	...	...	...	...	...	...	...	80
Lucerne and sown grasses	...	...	...	...	...	...	...	...	5
Sorghum	...	...	...	...	...	...	...	...	45
Root crops	...	...	...	...	...	...	...	...	65
Sugar-cane	...	...	...	...	...	...	...	...	20
Vineyards and orchards	...	...	...	...	...	...	...	...	35
Market gardens	...	...	...	...	...	...	...	...	10
Minor crops	...	...	...	...	...	...	...	...	75
									5,785
Total area under crop									
Area under permanent artificially-sown grasses									
									4,215
Total under cultivation									
									10,000
Live stock—									
Horses	...	...	...	...	...	...	...	...	1,070
Cattle—									
Dairy	...	...	...	...	...	...	...	...	910
Ordinary	...	...	...	...	...	...	...	...	1,950
									2,860
Sheep	...	...	...	...	...	...	...	...	.....
Swine	...	...	...	...	...	...	...	...	280
Production of butter...									
									52,000 lb.
Production—									
Maize	...	...	...	...	...	...	...	...	255,750 bushels.
Hay	...	...	...	...	...	...	...	...	75 tons.
Potatoes	...	...	...	...	...	...	...	...	165 tons.
Sugar-cane	...	...	...	...	...	...	...	...	155 tons.

223. What boundaries do you give for the district to which your figures relate? The district would be bounded on the north by a line about midway between the Nambucca and the Bellinger; on the south by a line about midway between the Nambucca and the Macleay; and on the west by the Dividing Range. It comprises about one-half of the County of Raleigh.

224. In obtaining figures as to areas under crop do you exclude areas under 1 acre? Our figures take into account areas of 1 acre and upwards.

225. Has there been an increase or decrease in the population during the last two years? I cannot say, but I could get you the information.

226. You do not know the value of the trade of the district? No; there is no trade from the district to any place outside the Colony.

227. Do your figures apply to the Coff's Harbour country? No.

228. You have returned the maize crop of the district at about 6,693 tons, while other witnesses have put it down at about 4,000 tons as an excessive estimate? Well, there is a difficulty in determining what boundaries to fix.

229. Possibly you take into consideration the country, traffic from which goes by way of another river? That is quite possible. I have had to get my information from the shipping companies. I do not know anything of the district myself.

FRIDAY, 6 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Nambucca River.

Alderman Francis Buckle, steam-tug proprietor, sworn, and examined:—

Alderman
 F. Buckle.
 6 May, 1898.

230. *Mr. Wright.*] For the purpose of improving the entrance to the Nambucca River, the training-wall, called the north training-wall on this map, has been commenced. It is not completed yet; but after it is extended a bit further than was originally intended, it is proposed to construct a western training-wall from above Stewart's Island, right down to the extreme point of that island, where it is proposed to leave a gap, so as to give vessels access to the town. After that break the western training-wall, called the south-western training-wall on the map, is continued to a point some distance from the existing work on the northern side. Then it is proposed to construct a training-wall from Warrell Creek to close on to the south headland. Warrell Creek will be dammed where the training-wall crosses; the waters of Warrell Creek will be diverted into the main river. By the construction of these works the scouring power of the main river will be augmented by the addition of the waters of Warrell Creek, the river currents will be brought into one channel, and given a more direct course to the sea. It is not proposed at the present time to construct the breakwaters. It is considered that the other works will be sufficient to give a perfect scour, and it is said that by the construction of the north training-wall the water has been deepened already. Now, having heard an explanation of the Departmental proposal, will you, from your knowledge of the Nambucca River, give the Committee your idea as to the value of these works? The construction of the north training-wall is not of so much importance as the construction of this bit of training-wall at the south headland. At the present time the water comes down the river, strikes the north training-wall, and shoots over to the south beach. The portion of the south-eastern training-wall shown on this plan should, in my opinion, be constructed before any of the other works are begun.

231. What do you think of the proposal to intercept the waters of Warrell Creek, and divert them into the river? I think it is a good plan.

232. Do you approve of the continuation of the eastern training-wall from the proposed junction of Warrell Creek, to the point which is marked on the plan? I do; because the more you confine the water the better channel you get.

233. You approve of the construction of the western training-wall from one point on Stewart's Island to the other; and of the south-western training-wall, from the lower point on Stewart's Island to a point on the existing work? Yes.

234. You approve of the construction of the proposed works; but you think that the small portion of training-wall shown at the south headland should be constructed before any other works are begun? Yes.

235. That portion being constructed, you think that the construction of the remaining works, as shown on the plan, would be of marked benefit to the navigation of the Nambucca? Yes; you can do nothing with it now.

236. You are the owner of the subsidised tug-boat at that river? Yes.

237. Do you find that bar very bad? Yes. It has never been a very good bar; but it has been worse during the last twelve or eighteen months than ever it was.

238. How do you account for that? That training-wall on the northern side is the sole cause of it; and until you get a training-wall erected on the other side, it will throw the water over on to the south beach.

239. You think the construction of the present work on the northern side would have the effect of making the entrance more difficult than it was before? Much more difficult.

240. You believe that difficulty will remain until the southern training-wall is erected? Yes.

241. But after it is erected, you believe there will be an improvement of the entrance to the river? I am sure there will.

242. Have you a knowledge of the river? I have not been further up than Stewart's Island.

243. You have had no great experience of harbour works? Not much.

244. As the owner of the steam-tug, and as one interested in the success of our harbours, as far as your knowledge extends, you believe that the proposed works will effect a very great improvement to the bar on the Nambucca? A very great improvement.

245. You thoroughly understand the scheme before the Committee? Yes.

246. You understand that it is not proposed to construct the northern breakwater at the present time? I do.

247. You think that the construction of training-walls without the addition of the breakwaters will have a good effect on the bar? No; I think the breakwaters are most wanted. When the breakwaters are constructed it matters not, so far as the bar is concerned, if these training-walls are never put down, because the flow of water which comes down must keep that channel good.

248. Is there no danger of the river breaking over and forming another outlet? I do not think so.

249. If the channel is confined between two breakwaters, is it likely to break through that narrow neck by the south headland? It might if there were not sufficient stone. It would do no harm to protect it with a training-wall to the south.

250. *Mr. Roberts.*] How long have you had a tug-boat service at the Nambucca? Seven or eight years.

251. Do the proposed works meet with your approval? Very much.

252. Are they very much wanted? Yes; the bar is so bad that ships cannot get in or out. A man with a saw-mill has to pay so much more freight to get a vessel to go to the Nambucca.

253. Is the marine insurance much greater on vessels trading to the Nambucca than it is on vessels going to other rivers? It is just the same in regard to all the rivers. It is 12 per cent.

254. Is it a shifting bar at the Nambucca? Yes.

Alderman
F. Buckle.
6 May, 1898.

255. Is it altering every few months? Before the northern training-wall was put down the channel ran right along the rocks, and it did not vary very much; but since the northern wall was put down, the water has shot over to the southern side, and made a new channel for itself.
256. Do you consider that the bar has been improved at all since that portion of the work has been done? Certainly not; it has been detrimental to the bar.
257. Which work do you think should be carried out first? The south breakwater.
258. It is not intended to carry out the breakwaters at the present time;—do you not think the training-walls would have the effect of improving the entrance? It would keep the channel all right, because it would confine the water.
259. Have you been there since the present works were started? Yes, about five months ago.
260. You are speaking of the effect of that work, then, from personal observation? Yes.
261. Did you converse with any men who ought to be able to form an opinion on the subject? Yes.
262. Did they all coincide with you in your opinion? Yes.
263. I suppose they were captains of tug-boats and of sailing vessels? They were all practical men.
264. Do you know anything of the Nambucca district? No. It must be a grand district, because so much corn comes from it.
265. It is a fine timber district? Yes.
266. Can you point out on the map where the timber country is situated? No.
267. Is there more than one tug-boat employed there? No.
268. How many sailing vessels are employed in the timber trade? About thirty a month.
269. Do you mean different vessels or the same vessels? They can always get in, but they cannot get out loaded. To get out, they must not draw over 6 feet 6 inches. My steamer draws only 5 feet 6 inches, and sometimes she cannot get out.
270. Are you subsidised to the same extent on the Nambucca as you are on the Hastings? At a more favourable price.
271. What is the tonnage of the sailing vessels trading to the Nambucca? They run from 20 tons up to 120 tons, perhaps.
272. Do thirty sailing vessels get constant work there? Yes, per month. When the bar is good, they make three trips a month, and when it is bad they make only two. I think the south training-wall is very much wanted.
273. How many miles is the Nambucca entrance from Port Jackson Heads? Over 200 miles.
274. With a fair wind, how long does a sailing vessel take to do the trip? A little over twenty-four hours.
275. Is it owing to the shifting of the bar that these vessels cannot get out? It does not shift much now. When the channel went straight out to sea the vessels could try to get out, and if they could not get out they could always go in again. But with the channel running on to the south beach, if vessels cannot get out they cannot get back. They go broadside on to the beach, and perhaps become a total wreck.
276. Now, taking the proposed harbour works at the Bellinger, the Nambucca, and the Hastings, with your good knowledge of the North Coast rivers, which work do you think is most urgently required? First the Nambucca, next the Hastings, and then the Bellinger. The Bellinger has a very good bar now; it is all right.
277. What are the different characteristics of the entrances to these three rivers;—are they all similar as regards a vessel negotiating the bar? They are all similar with reference to entrance and depth of water. The Bellinger bar has a sandspit on each side. It is like a long sandy beach. The Nambucca has a headland on the north side, and the Hastings has a headland on the south side. Nearly all the rivers on this coast which have a headland on the south side are always the best rivers.
278. Do you think the trade of the Nambucca district is of sufficient importance to warrant the expenditure of the sum required to make a safe harbour there? I believe it will come to that. If you do what is there proposed, I believe it will become a grand port.
279. Have you given any consideration to the proposal to unite Maitland with Grafton by railway along the coast? They could never take anything from these rivers by railway.
280. You think that the people on the rivers would be better served by being given navigable harbours? Yes; water carriage is less by half than land carriage. The freight is the principal thing which kills the settlers.
281. *Vice-Chairman.*] Can you say from personal knowledge of the trade of the district whether there has been an increase during your connection with the river? The trade of the district is very much kept back by the condition of the bar. The people are now put to very great inconvenience. No dependence can be put on the bar.
282. You cannot say whether there has been any improvement in the business of the district? There has been a great improvement for the past ten years. I cannot give you any definite information, but I know that a great deal more corn and timber comes from there than did ten years ago.
283. Can you form an opinion from the earnings of your steam-tug whether there has been an improvement or otherwise in that period? There has been a very great improvement in the maize business. All the maize goes by the steamer. I only tow the steamer out when the bar is bad, so that I cannot give you a very safe estimate of the production of maize. I think the North Coast Company could give you a much better idea of the trade of the district.
284. Can you say, from the record of your tug's work, whether there has been any increase in the number of vessels entering and leaving? There has not been any increase lately. The mill-owners can only get small vessels to go there for their timber. It is a long distance from Sydney, and small vessels hardly pay for carrying timber. A mill-owner can afford to pay no more freight from that river than he can from another river. A large vessel which would carry a good cargo cannot get out.

THURSDAY, 12 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Nambucca River.

Louis Paulson, master of the steamer "Rosedale," sworn, and examined:—

- L. Paulson. 285. *Mr. Clarke.*] From an examination of the plan you are pretty well aware of the nature of the proposed improvements to the entrance to the Nambucca River? Yes.
- 12 May, 1898. 286. Have you been trading to the river? Yes; for four or five years.
287. Is it a dangerous bar? It is pretty dangerous; it is one of the worst bars we have, I think.
288. You consider it is necessary to make some improvements to the entrance, such as are laid out on that plan? I am sure it is. We have had great difficulty in crossing the bar for some considerable time.
289. It would be the means of increasing the trade to and from the river? Certainly; it would facilitate regular transit.
290. What draught of water is there on the bar at present? The last report I heard was that there was 6 feet at high water, which would mean 3 feet at low water.
291. What draught of water does the "Rosedale" require to get in? I have not been there for the last eighteen months, because there is not sufficient water to enable me to cross. We withdrew from the trade because there was not sufficient water on the bar. The "Euroka," which draws 4 feet of water, was built specially for that trade. But for the "Euroka" we could not communicate with the Nambucca at all.
292. Has the bar improved lately? I think for the last two years it has been very bad.
293. Unless the river is made more navigable than it is you think it will be a great disadvantage to the settlers? I do. They can never be sure of having a direct service or regular communication unless some step is taken to improve the entrance.
294. The freight is, I suppose, much more than it would be if they had a better entrance? Considerably more. We must charge extra for the extra boat we put on.
295. Can you say that the trade is increasing? It increased considerably during my time, but since I left off going there they have been handicapped very much. Last year they were not able to get their produce away till the latter part. It was some months before they could secure a service at all—not until this boat of ours was constructed.
296. How does the freight to the Nambucca compare with the freight to the Bellinger and the Macleay? It is a third more. We charge 1s. 6d. a bag for maize, which is about 15s. a ton, and we charge about £1 a ton for back freight.
297. If the entrance to the river were improved the freight would be much less than it is? We would reduce it considerably.
298. Is not £72,000 a very large sum to expend on a river such as the Nambucca? I do not know. I suppose, unless some improvement is made to enable the settlers to send their produce away, the whole district will become valueless.
299. What description of produce comes from there? General farm produce, besides pigs and poultry. It is maize principally. A great quantity of timber is sent away.
300. About how many bags of maize are sent to Sydney? Between 30,000 and 40,000 bags, I should think.
301. That is equal to about 4,000 tons? Yes.
302. And what quantity of timber? I could not say. The saw-mills have been handicapped through the bar not being approachable. For three months they had to knock off working through the bar being blocked.
303. What other kinds of produce come from the Nambucca? They have gone in for dairying. They were sending their cream to Sydney; but I think they have had to close up their places through not being able to send their cream away.
304. Would it be an inducement to vessels to go there for butter and cream;—would not the freight on butter and cream be very small compared to the freight on maize and timber? There is a lot of land which is well suited for dairying purposes; but unless they can secure regular transit for their produce it is of no use to start dairying.
305. Although it would not be beneficial to the owners of steamers and sailing-vessels it would be an advantage to the farmer? Yes.
306. Is it probable that the maize-growers would go in for dairying? They would go in for both. A lot of the land is not well adapted for maize-growing; but it is splendid land for dairying.
307. Is it low-lying land, away back from the entrance? Yes.
308. It is grazing land, I suppose? Principally.
309. Would not the alluvial flats still be used for growing maize? It would be grown on a part of them.
310. Are the low-lying lands in the district liable to be flooded occasionally? Not unless there is a heavy flood.
311. The farm-produce would increase a great lot with an improved entrance to the river? Yes. During my time the trade improved wonderfully as regards poultry and pigs. I could see the trade increasing every year, but as soon as we left off running there the trade dropped off.
312. Would population increase if greater facilities were given to get the produce away from the river? I am sure it would.
313. Is it advisable to carry out the improvements shown on the plan? I reckon the plan is a very good one; it would meet the requirements of the place. On the northern side of the entrance there is a rocky headland. The channel used to come very close to the rocks, and we lost one of our steamers there, the "Wellington."

314. *Mr. Lee.*] Is the entrance difficult owing to the shallowness of the water? Yes. At times we used to have a fair depth of water on the bar, but the channel was very close to the rocks on the north headland. At other times the trouble was inside the entrance. Owing to the flats in the river there was no scour on the bar. L. Paulson.
12 May, 1898.
315. Has the piece of training-wall which has been constructed on the northern side improved the water on the bar? Not as yet. I think the current strikes that training-wall and then shoots over to the south side.
316. Will not the western training-wall wonderfully improve the entrance? I believe it will improve the bar considerably, and avoid the risk we have to run.
317. What depth do you require at low-water? Eight feet for the vessels trading there. At one time we used to have 10 or 12 feet on the bar; it is constantly changing. The "Rosedale" draws 7 ft. 6 in. loaded.
318. Have you had to bring her out with half cargoes owing to the state of the bar? Yes, often. Once I narrowly escaped a chance of being bar-bound there for six weeks.
319. You think that to make the port of any value there must be a continuous depth of 8 feet on the bar at low-tide? At least 8 feet.
320. I suppose the "Rosedale" is big enough to do all the trade of that river? Yes.
321. They are not likely to require a vessel bigger than the "Rosedale" for years to come? Not for twenty years.
322. To give a floating depth of 8 feet it means that we must provide 10 feet of water? Yes. It would ensure regularity of transit at all times.
323. Do you think that can be got without building the southern breakwater? I think you would secure a fair depth from the construction of the western and northern training-walls.

WEDNESDAY, 18 MAY, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. DANIEL O'CONNOR.

The Hon. WILLIAM JOSEPH TRICKETT.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Harbour Works at Nambucca River.

Henry Richard Carleton, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, sworn, and examined:—

324. *Mr. Wright.*] Have you recently visited the Nambucca River? Yes.
325. Is the construction of the training-bank tinted black on the map, going on, or is it stopped? No; the contract is still running. We have extended the contract 30,000 tons, at a schedule rate of 3s. 8d. or 3s. 9d. a ton. H. R. Carleton.
18 May, 1898.
326. The Department, I understand, can stop it at any time? Yes, when the 30,000 tons are deposited.
327. Did you make a report of the result of your recent inspection? No; there was nothing special on these works to draw the attention of Mr. Darley to. They are going on as well as could be expected. But the stone is of a decidedly inferior character; it never was good.
328. Where are you obtaining the stone from? From the headland just at the root of the wall.
329. Is there any other stone obtainable in the district? Not within a reasonable distance. It is just possible that we might get good stone up Warrell Creek.
330. What is the nature of the stone? It is a rotten slate; it is very poor.
331. Is it affected by the action of the water? It gets a slimy grass weed on it at once which protects it. I should like to use much better stuff.
332. I should have thought that the slate would open out under the action of the water? No.
333. Can you get blocks of any size? Up to 3 or 4 tons.
334. Are they likely to remain intact, or will they separate? They are standing fairly well in the work, better than you would expect from looking at the stone in the headland. I looked into that matter very carefully.
335. Although it is not of the best quality, still you think that it will answer the purpose? It is serving the purpose fairly well. The contractor is going down deeper, and it seems to be somewhat better in the lower beds.
336. Will you give the Committee some idea of the proposed stoppage of the waters of Warrell Creek, and the channel which leads into the main stream? That is a very useful part of the scheme. It is to divert the waters of Warrell Creek into the main river at the upper end of our work.
337. The proposal is to cut a canal and then to dam the creek? Yes; it will secure the advantage of a double scour.
338. Do you think the proposed training-wall in front of Stewart Island is a necessity? I do. I would rather see that north training-bank to the east of Stewart Island built than this cutting made. I consider that to be the most important training-wall after the present one is extended.
339. It will have the effect of shooting the scour against the training-wall in progress? Exactly; instead of allowing it to wander around this irregular bay as it does at present.
340. Is it advisable to allow that channel to exist on the western side of Stewart Island? There is a saw-mill in there. We would interfere with their rights if it was not kept open.
341. That is the only object in keeping it open? It is the only object I am aware of.
342. It means a diversion of waters to a certain extent and a loss of power? Certainly. Some waters will go round the back of the island. I would expect the upper end of this to silt up, and the only access to the mill itself will be through the lower entrance.
343. There is another access left at the eastern end of the northern training-wall? That is to give access to

H. R.
Carleton.
18 May, 1898.

to the township. There are two saw-mills at least in the township. The Government tugboat and the Government wharf are in there also, so that it is absolutely necessary that an opening should be left.

344. You think that there ought to be an opening left there? Yes, and eventually, I take it that the whole of that part will be reclaimed.

345. What do you think will be the effect of the construction of these works altogether on the entrance and on the river itself? We should probably have a channel carrying 10 feet at low-water between the walls as far as they extend, and out over the bar into the ocean.

346. What depth of water have you along the existing northern wall? I think recent soundings show from 7 up to as much as 18 feet.

347. Is that much different from what it was before the wall was built? Yes; it scours along the wall as it advances.

348. It has the effect of creating a channel? Yes; right along the wall. There is good water along the wall as far as it goes.

349. It is not proposed to construct the two breakwaters, as shown on the plan? The northern one is included in the scheme before the Committee, but the southern one is not. The works shown by dotted red lines on the plan are included in the whole scheme.

350. These two dotted portions, comprising both breakwaters, are not included in the modified scheme? The northern breakwater is included in the modified scheme, but the southern one is not, nor is the training-wall on the eastern side.

351. From your knowledge as an engineer, and from what you have seen of the work, do you think it is going to produce the satisfactory results which the Engineer-in-Chief fancies he will obtain from it;—will it secure a permanently deep channel between Stewart Island and the Heads, and also have the effect of permanently removing the bar at the Heads? I think it will. It will never be as deep a bar as the bars on the other rivers, such as the Bellinger or the Hastings will improve to. That is simply because the watershed of the river is so very much smaller; they have not got anything like the scouring power there that they have in other rivers.

352. You still think the proposed works will give a depth of water sufficient to allow trading vessels of a certain class to visit the river? Yes; I think we will get 10 feet there.

353. That is a sufficient draught of water, I suppose, for any vessel likely to be wanting to trade to the river? Yes, for any vessel they deserve to have there either.

354. It is a comparatively small district? I should say it is the least important of the rivers.

355. Therefore it is not likely to require a larger class of vessels to trade there? No; it is a very fine timber district, no doubt; but so far as farming goes they have not anything like the same extent of land.

356. The timber trade is always conducted in comparatively shallow vessels? Yes.

357. Very few vessels drawing more than 7½ feet are engaged in the timber trade? Some of the schooners, I think, draw up to 8½ and 9 feet.

358. How long is it since you were at the Nambucca? A fortnight or three weeks ago.

359. Were you over the bar? No; I was out at the edge of the bar. It was too shallow to get over it at the time with the steamer. It was dead low-water, and she could not go out.

360. What depth of water is there on the bar at high-water? It is about 7 feet 6 inches.

361. Do you think you will increase that depth by 3 or 4 feet by the construction of these works? I think so. We are carrying deep water right down with that wall as we go.

362. Is that channel of any width? It is quite wide enough; it is from 80 to 100 feet wide.

363. You argue from the fact that the present wall is producing satisfactory results, that the construction of other works will produce similar results? I think so. The wall is further out than is shown on the plan at present; it is some time since the plan was compiled. Standing on the end of the wall at present you seem almost to have reached the bar.

364. Is there much shallow water outside for any distance? No, you drop into deep water very soon.

365. At what distance due east from the headland do you obtain 8 or 10 fathoms? You would be in 30 or 40 feet as soon as you are out as far as the headland. The bar is actually inside the headland.

366. You get 6 or 7 fathoms after you reach the headland? Yes.

367. There is no possible chance of any accumulation of sand there? No, it is carried out to the ocean current.

368. What, in your opinion, causes the bar? First of all, the weak river current, and not being able to scour it. It is first brought up from the southern beach.

369. Is there a northerly current setting in? We have not taken any observations; but as a general rule inside the headland there is a northerly current—a kind of eddy. The current on the coast is from north to south, and shoots directly from headland to headland. Inside of that line there is a kind of eddy.

370. There is a continual tendency to drive the sand from the whole of that southern shore up to the north? Yes; and across the bar.

371. I suppose the action of the northerly set-in meeting the outflow of the water causes the precipitation of the sand on the bar? Exactly.

372. Looking at that aspect of the case, does it not strike you that a very important thing to protect that entrance would be a southern breakwater? No doubt it would be better to have both breakwaters; but we consider that we will so strengthen the current by straightening it out with the north breakwater that it will be sufficiently strong in itself to scour out a channel to a reasonable depth. At present it loses its force and strength winding along that irregular shore. It would act as a barrier; but you could never bring the water to it; it would work to the north.

373. The foreshores are rock along the southern headland? Yes, inferior rock.

374. You think that by continuing that wall straight out to a certain depth the scour will hug it, and always keep a channel open? Yes, it would cling to the wall.

375. *Mr. Hoskins.*] How long were you at the Nambucca during your last visit? About half a day.

376. Did you see any vessels go up and down the river? No; one vessel, the "Pelican," passed out just before I got there.

377. Did you see any white men there? Plenty of white men, but no black men.

378. Did you go up the river any distance from the Heads? I stayed a night at the town of Macksville, which is about 10 miles up the river. Higher up still, on the North Arm, is the town of Bowra.

379. It is proposed by your Department to spend £72,500 on this river;—did you see sufficient realisable improved

H. R.
Carleton.

18 May, 1898.

improved property on the river to represent the value of £72,500? Certainly, and farms more than that value. There are at least six or seven important saw-mills on the river alone.

380. The sawn timber is taken out by flat-bottomed sailing crafts, and if the entrance were very much shallower than it is they could go out? No; they are delayed there at times in consequence of the river being too shallow.

381. *Mr. Trickett.*] The estimated cost of the modified scheme is £72,500, and the completed scheme is estimated to cost £149,700? Yes.

382. How far is the Nambucca River from the Macleay River? From head to head it is about 9 miles.

383. You are aware, I suppose, that there is a proposal before the Committee to expend on the Macleay River a sum of £108,000 on a modified scheme and the completed scheme is estimated to cost £218,000? Yes.

384. How far is the Bellinger River from the Nambucca River? From head to head it is 9 miles.

385. You are aware that there is a proposal before the Committee to spend £26,000 on a modified scheme of harbour works at the Bellinger River, and the completed scheme contemplated for that river is estimated to cost £171,000? Yes.

386. Are not these very large sums to expend on rivers within such a very short distance of each other? Yes; if you take the distance by water; but the distance by road from the Nambucca to the Macleay is between 40 and 50 miles, and you could not connect the two rivers in any way for the sum it is proposed to spend on either of them, or both of them—or for anything like that money.

387. But still, it is a large sum of money to spend there? Yes. Viewing it from the standpoint of the distance along the coast, of course it looks as if they were very close together, but they are quite distinct and independent rivers, with their own watersheds and valleys, and separated by high ridges in every instance, except the Hastings and the Macleay.

388. You are not called upon and do not express an opinion as to the resources of the district? No; only in so far as Mr. Hoskins asked me if I thought the valley of the Nambucca was worth the expenditure, or if it was worth £72,000. I certainly would like to have it for that sum.

389. Do you look upon the entrance to the Nambucca as a place which is favourable to the carrying out of harbour improvements? Yes; but it is the weakest of those before the Committee.

390. It is the most difficult one to do any good with? Yes; we have very little to assist us there in the way of upland water compared with what we have on other rivers; it is a small watersbed. It has a headland on the wrong side and other defective points.

391. I suppose that in great measure accounts for the large sum of money which is required? Yes.

392. The statement handed in by Mr. Hickson contains this paragraph:—

There is at all times a strong tidal stream in the fairway channel from the Beacon Rock outwards, particularly when the South Spit extends right across, leaving only a narrow passage round the rocks. The ebb stream is then forced into the bay under the signal staff, and takes from thence a south-west by south direction, scouring out a channel on that bearing. Frequently when this is the case, there is an eddy or slack in the outer bay, and sand is deposited in the usual channel until it is completely blocked. The passage in, after passing the outer bar, is then very dangerous. Vessels coming in with any sea on are liable to be caught by it on the starboard quarter and sent to the northward out of the channel, which is always at these times very narrow.

How do your works propose to deal with that difficulty? We drive the shipping out of that portion altogether. That paragraph, which is from Captain Howard's report, alludes to the bay under the northern headland which the channel used to wind round formerly. Our proposed northern wall and northern breakwater will cut off the whole of that bay and drive the shipping out of there, and make a straight run in inside.

393. And do away with that eddy? Yes, and twisting round that bay past the rocks.

394. That would seem to be one of the worst parts of the entrance in bad weather? It is, undoubtedly; and that is why Mr. Darley started with this wall in the first instance.

395. The construction of that wall would be a very expensive part of the scheme? The cost per foot run of that wall will cost somewhat more than the inner training-walls.

396. You say that one of the disadvantages of this scheme is that the rocky head-land is on the wrong side of the entrance? Yes; the worst weather on this coast comes from the south-east; therefore, it is better to have the head-land on the southward if possible, as in the case of Newcastle, the Clarence, and the Hastings. All those three rivers are better protected and better sheltered in consequence of the head-land being on the southward side. Crookhaven bar is another instance. I suppose it has the best sheltered bar on the coast. The opening there leads somewhat to the west of north; it is a very well-sheltered entrance.

397. That necessarily makes the construction of the southern breakwater an expensive item, because it is so exposed to the ocean? Yes.

398. I see from Mr. Hickson's statement that Lieutenant Francis, in 1885, reported that "both the bar and the flat continually shift and seldom remain in the same position for three months at a time." Does the same state of things prevail there now, as prevailed in 1885? Except in so far as we have driven the current out of the bay under the north head-land by the construction of the training-wall as far as it has gone.

399. You think that the work which is so far done has been done to some advantage? I am certain it has. There is not the same length of delay now as there was formerly. They still have delays from the silting up of the bar, but it does not remain bad for such a long period.

400. Does the bar shift about in the same way now? It does shift still, but not over so great an area.

401. Has the depth of water been improved by this short length of training-wall? I do not think it has on the bar.

402. Do you not think that the two training-walls and the breakwater at the entrance would be sufficient without going to the great expense of these long training-walls up the river? No, you want to lead the river current down on to the bar, and obtain a scour from it. The construction of the two breakwaters would prevent the carrying in of sand, no doubt, on to the entrance, but it would not strengthen the current in any way and scour out the sand lying between them. The breakwater, of course, is a far more costly work per foot run than the training-walls are. The future extension alone of the southern breakwater is estimated to cost £52,450.

403. I understood you to say that owing to the Nambucca not being a very large river you want the training-walls more particularly to accentuate the current? That is the reason.

404. How far up the river do vessels go? A small steamer goes up to Macksville, 10 miles.

- H. R. Carleton.
18 May, 1898.
405. The steamer which trades to Sydney? No, a local steamer or a steamer which comes round from the Macleay. The smaller class still go up the North Arm to Bowra.
406. Where does the steamer which trades to Sydney pull up in the Nambucca? At the wharf alongside the township near the Heads.
407. You want to leave an opening to allow the vessels to get in behind your training-wall? Yes, to load at the saw-mill. There are always vessels lying in that bay loading timber for Sydney.
408. I suppose that place behind the training-wall will take a long while to fill up if it does fill up at all? I should think the best thing would be to reclaim it by pumping in sand and to let the township go out to the training-wall.
409. That might involve claims for compensation? I think the frontage is all Government property.
410. Mr. Hickson in his statement refers to a complete scheme prepared by Mr. Darley, at the request of the Minister, in January, 1895; and speaking of Mr. Darley's scheme he says:—
The estimated cost of this scheme is £149,700. Although the expenditure of this amount was out of proportion to the resources of the district, he pointed out that a measure of relief would be given by the construction of the inner portion of the northern breakwater at a cost of £11,000.
- How much of that sum of £11,000 have you spent? £5,503. That enables vessels to get in and out to the township. Once over the bar there is no block.
411. Mr. Hickson goes on to say in his statement:—
This wall would straighten and strengthen the ebb current at the place where its force is now almost lost in flowing over the rough and irregular northern foreshore. Another very important part of the work which he considered should be taken in hand as soon as funds were available was the training-wall extending south-westerly from near the root of the northern breakwater.
- Where is that? It is the training-wall extending in a south-westerly direction from the root of the present wall.
412. How much would that cost? £13,910.
413. In 1895, the idea of the Department seems to have been that the expenditure of these two sums in carrying out these two particular works would afford considerable relief to the district? Those are the two most important portions of the scheme.
414. Do you not think it would be well before we spent or contemplated spending so large a sum as £72,500, we should expend those two sums in constructing these two works which the Department in 1895 thought would afford a considerable amount of relief to the river? That certainly is the order in which the works should be put in hand.
415. Your idea is, first to complete the northern one, and then to go on with the training-wall extending south-west from the root of the present wall? That is what I consider the relative importance of the works.
416. Would you like to say it would be worth waiting to see the result of these two works before going on with the more extensive works, seeing that it is such a very large expenditure for the district? It might be prudent to do so. If you are anxious to save, I certainly think that is the order in which the work should be carried out, if anything has to be struck out of the scheme.
417. I see it is stated in this *precis*:
In October, 1895, an additional vote of £5,000 having been taken, tenders were invited for the construction of the inner end of the northern breakwater; and that of Wooden, Rogers, and Frost, accepted in February, 1896, at rates of 3s. 8d. per ton, for stone 1 to 4 tons in weight, and 1s. 6d. for ballast.
- Is that contract still in existence? Yes.
418. I suppose that is a very reasonable price? It is about the average rate for contract work on the coast.
419. Were you, at your recent visit, satisfied with the works as they are progressing? I was very pleased with the work as far as it has gone. I was struck with how close the end of the works is approaching to the bar. Although the wall is going out to sea, the bar does not seem to be going any further. In some cases we just push it further out and form another sand-heap. It does not seem to me to be any further out.
420. Have you had any reports as to the effect of the recent rough weather on the training-wall? The recent storm cut about 2 feet off the top of the wall for a length of 800 or 900 feet.
421. That loss will fall on the Government? We will have to make it up. You will see that it is not a very large item, when I tell you that nearly half of it is already repaired.
422. How wide is it on the top? About 14 feet.
423. And at the base? The slopes are about 1 to 1, and the base depends on the depth of water it is in. For instance, if a wall were 10 feet high the base would be about 3½ feet. We tip the stone from a truck over the end of the wall, keeping it 14 feet wide on top, and it runs out to what is called its natural slope.
424. The material finds its own bottom on its own slope? Yes; it is approximately 1 to 1 with random stone.
425. I see that since the former designs were contemplated you wish to bring the scouring power from Warrell Creek into the river? Because we found that the waters of the creek, meeting the Nambucca at the entrance, created disturbing eddies and conflicting currents.
426. What is that work estimated to cost? The deviation of Warrell Creek, including the cutting and protecting the sides of the cutting, is estimated to cost £7,240 15s.
427. Do you think the extra volume of water you will get from this creek is worthy of such a large expenditure? We must cut it off in some way, otherwise it will affect us lower down. That is the trouble. We may as well make it assist us when we do cut it off.
428. If you did not do that up above you would have to do something down below, to make a side-wash? Yes, it would injure us down below.
429. By making an eddy? By striking the river current in the side and weakening it.
430. Was this scheme reported on by Sir John Coode? No; he was not asked to report on this river.
431. Have agitations gone on for any length of time in regard to its improvement? Yes; for a considerable time there have been papers in connection with this improvement.
432. How long have you been in the Department? Nearly twenty years.
433. How long is it since they wanted money expended there? Since before I came to the head office. I was a good deal in the field on the North Coast in the olden days.
- 434.

434. Did you notice whether any particular industry is engaged in except maize-growing and timber-cutting on the Nambucca? That is all. I know the valley of the river fairly well; in fact I know the valleys of all the rivers fairly well, up to the head of navigation, and in some cases beyond it. I should say that it is the least important of the rivers which are submitted to the Committee.

H. R.
Carleton.
18 May, 1898.

435. Does grazing go on to any extent there? There are some good flats about Macksville.

436. Is any dairying going on? There is now.

437. Not much? I could not say what the extent of it is.

438. Any creameries or factories? I am basing my statement on the fact that they are erecting creameries.

439. More than one? I would not be sure about that.

440. Where is the maize all grown—on the river flats? On the river. The valley of the river is not very wide anywhere; it is a big scrub really. When you get back from the river flats there is fine timber—good scrub and a good deal of semi-tropical vegetation. Then up at the head of navigation I believe they are mining for antimony, or some other minerals.

441. *Mr. Wright.*] The mines are not very valuable about the Yarrahappinni; I do not think they are working any mines there now.

442. *Mr. Trickett.*] The district, as a whole, may be regarded as a forest district? Yes, it is forest land.

443. The cedar in the district is pretty well exhausted? I think so. I do not think there is much cedar brought out now. I believe there is still a great deal of cedar up at the head of the river, but it is rather difficult to get it out just now. It is likely to remain there for some time yet.

444. It would not pay them to bring it out? I suppose that is the reason they are not taking it out. At the head of the Nambucca it cannot be very far from the Don Dorrigo Scrub and all that good land.

445. Have you been to the head of navigation? Yes, on all of the rivers.

446. In the case of the Nambucca, what is the character of the land at the head of navigation? At the head of navigation there is a nice little township called Bowra. It is what you call open forest country.

447. Is there much agricultural land there? I should not say there is much; but there is beyond the head of navigation.

448. That, I suppose, is at such a distance that it would be too far for the settler to get his produce to market? Yes.

449. So far as you have been able to judge, the timber-cutting and maize-growing on the river flats are the two chief industries of this district? Those are the principal products.

WEDNESDAY, 15 JUNE, 1898.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Harbour Works at Nambucca River.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and further examined:—

450. *Mr. Trickett.*] In reference to your evidence given on the 14th April, I find that in reply to questions 30 and 31 you say—

What will the northern breakwater cost? £29,362 10s. is the estimated cost of completing the northern breakwater. The diversion of Warrell Creek is estimated to cost £7,242 15s. 15 June, 1898.

I suppose you regard that as an essential part of the scheme? Yes. These two items make a total of £36,605 5s. Then the Stewart's Island training-wall, which it is only proposed to carry up to high-water level, will cost £18,492 10s.; the north-western training-wall, £13,910; and, adding the usual percentage for supervision, £3,492 5s., the total cost of the works will be £72,500.

Upon visiting the site of these works the idea somewhat forced itself upon me that the Nambucca River is one of the smallest of those which are about to be served by these harbour improvements, and that if it were possible to save any portion of the proposed expenditure at the outset it would therefore be advisable to do so. Upon looking at the works with the other members of the Sectional Committee, and with some of the residents, it occurred to me that we might possibly, in the first instance, carry out only that portion which I indicated in the amendment I submitted, and which was not carried. The three portions I suggested—subject of course to your opinion—were, the northern breakwater at a cost of £29,362 10s., the north-western training-bank at a cost of £13,910, and the diversion of Warrell Creek at a cost of £7,242, leaving out the other training-walls for the present. Now I should like to ask you whether you think, seeing the large expenditure which it is proposed to make upon this river, we could with safety, and with a prospect of getting a reasonable entrance, carry out those three portions in the first instance, leaving the construction of the southern breakwater, and the Stewart Island training-wall, together with the southern training-wall for the future? In giving evidence before, I recommended the postponement of the southern breakwater, and the southern training-wall. Taking the works recommended in the order of importance, no doubt the Stewart's Island training-wall comes last; but I am afraid the result will not be satisfactory without it; and for this reason: You will notice that we are making an alteration in the present location of the channel by moving it out into the bay from the deep bight in which it is now situated in front of the township. That will require a good concentration of all the current in order to fight against the existing contending forces. With that object I was anxious to see the Stewart's Island training-wall completed, so as to direct the ebb-tide well on to the wall to maintain the channel through the sandspits which are now in the middle of the harbour.

451. *Mr. Lee.*] Was not the idea of closing Warrell Creek put forward with a view to throwing the current well out so as to touch the wall at Stewart's Island, and then throw it along the northern side on to the breakwater? That will be the action of the current; but the direct object of the cutting is to divert the creek and take it away from the point at which it now meets the river, where it causes a most unsatisfactory state of affairs.

- C. W. Darley. 452. Warrell Creek is now a source of great trouble? Yes. My object was to divert it and take it into the main river, making use of the tidal influence we get from that and the scour. I am rather afraid there would be some trouble if we omitted the Stewart Island training-wall, throwing the current across the main river current. I want to concentrate the current on to the north-western wall.
- 15 June, 1898. 453. *Mr. Trickett.*] I understand you to say that you think that unless the Stewart Island training-wall is constructed the current will lose a great deal of its force? I think it would be difficult to maintain a satisfactory channel either in front of or behind the island.
454. If the diversion of Warrell Creek is to be carried out, you regard the training-wall around Stewart Island as a necessity? Yes.
455. Will you give us more information in reference to the southern breakwater. On looking at some of your other reports in cases where there is a northern head, and where it is proposed to construct a breakwater along from that head, and where the southern spit is composed of sand as it is in the case of the Nambucca River, there seems to be a tendency always for the sand to drift over towards the northern breakwater, and to narrow the channel along the course of that breakwater. Do you not think that that will occur here in the absence of the southern breakwater? No doubt it will to some extent, but I do not think the circumstances warrant the extra expense. I thought we were justified in going on with the lesser work, with a view to see whether it would not meet requirements. The channel will cling to the breakwater, and, although it might be a little narrower, it will be sufficiently wide for some time to come I think for the traffic of the district. I thought we might omit the southern breakwater for the present. A certain channel is always maintained there without any breakwater at all. The effect of the breakwater will be to move the channel out into better water and less foul ground, and maintain a good navigable channel.
456. You think that the effect of the proposed works will be to put an end to the sand trouble and that the tidal action will maintain the channel? Yes.
457. Although the channel will be narrower than if the southern breakwater were constructed, you think it will be sufficient for all purposes for some time to come? I think it will be. Of course the construction of the southern breakwater would make the channel more sheltered.
458. *Mr. Lee.*] It was pointed out to the Sectional Committee by the resident engineer that the effect of the present work had been to give an increased depth of water immediately under the northern wall—more than sufficient for navigable purposes. It was also pointed out that one of the chief features in the proposal would be to get the terminal point of the northern breakwater at such a point in the bay as to secure a distribution of the sand by means of the current and tidal action;—you confirm that view? Yes.
459. As to the training-wall around Stewart Island, the effect of the diversion of Warrell Creek throwing the waters into the main arm would necessitate the consideration of some work at Stewart Island;—if that work were not constructed would there not be a possibility of your losing the benefit of some of the current and scour? Yes.
460. The real object of the proposed training-wall at Stewart Island is to tap the current and compel it to go along the wall at that point? Yes.
461. The shingle which exists opposite Stewart Island would secure a good foundation to the low level wall there? Yes.
462. If the proposed works are carried out it will be an absolute certainty that the water diverted from Warrell Creek will get into a larger sectional area and be taken down until it strikes the upper portion of the training-wall? Yes; there will be one continuous current right round.
463. When you get the current to the southern point of the north-west training-bank, is there any danger of its splitting there? Not to any serious extent. The current will take the most direct channel along the wall.
464. It was also pointed out to the Committee that if the channel were dredged a little below Stewart Island it would act as a shoot or spout compelling the current to strike the training-wall? The main current will go right round the wall. No doubt part of the water will go through the opening you indicate. An opening is left there with the object of allowing a portion of the water to get through keeping open a reasonable navigation in front of the township; but, as I have said, most of the water will pass along the wall. The tidal gradient will be greater, and where you get the greater gradient you get the greater velocity. The weight of water will follow the main channel.
465. At the present moment you have tidal scour enough at that point to keep the channel open? Yes.
466. The trouble is not immediately underneath the completed works, but above that point, running inside the proposed training-wall and under Stewart Island, that is where the water is shallowest? Yes.
467. That is caused by Warrell Creek distributing itself over that large area, and by the occasional influx of tidal-water? It is due to the total absence of concentration.
468. You have designed a work which will scour out the channel at those shallow places, and which will give a good navigable channel right down to the terminal point at the Heads? Yes.
469. You get navigable water to the southern end of the works, and the moment you get that, you have a channel with navigable water up as far as Macksville? Yes.
470. Is there not better navigable water lying behind the entrance to the Nambucca than is usually found behind the entrance of these rivers? Yes; and there is also fair navigation up Warrell Creek.
471. Do you think the scour you set up will be enough to provide for a channel at the opening under any circumstances? Yes. If the channel were going to close there is no reason why it should not do so now, but we find that it does not do so. There will be a better tidal action when the northern breakwater is constructed than you have at the present time.
472. The entrance of the harbour will always be a straight one; you are relying upon that? Yes.
473. Do you think any trouble is likely to be caused by reason of sand-bars being created, and making the channel tortuous? I do not think so.
474. You rely upon the straight and strong run to keep a good navigable channel? There will be one straight channel with varying depths and widths.
475. When that is obtained as a bar-harbour, you have got over the greater portion of the difficulty? Yes.
476. It is the tortuous entrance to these bar-harbours which is the source of danger? Yes.
477. *Mr. Roberts.*] Is it not solely on the ground of economy that you do not recommend the immediate construction of the southern breakwater? Yes.
- 478.

478. It would make a more satisfactory work if it were carried out, but in view of the large expenditure which would be necessary, and feeling satisfied as you do that the northern breakwater will answer the requirements of the port for many years to come, you have thought it wise to omit the southern breakwater? I do not think, looking at the matter entirely on the grounds of economy, I should be justified in recommending the construction of the southern breakwater at the present time. C. W. Darley.
15 June, 1898.

479. As to the north-west training-wall, and the Stewart Island training-wall, they are necessary to afford improved navigation to the river? Yes, for that portion of the river unquestionably. Those works will have the effect of confining the scour to one channel, and the entrance will then maintain itself without any further dredging. We look to the tidal action to maintain a good channel right along the wall.

480. *Vice-Chairman.*] Does your proposal mean that all vessels which have entered the Heads will be able to proceed up the river beyond Stewart Island? They will be able to go right up to Macksville.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

HARBOUR WORKS AT NAMBUCCA RIVER.

REPORT.

THE Sectional Committee, consisting of Messrs. C. A. Lee (Chairman), Henry Clarke, Frank Farnell, the Hon. C. J. Roberts, and the Hon. W. J. Trickett, appointed on Thursday, 12th May, 1898, to "inspect, take evidence, and report with reference to the proposed Harbour Works at Nambucca River," left Sydney on Tuesday, 17th May, and reached Grafton on the following Thursday. The construction of harbour works at the Bellinger having been referred to them, several days were devoted to an inquiry into that matter, the Committee arriving at the Nambucca Heads on Tuesday, 31st May. A careful inspection was there made of the portion of the northern training-wall already constructed, and the Members of the Committee visited the quarry from which the material for the work is being obtained, and were shown the method of removing the stone and placing it in position. In the afternoon they opened their inquiry at the Victoria Hotel, and, continuing their journey, on Wednesday, 1st June, visited Macksville, the chief centre of population, a township situated about 16 miles up the river. A number of witnesses was there examined, and the Committee concluded their inquiry the same night.

The following witnesses were examined. At Nambucca Heads, David Houison, district engineer; John Eichmann, saw-mill proprietor and storekeeper, Nambucca; William John Whaites, pilot, Nambucca Heads; David Mitchell, dredge-master, Nambucca; and William Bragg, bee-farmer, Lower Nambucca. At Macksville, Thomas Bolton, President, Macksville Progress Association; Edward Hitchins, auctioneer, Warrell Creek and Macksville; William Ezold, storekeeper, Macksville; Frederick Notley, storekeeper, Macksville; Robert Quayle, first-class constable, Macksville; and William Woods, secretary, Macksville Progress Association.

In the course of their investigations the Committee drove through a large part of the district, and were thus enabled to form some opinion of its character and value from personal observation. In addition, every effort was made to secure full and reliable evidence regarding the quality of the land, its productiveness, and the prospect of development. Testimony was also obtained as to the advantages which would be secured to the settlers by the success of the scheme, the probable efficiency of the works to be undertaken, and the warranty in the trade of the port for the expenditure necessary to bring about a satisfactory result.

The country to be served by the construction of the proposed harbour works very closely resembles that drained by the Bellinger, both in its physical features and in the nature and value of its productions. The evidence given by the pilot stationed at Nambucca Heads shows that during 1897, 39,630 bags of maize, 2,910,000 feet of hardwood, and 84,000 feet of cedar were exported, while pigs, poultry, eggs, cream, and general farm produce of considerable value were also sent away, the total value of exports for the year being estimated at £38,922. The Committee ascertained that the export of all classes of commodities shows a continual yearly increase. As on the Bellinger, farmers have of late years extensively engaged in dairying, and with quicker and more regular means of shipment

shipment this industry is likely to become of considerable importance. This will occasion the clearing and occupation of land which is not considered of sufficiently good quality for agriculture, and will bring a large number of settlers into the district.

At the present time the farmers and business people on the Nambucca state that they suffer great inconvenience, and frequently are heavy losers, because of the uncertainty of the movements of the steamers which trade to the river; and complaints against the excessive rates of freight are general. The carrying out of the scheme before the Committee will, it is believed, result in an improvement of the bar which will enable vessels to enter and leave the river with certainty in any but the roughest weather. In this way not only will the benefits of a sure and regular steamer service be secured, but it is hoped that the removal of the present obstacles and dangers to navigation will result in a considerable lowering of rates.

What is shown on the plans as the northern training-wall has already been constructed, and the breakwater commenced, and it was pointed out by the Resident Engineer in charge of the works that if the breakwater and training-walls were pushed on simultaneously, the small stone which cannot be used where the full force of the sea has to be resisted, and which it is necessary to remove in order to get out the larger blocks, could be disposed of to great advantage and at a considerable saving in the construction of the training-walls. The work already completed, while beneficial, has not gone sufficiently far to make a very great improvement in the channel, and it was the opinion of Mr. Trickett that the result of the completion of the northern breakwater, the completion of the north-west training-bank, and the diversion of Warrell Creek should be ascertained before the other works suggested by the Department were carried out. An amendment to that effect, however, was rejected by four votes to one, the Committee being of opinion, from what they saw of the effect of similar works on the Clarence, and, to a less degree, on the Bellinger, that the ultimate success of the project was undoubted.

For these reasons the Committee recommend that the proposed scheme as submitted by the Engineer-in-Chief be carried out.

CHARLES A. LEE,
Chairman.

Kempsey, June 7th, 1898.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR WORKS AT NAMBUCCA RIVER.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.

TUESDAY, 31 MAY, 1898.

[The Sectional Committee met at the "Victoria Hotel," Nambucca, at 2 p.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.
FRANK FARNELL, Esq.

The Sectional Committee proceeded to consider the proposed Harbour Works at Nambucca River.

David Houison, District Engineer, Macleay, Hastings, and Camden Haven Districts, sworn, and examined:—

1. *Chairman.*] The Nambucca River is in your district? Yes.
2. Had you charge of the district before the present works were commenced? Yes.
3. You initiated them? Yes.
4. And have carried them out to their present point? Yes.
5. Will you explain to the Committee the works it is proposed to carry out? It is proposed to continue the northern training-wall and breakwater to a point just west of the outer rock on the northern side of the entrance. The wall will end about 100 feet from the rock.
6. What is the nature of that work? We are out 1,711 feet from the starting-point.
7. What has the work cost so far? To the beginning of May it had cost about £6,200. We are raising the training-wall on an incline of 1 in 150. It was originally carried 1,650 feet on a level 4 feet above high water, and from that point it was to rise for 900 feet on an incline of 1 in 75 until it reached a height of 12 or 16 feet, when it was to continue at that level for 1,200 or 1,600 feet. Now we commence to rise on an incline of 1 in 150 when we are out 750 feet until we reach the same elevation as before, and then the wall is to be continued out level.
8. Why have you raised the height of the wall? The order to raise it came up since the Committee has been in the district. It is to be raised because of a washaway.
9. How much was washed away? From about 600 feet out to about 1,500 feet out. There were breaks all along that portion, caused by the action of a south-east gale.
10. Is it anticipated that when the wall is raised it will be able to resist such a sea? Yes. Small stone is put into the work at 1s. 6d. a ton, and for large stone we pay 3s. 8d. a ton. The small stone is put on top of the breakwater, as a rule.
11. Does the sea in a south-east gale break over the breakwater at its original level? We have had seas quite as big as that which did the damage, but not during such high tides.
12. The damage took place during a very heavy tide? Yes.
13. When the height of the wall is increased will you be secure from the effects of the weather? I think so.
14. What will be the cost of increasing the height of the wall? It will take about £3,000 to fill it in. That will strengthen and consolidate the work.
15. The whole of the work that has been done has been carried out under contract at the prices you have named? Yes.
16. Do they include the quarrying of the stone and the placing of it into position? Yes.
17. Now, regarding the north-west training-bank? That is part of the present proposal.
18. Is it intended to be made of stone of the same weight as the breakwater? No; of smaller stone.
19. What height is it to be kept? Four feet above high water.
20. Will that training-wall be subject to the range of the sea? Very little. The range has come in as far as the Government wharf, I have heard.
21. What is the object of this training-wall? To train the water down on to the breakwater.
22. What is the next work? The Stewart Island training-bank.
23. What will be the length of that wall? 6,400 feet altogether.
24. It will cost? £18,492 10s. This wall will only be raised to high-water level.
25. What will the northern breakwater cost? £27,675.
26. Now for the bank across Warrell Creek? That will be 800 feet long.
27. Then there is the cutting from Warrell Creek to the main river? Yes; that will cost £3,190.
28. Then there is the stone-facing on the eastern side of the river? Yes.
29. That will cost £1,033 10s.? Yes.

D. Houison.
31 May, 1898.

- D. Houston. 30. Then there is the stone-facing for the sides of the cutting;—those comprise the whole of the works referred to the Committee? Yes.
- 31 May, 1898. 31. What result do you expect from the design before us? We expect to get a continuous stream of water down along the walls on to the bar.
32. Is it intended to direct down the tidal water or the flood-water, or both? Both. We hope to meet every contingency.
33. Will not your intention be defeated to some extent by the openings at the ends of the north-western training-wall? I do not think so.
34. Will not the tide split at these openings, both in and out? I think not. It is more likely to deposit sand inside.
35. Will you not lose a certain amount of scour there? Very little.
36. What is the reason for leaving a break between the north-western training-wall and the Stewart Island training-wall? To give access through to Back Creek. That is the main channel at the present time. There is no traffic down the main river.
37. If the proposed works are effective, what result do you think they will have on the bar? They will greatly improve the depth of water.
38. What depth have you now? 5 ft. 6 in. at low water.
39. What depth do you expect to get? Eight or 9 feet at the least.
40. What is the nature of the bottom? Sand. Inside, along the training-wall, we have rock.
41. At what depth? About 7 feet.
42. Is it intended to do anything with that? Something can be done.
43. Are the rocks in the fairway? No, they are close along the wall.
44. Will there be a sufficient depth of water on the bar, when the works are finished, to enable the trade of the river to be carried on satisfactorily? Yes.
45. In your opinion could any part of this work be left over for a time? I hardly think so. Part of the Stewart Island bank would be the only portion of the work that might be left over, and that would break the continuity of the work.
46. Would you get the same result, so far as the crossing and the bar are concerned, if you omitted any part of the design? I think not.
47. You think that the whole of these works are necessary to obtain the end desired? Yes.
48. Suppose it became necessary to reduce the cost, what part of the work could, in your opinion, be left undone? Part of the Stewart Island training-bank.
49. Do you attach importance to the proposed cutting from Warrell Creek into the main river? Yes; that is one of the chief parts of the work.
50. You would carry that out under any circumstances? Yes.
51. Has deep water followed along the training-wall as it has gone out? Yes. For some time the channel left the wall and went out in a southerly direction, but now it is keeping along the wall, and the bar is gradually working north.
52. What is the direction of the bar crossing now? About south-east.
53. Are you going to give a straight opening simply by making one wall? I think so. Originally the channel used to follow round the rocks on the north side of the entrance, but the South Spit used to come up so far that it made the crossing very difficult.
54. I suppose at the present time the worst seas come from the south-east, so that the sand piles upon the south side of the entrance? Yes.
55. If you only make the northern training-wall and breakwater, will not the entrance always be exposed to the south-east gales? To a certain extent, but we expect that the scour caused by the river water and the tide will keep a channel.
56. You do not wish it to be understood that one wall will make as good a job as two would make? No.
57. But it will give a sufficient depth of water to enable the boats that now come here to enter with safety? Yes.
58. It is only intended to improve the entrance to the river, and that part of the river immediately inside the entrance;—nothing is to be done to the upper river? No.
59. If the proposed work is carried out, will the country have to go to the further expense of removing the rocks you speak of? That will be a very slight expense.
60. But some of those rocks will have to be removed? There are pinnacles, here and there, which will have to be removed.
61. Do you know how this work is to be carried out? No; I have received no instructions on the subject. My present instructions are to continue the existing contract.
62. The contractor has all his gear and appliances on the spot, and can supply the stone at a minimum cost? Yes.
63. The stone required for the north-west training-wall and the Stewart Island training-bank would have to be punted? Yes; but for that work we could use small stone which is now useless to us.
64. Have you sufficient stone for the work at the quarry you are now using? I think so, for the work in hand.
65. Have you sufficient heavy stone to complete the northern breakwater? I think so.
66. What is about the weight of the blocks you are putting in there? Some of the stones weigh about 4 tons.
67. Is that the minimum weight? No.
68. You use smaller stone in between these large blocks? Yes.
69. If the training-walls were carried on simultaneously with the breakwater all the small stone and spoil could be used? Yes.
70. That would reduce the cost of the work? Yes.
71. Suppose the northern breakwater were to be continued by contract while day labour was used for the other work, would there not be a conflict? You could not put both parties into one quarry.
72. Is the quarry Government property? Yes.
73. Has it been leased to the contractor? No; he has simply been given the right to go there.
74. Can the Government take what stone they like? Yes.
75. And the contract is terminable at a month's notice? I do not think so. I think it is to go on until the money voted has been expended. The amount available for the work is about £13,000. 76.

76. If the proposed works are recommended, it will be a matter to be decided afterwards whether they shall be carried out by day labour or by contract? Yes. D. Houison.
77. When Warrell Creek is diverted and the training-walls constructed, will the work have any influence upon the flood waters in the higher parts of the river? No. 31 May, 1898.
78. These works will not be detrimental to the low land on the river banks higher up? No.
79. They are more likely to prove beneficial to them by giving a quicker get-away for the water? Yes.
80. Do you consider the Nambucca a rather bad entrance? It has been.
81. How does it compare with the other river entrances on the coast? As a rule, it is the worst in my district.
82. You are satisfied that the work already done has improved it? Yes.
83. Inasmuch as the Department has been able to give great relief by the expenditure of between £6,000 and £7,000, the Committee would like to know why such an enormous sum as £70,000 should be expended to bring about a comparatively small further improvement? We have always had great trouble in keeping the channel open just in front of the township here. It is not long since it was all dredged.
84. Do you not think that it would be wiser to continue the northern breakwater to its terminable point, and to await the effect of that before carrying out other works? That is the present intention.
85. If the object desired is attained by the construction of that breakwater, there will be no necessity for other works? The other works are necessary to enable steamers to get up to the Clarence.
86. Could not a channel be kept clear by means of the dredge? Yes; but she is to be used up the river to let the droghers come down. The "Euroka" goes up to Macksville nearly every trip. I have seen her there several times lately.
87. Could not the waterway be kept open by putting in an inexpensive training-wall? I do not know. We have always great trouble with it now.
88. The original design for improving this place was prepared by Sir John Coode? We have followed his design very nearly.
89. It would appear that to a certain extent the inside works will be experimental? Yes, the inside works.
90. There can be no doubt about the outside works because of the experience that has been gained in regard to similar works in other places? Yes; the only experiment will be in connection with the openings in the walls.
91. How would it do to make only the north breakwater and the north-west training-wall as a start? We should have to make part of the Stewart Island training-bank to guide the water on to the north-west training-bank. We have trouble now at the foot of Stewart Island. It is silting up there again, although it is not long since the place was dredged.
92. You will have the same trouble even when these walls have been carried out to a certain extent? Wherever a wall is made the channel generally hangs to it.
93. Do you expect the north-west training-wall to cut away the sand deposit? Yes; but we should also probably use the dredge there, and pump the sand over the back of the wall.
94. What depth of water do you get immediately outside the bar? I cannot say.
95. Does it shoal gradually there? No; I think the water there is very deep.
96. What is the set of the current there? It is northerly.
97. Will the sand be spilled sufficiently far out for it to be swept round the point? Yes.
98. There will be no danger of its coming back again? No.
99. *Mr. Trickett.*] What is the object of keeping the back channel open? Well, there is a saw-mill round there, and other vested interests.
100. It would not be sufficient to have only one opening to the creek, at the north end? No.
101. Did the recent heavy weather do much damage to your works? I estimate that we lost from 1,200 to 1,500 tons of stone.
102. That was at the end of the wall? No; in the middle of it. The end was hardly touched at all.
103. Will similar damage be prevented in the future by the raising of the wall? Yes. So long as we can keep the water below the wall, very little damage will be done. The wall, when it was damaged, was being carried out on a dead level, 4 feet above high water.
104. Was this damage anticipated? No; we have had very big seas here before, and they have done no damage to the wall.
105. Mr. Darley gives it as his opinion that the material you are using is of a soft slaty character;—do you think it is likely to last? I think so; it does not fret.
106. Have you any works in your mind which can be looked upon as a guide in the construction of the proposed northern training-wall and breakwater? The only other similar work is at the Hastings; but there the wall is on the south side of the entrance, and it is more protected.
107. Do you not think that without a southern training-wall and breakwater there will always be trouble at this entrance? I think not.
108. When the water coming down the north-western training-wall strikes the northern breakwater, do you not think it will bound off from it? I do not think so.
109. You think that the current will hug the wall right along? That has always been our experience.
110. Were you a party to the designing of this scheme? No; I merely carry out the work in accordance with instructions forwarded to me.
111. Is it a work that can be carried out by day labour? I have three works which are being carried out by day labour, and three which are being carried out by contract. Day-labour works entail an immense amount of bother to the officers in charge of them.
112. You keep open the end of the north-western training-wall to serve existing interests? Yes.
113. Do you think that the inner portion will gradually silt up? I think so.
114. Are the prices stated by Mr. Darley based upon current prices? Yes; for these and other works.
115. His prices are not likely to be exceeded? So far as I can see, they are rather over-estimated.

John Eichmann, saw-mill proprietor and storekeeper, Nambucca Heads, sworn, and examined :—

- J. Eichmann. 116. *Mr. Trickett.*] How long have you resided here? Sixteen years in October.
 117. Prior to that, how long were you trading on the coast? About twenty-eight or thirty years.
 31 May, 1898. 118. During that period you frequently came to the Nambucca Heads in command of sailing vessels? Yes.
 119. Therefore you have a thorough knowledge of the district and of the various changes which have taken place at the entrance? Yes. I have seen the entrance at all times.
 120. What was the condition of the entrance when you used to come here first? The bar was something as it is now, but it was never very bad? There used to be good water, though the crossing was generally narrow. Generally there was 8 or 9 feet of water on the bar.
 121. That was before any work was done at all? The works have straightened the channel. When we came in before, we used to have to follow round by the rocks on the north side. Sometimes the south spit worked so far north that you could not get out at all. I have had vessels in here for five and six weeks at a time, and then they could only get out in ballast.
 122. And sometimes vessels have been unable to get in? That very seldom happened. If the wind was favourable we could generally get in.
 123. How did you get out? Sailed out, or hauled out.
 124. In those days there were no tugs to assist you? No.
 125. You have watched the progress of the Departmental works? Yes.
 126. What do you think their effect has been? I think that they have done a great deal of good, and that they will do more good when the walls get a little further out.
 127. What good have they done so far? So far, the deep water has followed right along the wall; and I think that if the wall goes out a little further the entrance will be still more improved.
 128. There is a bit of a bend in the wall;—that I understand is necessary because of the rocky nature of the bottom? There is a rock which used to have a beacon on it, and round this the vessels had to go. By carrying the wall out in the way to which you refer they are getting 7 or 9 feet of water. If they had gone out straight they would have got only 6 feet.
 129. You think they have gone out in the right way? Yes; it is better to have the channel out in deep water.
 130. What depth of water had you on the bar in the olden times? The depth varied from 7 feet to 9 feet and 10 feet, and sometimes it was more. After a flood it was perhaps 11 or 12 feet.
 131. Has the work that has been done improved the channel? It did not do so until lately. A spit used to form in front of the wall, but now the channel is running out straighter, and I think that when we get the wall out a little further there will be a straight channel.
 132. You think that the scour will be stronger, and that the bar will be moved further out? I think so.
 133. Do you think that the channel will go out in a straight line, or is it likely to make a turn, as it does at the Macleay? It may turn if there is no southern wall to stop it, but I do not think that it will. If there is a wall on the south side it could not help going out straight.
 134. To construct a breakwater on the southern side would mean an enormous expenditure; therefore I should like to know from you whether you think the northern breakwater will make the entrance sufficiently good for the class of vessels that are likely to trade here for some years to come? That is a hard question to answer. I think that the tide will follow the wall. Before the wall got out so far as it is now the channel went right over to the south, but as the wall was extended the deep water followed it out.
 135. Mr. Darley told us that if the modified scheme were carried out there would always be a depth of 8 or 9 feet at low tide;—do you think there will be that depth if only the northern breakwater is constructed? If the water of the river is confined as it is proposed to confine it we must have a better scour and a deeper channel.
 136. There are openings left at each end of the north-western training-wall;—do you think that will affect the scour very much? I do not think so, but I am afraid that it will block us up.
 137. You are not raising any difficulty? No.
 138. You look at the general good? Yes.
 139. When the work is carried out will it still be necessary to keep a dredge here? I do not think so. I do not see what good it could do. I think the scour will always keep the channel open.
 140. The sand banks now existing in the channel will have to be removed by the dredge? Yes.
 141. When they are once removed, and the training-wall constructed, do you think they will be likely to form again? I do not think so. I think that the current is sure to keep the channel open.
 142. Is 8 or 9 feet of water a sufficient depth to provide for the trade of this river? Yes; that would allow a vessel of 500 tons to come here, and such vessels will do us for years to come—for 100 years to come.
 143. What vessel trades here now? The “Euroka,” but the “Rosedale” has come here. The “Rosedale” is about 300 tons gross, and the “Euroka” is nearly as big, but she is differently constructed, and does not draw so much water.
 144. Can the “Rosedale” come here at all times? Yes; she used to come regularly, but the bar got very bad and she went away. She draws about 7 ft. or 7 ft. 6 in.
 145. It is proposed to draw the waters of Warrell into the main river;—do you think that that would be an advantage in increasing the scour? It ought to be. At the present time there are half a dozen different channels, none of them of any depth.
 146. Now you never have a good channel? There are so many openings for the water that none of the channels is of any depth. If all the water came down one channel we should get a better scour and a greater depth.
 147. How far do the steamers go up the river? The “Euroka” goes to Macksville, 8 or 9 miles by water. She could go up 15 or 16 miles, but there is nothing to go for.
 148. Is the trade of the river taken by the steamers direct from Macksville? Yes; though droghers bring cargoes down from Bowraville, Taylor’s Creek, Warrell Creek, and other places.
 149. When once you get into the river you have a sufficient depth of water for all purposes? Yes; I dare say that there is a depth of 12 feet, except on the flats near the mouth of the river.
 150. After you pass the sand patch opposite Stewart Island you can go to Macksville, and still further, without any difficulty? Yes.
 151.

151. Would it be of advantage to have a channel which would allow vessels to go right up the river? *J. Eichmann.* Yes; because the less knocking about the live stock gets the better. At the present time live stock is sometimes kept on board the droghers for two or three days and perhaps a week; and then it is some time on board the steamer, so that it wastes away, and profit is lost. 31 May, 1898.
152. I suppose, too, that the employment of droghers means extra rates? Yes.
153. What is the rate from the Nambucca to Sydney? 1s. 9d. a bag for corn, 6d. a pair for fowls, and so on.
154. 1s. 9d. a bag would be about 17s. 6d. a ton? Yes. The back freight is £1 a ton dead weight.
155. How does that compare with the rate on the adjoining rivers? On the Macleay they pay 10d. a bag; on the Bellinger they pay as much as we pay; and on the Clarence they pay, I think, 1s.
156. Although the Clarence is so much further north than the Nambucca, yet by reason of its good entrance the rates from there are less than from here? Yes, and they can use bigger boats. That makes the rates cheaper.
157. What is the lowest price per bushel that pays the farmer? If they can get 2s. 6d. or 2s. clear, that pays them very well.
158. Would 2s. pay them? They could live on that.
159. But that would be cutting things pretty fine? Yes.
160. You mean net? Yes. They could not grow maize for less than that. Of course, if the rates were lower it would help them a great deal.
161. Is much maize grown on this river? 35,000 or 40,000 bags a year.
162. Where is it grown—how near to the entrance? The farms commence about 3 or 4 miles up. One farm is only about 2½ miles from the entrance.
163. Is the district a very good one for maize? Yes; we have some very good patches. There are farms here which produce 2,000 or 3,000 bushels of maize at a time.
164. Is the land subject to floods? Most of it is. Land which is not subject to flood is no good for maize-growing, though it will grow wheat, or oats, or barley. You want very strong land for corn.
165. What other industry is carried on in the district? Plenty of pigs and fowls are raised.
166. They are sent by steamer to Sydney? Yes.
167. Is there any dairying? Yes; we have two or three factories, but not big ones. Butter and cream are sent from here now.
168. Do you think that if you had a permanently good entrance the district would progress? If we had a better entrance, and rates were lowered, people would clear more land, and would go in more for dairying, which pays well. At the present time produce often spoils on their hands. Now they have sometimes to take their cream and their milk to the Macleay. I know two or three people who have done that, because of the bad state of the entrance and the irregularity of the steamer's visits. If the steamer was regular, the traffic in poultry and eggs would be larger than it is now.
169. What other industry is there on the river? There is the timber trade.
170. That is a large industry? Yes, though it has fallen away to some extent because the bar has been so bad. There were five mills here once, and I have seen twenty-four vessels lying here loaded.
171. Now I suppose there is only one at a time? Sometimes there are two or three.
172. Schooners of about 150 tons, I suppose? Schooners of from 80 to 100 tons.
173. All the timber sent from here is sawn stuff? No; we send away cedar, beechwood, and other logs, but most of the timber that is sent away is sawn.
174. I understand that the supply of timber is pretty well exhausted? There is plenty of cedar, but there is some distance to go for it, and prices are so low that it does not pay to draw it.
175. Where have they to go for the cedar? Right to the head of the river. They have to draw it 15 or 20 miles.
176. By bullock team? Yes.
177. Is not cedar becoming expensive? No, it is very cheap. Last time I only got 13s. for it; that would not pay.
178. What is the best paying timber? Hardwood—blackbutt, gum, tallow-wood, mahogany, and ironbark. The haulers will fetch in box, but we cannot get rid of it, because they will not take it in Sydney.
179. How many people do you employ at your mill? Counting in drawers, fellers, and mill hands, thirty or forty men.
180. And Mr. Ellis would employ about the same number? Yes. There are eighteen men in the mill, twelve or thirteen bullock drivers, and six or seven fellers.
181. What prospect do you see of the country being recouped the proposed expenditure;—I do not suppose that the people would agree to pay port charges? Of course there will be more trade, and people will have a reason for settling on the land and improving it. That is all that you can expect.
182. There will be an indirect return in the way of increased settlement and trade? Yes. The money will not all be spent in one year; the work may take four years. When the entrance is improved the district will be opened up, and dairying will go ahead. Sydney would be nothing without the country districts.
183. Do people stay in this district? Yes; people who were here when I came are here still.
184. It is a very fertile district? Yes; but it might be greatly improved.
185. It has a good climate? A nice climate.
186. You honestly believe that it would be a more progressive place if you could have regular steamer communication and producers could be certain of getting to market safely? Yes; if we had a regular direct boat we should be much more comfortable.
187. With regular and certain communication the rates would probably be reduced? Yes; there would be a great reduction.
188. Do cattle do well here? They do very well. Of course, close to the sea the grass is not good, but further inland we have as good dairying country as any in the Colony.
189. As an old resident of the district, and as an old colonist, you recommend the carrying out of these works because of their local and general advantage? Yes.
190. It has been suggested that the Bellinger, the Nambucca, and the Macleay districts could be served by one harbour, with which they could be connected by means of a tramway;—what do you think of that suggestion? I do not think that such an arrangement would suit.

- J. Eichmann. 191. It would be a difficult matter to construct a light line of tramway to the Macleay, because of the hilly nature of the intervening country? Yes.
- 31 May, 1898. 192. I suppose your experience has shown you that water-carriage is always the cheapest? Yes, by far.
193. If to the steamer rates railway charges had to be added, you would be greatly handicapped? Yes. The steamer rates from any harbour you might make would be about the same as they are from here, and then there would be the tram charge in addition.
194. Has the value of property increased here? Yes; when I came here sixteen years ago this was all bush, and I had to clear my way through. The land then had no value, but now we have to pay £50, £60, and as much as £80 for a small allotment.
195. You have every reason to feel confident of the prosperity of the district? Yes.
196. *Mr. Roberts.*] Is 1s. 9d. the lowest rate that has been paid for maize here? Yes; so far as I know. If the rate has been reduced it is only lately.
197. The secretary to the North Coast Steamship Company, in giving evidence in Sydney, said that the rate from the Nambucca was 1s. 6d. a bag? Well, it has been 1s. 9d. quite lately.
198. Are you aware that the rate charged on the Bellinger is only 1s. 6d.? In that case their rate is lower than ours, unless our rate has been very recently reduced.

William John Whaites, pilot, Nambucca Heads, sworn, and examined:—

- W. J. Whaites. 199. *Chairman.*] How long have you been here? Twenty-four years on the 6th of next month.
- 31 May, 1898. 200. *Mr. Roberts.*] Prior to being appointed pilot were you in command of vessels? Yes; I had been in command of several vessels.
201. Vessels trading on this coast? Yes.
202. Did you trade to the Nambucca? Yes.
203. Then you have a knowledge of the state of the entrance for a considerable time? Yes.
204. Was it subject to much variation when you came here first? Yes, to great variation.
205. I suppose, for the whole period prior to the commencement of the harbour works, it was not as good as it is now? The channel used to come in under the North Head and sweep around by the rocks. The South Spit would sometimes work right up north, and then the river would break out through the spit and make a new entrance to the south.
206. Was that channel sufficiently wide to enable vessels to go through with safety? Yes; we have taken vessels out through the spit day and night. When the channel through the spit was open the channel round the rocks was shoaled up.
207. Was the channel through the sand-spit caused by the rush of flood-waters? No; the South Spit would work up to the north so far that the channel round the rocks became shoaled up, and then the river would cut through the spit to the south.
208. What depth of water did you get then? We got various depths. I have known there to be a depth of 10 feet and 11 feet at low tide, but sometimes there were only 3 or 4 feet.
209. What depth of water did you get when the channel came round under the North Head? From 10 feet to 12 feet at times. The channel was generally shallower when it went outside. Sometimes there was not as much as 4 feet of water in the channel through the sand.
210. Could vessels get in then? Yes.
211. You got them in at high-water? Yes.
212. Has the entrance ever been so bad that sailing vessels could not get in? Yes, often.
213. Have they been loaded outside? No; they have waited until there was an improvement.
214. What is the longest time that you have known vessels to wait for an opportunity to come in? A week or eight days.
215. And how long have you known them to wait for an opportunity to get out? Five weeks.
216. For how many years has a steamer been trading here? For fourteen years.
217. What steamers have traded here during that period? The "Mary Cochrane," draught 8 feet; the "Noblie," draught 8 feet; the "Fernmount," draught 7 ft. 6 in.; the "Wellington," draught 9 feet; the "Rosedale," draught 7 feet; and the "Euroka," draught 5 ft. 6 in.
218. Was not the "Euroka" built specially for the Nambucca trade? She was built specially for shallow bar-entrances.
219. Is the "Euroka" a regular trader to the river now? Yes.
220. Was not the "Wellington" lost near here? Yes.
221. Was that in an attempt to enter? No, in crossing out.
222. Did she get stuck on the bar? There were 10 feet of water on the bar at the time, but she struck, and it affected her steering.
223. Was it blowing hard at the time? No. The channel was then close to the rocks, and she struck with her keel. Before the master could get way off her she slewed round broadside on to the rocks.
224. Did she become a total wreck? Yes.
225. Has the northern breakwater advanced sufficiently for you to be able to say if its effect will be beneficial? Yes.
226. Are you of opinion that when it is completed it will answer the expectations of its promoters? I think it will.
227. Was not a large part of it washed away recently by the south-east gales? The top of it was levelled off by an exceptionally heavy sea during a high tide.
228. How often would you have such a sea—once in twelve months? I have not seen such a heavy sea for seven years.
229. Was that what is now known as the "Maitland" gale? Yes.
230. That part of the wall which is washed down had not been finished when the gale occurred? It was finished, but since then they have come to the determination to raise the wall.
231. Do you think that will be an improvement? Yes.
232. Do you think it will render unnecessary the construction of a southern breakwater? I should certainly recommend the other work. Of course, at times, the tide may shoot out through the South Spit.
233. Do you think that something should be done on the south side to protect the entrance? Yes.

W. J.
Whaites.
31 May, 1898.

234. Do you regard that as a very important matter? I think it would be of great advantage if something were done to prevent the tide from crossing the South Spit. The channel now hangs close to the northern breakwater.
235. Do you fear that the northern breakwater may be washed away, or would what you suggest increase the depth of water in the channel? What I suggest would increase the depth of water in the channel, and would make it permanent.
236. Do you not think the channel will be permanent if only the northern breakwater is made? No, because it is possible that the water may cut through the southern spit at times. I think, however, that the northern breakwater will give excellent results. At the present time the scour shoots away from the breakwater for a short distance and comes back to it.
237. Do you not think it would be desirable to await the effect of the northern breakwater before doing anything on the south side? The northern breakwater is certainly the more important work of the two.
238. It is giving a good depth of water in the channel as it proceeds? Yes.
239. You do not apprehend any danger of the wall being washed away after it has been raised? No, though it may settle a bit.
240. Your principal reason for recommending the southern breakwater is so that there may be a better channel? To make the water hang to the northern breakwater.
241. Not to protect the northern breakwater from the sea? No.
242. Do you think that the north-west training-bank and the Stewart Island training-bank will bring about the desired scour? Yes.
243. Do you think that they will bring about that scour without the construction of the eastern training-bank shown on the plans? They will create a scour, but not so good a scour as if the eastern training-bank were made. All the shoals shown on the map are caused, not by the silt coming down the river, but by the sand coming from the sea.
244. You know that it is intended to turn Warrell Creek into the main river? Yes. I think the scheme as a whole is a good one.
245. Is there good water right up to Macksville? Yes, once you get above the flats. The "Euroka" goes up to Macksville.
246. Does she go as far as Bowraville? No; she goes to within 5 miles of that place.
247. How do the Bowraville people get their produce away? They punt it down the river.
248. Where is Taylor's Arm? That is the name of the south branch of the river. It joins the main arm $1\frac{1}{2}$ miles above Macksville.
249. Is the land above Macksville more fertile than the land lower down the river? Yes; it is richer land.
250. Is there a large area of good land there? Yes.
251. How does that land compare with the land on the Macleay? It is very good. I think the alluvial flats are equal to similar land on any of the other rivers on the coast.
252. Are they narrow? They are small flats.
253. Are they all taken up? No.
254. Is there land still open for settlement? Yes.
255. Has settlement increased since the harbour works were commenced? The settlement on Taylor's Arm has been increasing for years, but I cannot say that there has been a great increase since these works were commenced. I believe that they will have the effect of giving an impetus to settlement.
256. Have you heard complaints about the isolated condition of the district? No; but I have felt it myself. The people complain that they cannot send their produce away regularly, especially perishable articles such as pigs, fowls, eggs, and so on.
257. Have they not been asking for these improvements for many years? Yes.
258. Do you think that if the proposed works were carried out a settlement would increase? I am sure of it.
259. What causes you to form that opinion? With regular steam communication hundreds of acres of land would be used for dairying, which people are unable to use now.
260. Is there much difficulty in getting the steamer out now? No; but she has been running very irregularly. At times she is away for ten or twelve days.
261. It would not do for her to be away as long as that if there were produce waiting on the wharf? Well, sometimes she has to go all the way to Sydney.
262. Does the steamer only come here when there is a full cargo for her? People in Sydney generally communicate with the agent here, and when the maize is ready they come for it.
263. Are the farmers put to great inconvenience because of the long intervals between the visits of the steamer? Yes. Of late years the bar has been very bad. Two years before the harbour works were started the bar was very bad, and became bad every winter until this winter.
264. How long is it since the harbour works were started? About two years last February.
265. Since then has the steamer come more frequently? Yes; she was built for the river trade, and she has been coming more frequently.
266. Does she give a weekly service? About that lately, with an occasional break caused by bad weather, or something like that.
267. Given good weather, would not a weekly service suffice for the trade of the river at the present time? Yes.
268. Does the "Euroka" take away timber, or is that trade done by sailing vessels? By sailing vessels.
269. How many regular traders are there? About seven vessels trade here now.
270. What is their draught of water? From 7 ft. to 7 ft. 6 in.
271. How far up the river do they go? As a rule they load at the mills.
272. Are there only two mills on the river at the present time? Yes.
273. Were there ever more? There used to be four mills.
274. Why have some of the mills closed? One mill was burnt down, and another has been shifted to the Bellinger.
275. Does not the Nambucca timber rank among the best on the northern coast? I believe so.
276. Does much of it go to the London market? I know that consignments have gone to London, but not direct from here.

- W. J. Whaites.
31 May, 1898.
277. Is it all dressed timber that goes to England? It is generally sawn into planks, 9 x 3, for road blocks.
278. Is any timber sent for girders? I do not know if any girder timber has been sent out of the Colony.
279. The principal demand in England is for wood blocks? Yes.
280. Would the timber supply here last for years? I think it will last for many years, though, of course, the men will have to go further back for it.
281. How far do they draw the timber now? Five, 6, and 7 miles in many instances. Some people have a less distance to draw it.
282. Is the timber trade in a flourishing state? I believe the mills have as many orders as they can cut.
283. Is less maize being grown here now than was grown a few years ago? No; more maize is grown now.
284. They are not giving up maize-growing to go into dairying? No; the export of maize is increasing.
285. Can you tell us the value of the exports and imports of the river? The following statement contains an account of the exports from the river for the year 1897, and their approximate value:—

			£	s.	d.
Hardwood, sawn...	... 2,868,000 feet, at 10s. per 100 super. feet ...	14,340	0	0	
Cedar, rough ...	... 84,000 ,, 15s. ,, ,, ...	630	0	0	
Girders, ironbark ...	... 42,000 ,, 1s. per cub. foot... ..	2,100	0	0	
Shingles ...	... 104,000, at 15s. per 1,000	78	0	0	
Palings ...	... 408,000 ,, 6s. ,, 100	1,224	0	0	
Maize ...	... 39,630 sacks, at 10s. per sack	18,815	0	0	
Pigs ...	... 1,680, at 15s. each	1,260	0	0	
Fowls ...	... 111 coops, at 20s. each... ..	111	0	0	
Eggs ...	... 233 cases, ,, 10s. per case	116	10	0	
Oranges ...	... 179 ,, ,, 5s. ,,	44	15	0	
Citrons ...	... 203 ,, ,, 10s. ,,	101	10	0	
Hides ...	... 304, at 6s. 8d. each	101	6	8	
Total ...	... ..	£38,922	1	8	

286. I understand there are some antimony mines here? Some mines were working for three or four years, but the price of antimony went so low that it did not pay to continue.
287. Have those mines been abandoned? Most of them. One or two of them are keeping on in a small way.
288. What dredging is necessary to enable vessels to go up the river with facility? All along the outside of the north-west training-bank, and half way along the Stewart Island training-bank, requires dredging.
289. And from there you have a good depth of water right up to Macksville. Yes.
290. What depth of water have you at the entrance at the present time? The following statement shows the variation in depth from the beginning of 1893 up to May of this year:—

		Soundings, low water, spring tides.	
	1893.	Feet.	Remarks.
January	...	7	
February	...	5	Bar channel worked out south.
March	...	7	Worked back to N. Head.
April	...	7	" " "
May 1 to 10...	...	5	Two channels—one by N. Head, one along south beach.
„ 11 to 31...	...	3	
June 6	...	3½	
„ 15 to 30...	...	9	Freshet deepened and straightened the channel to the N. Head.
July	...	9	
August	...	9	
September	...	9	
October	...	8	
November	...	8	
December	...	8	
1894.			
January	...	8	
February	...	7	
March	...	7	Crossing inside 5 feet.
April	...	7	" " "
May	...	6	" " 6 "
June	...	6	Crossing improved.
July	...	7	
August	...	7	
September	...	7	
October	...	6	
November	...	7	
December	...	8	

Soundings

W. J.
Whaites.
31 May, 1898.

1895.		Feet.	Soundings, low water, spring tides.	Remarks.
January	...	8		
February	...	7		
March	...	7		
April	...	8		
May	...	8		
June	...	8		
July	...	7	Crossing, 4 feet.	
Aug. 1 to 18...	...	7	" "	
" 18 to 31...	...	6½	" 4½ "	
September	...	6½	" 4½ "	
October	...	7	" 5 "	
November	...	7		
December	...	7½		
1896.				
January	...	6	Crossing, 5 feet.	
February	...	5½	" 5 "	
March	...	6	" 5 "	
April	...	6	" 5 "	
May 1 to 26...	...	5½	" 3½ "	
" 26 to 31...	...	5	" 2 "	
June 1 to 20...	...	3	Nothing in or out; crossing, 1 foot.	
" 21 to 31...	...	3	Channel broke out through south spit; nine vessels towed out half-loaded.	
July	...	4	Channel working further south.	
August	...	4½		
September	...	5	Crossing, 4 feet.	
October	...	5	" 4 "	
November	...	5	" 4 "	
December	...	5½	" 4½ "	
1897.				
January	...	6	Crossing, 4½ feet.	
February	...	6		
March	...	5	" 3½ "	
April	...	5	Channel working north 20 feet every twenty-four hours.	
May	...	5	Two channels—one by N. Head, one out S.E.	
June 1 to 13...	...	4	Both channels.	
" 14 to 30...	...	2	One vessel out during month.	
July	...	3		
Aug. 1 to 9...	...	1½	New channel broke.	
" 10 to 31...	...	2½	Out along the south beach.	
September	...	3		
October	...	3½		
November	...	4	Channel working S.E.	
December	...	4		
1898.				
January	...	5	Channel working north and following the line of the training-wall of breakwater.	
February	...	5		
March	...	4½		
April	...	4½	No crossing.	
May	...	5½	and improving.	

The depths are at low-water springs.

Rise of tide—spring, 3 feet to 3 feet 6 inches.

" " neaps, 1½ " 2 " 3 "

291. Do vessels come in here at night? No; but they can go out at night.
 292. Does the steamer come in at night? Yes.
 293. You regard the entrance as safer now than it ever was previously? It is better now than it has been for some years.
 294. Have you ever known it to be better than it is now? Yes, much better. After a fresh the river used to go straight out occasionally.
 295. Do you think that the north-east weather in summer-time is likely to silt up the entrance? No; I think that the scour will prevent that.
 296. You think that the proposed modified scheme will answer all purposes for many years to come? Yes.
 297. If it were not for the expense, you would like to see the southern breakwater and the eastern training-wall constructed? Yes.
 298. That would make a complete job? Yes.
 299. What is the population of the district? I think about 3,000.
 300. Do you think that the importance of the district justifies the proposed expenditure? Yes.

David Mitchell, engineer, and dredge master, Nambucca River, sworn, and examined:—

- D. Mitchell. 301. *Mr. Clarke.*] How long have you been in charge of the dredge here? Since July, 1893.
302. Were you here before that? I was here in November, 1891, for five weeks.
- 31 May, 1898. 303. Why were you removed? I went to take another man's place elsewhere.
304. What work have you done since you have been here? We have dredged the river from the pilot boatshed up the Bellwood channel, and up the main channel.
305. Has the work done by the dredge proved beneficial? Yes; but the river requires constant dredging to keep it open. It is only a year and nine months since we dredged the place where we are working now.
306. How do you dispose of the sand? We have been throwing it behind the spit.
307. Does any part of it go back into the river again? Very little of it.
308. What kind of a dredge are you working? An improved sand pump.
309. I suppose the dredge is kept continually at work? Well, we were down at the Macleay for eighteen months, on one occasion.
310. Dredging will make very little permanent improvement in the river? Of course the improvement done by the dredge is only temporary. The work has to be done over again, continually.
311. Does the river require dredging higher up? There is good water after you get past the flat at Redbank until you get about 3 miles above Macksville.
312. Do you think the proposed harbour works will improve the entrance? I think so. We could do away with the channel between the north-west training-bank and the shore. From my experience it will be necessary to take the dredge there every now and again to clear it.
313. Do you think that the diversion of Warrell Creek will be an improvement? I think it will be a great improvement.
314. Will the dredge be required after the proposed works are carried out? No doubt there will be less dredging to do; but the river will probably shoal in places after freshes.
315. Will it be possible to pump sand over the back of the dyke, and thus to strengthen the dyke? Yes; that would be a good way of disposing of the sand.
316. The breakwater already constructed has had a good effect upon the entrance? Yes; but of course the scheme is incomplete yet.
317. Do you think that the walls on the northern side of the river would be sufficient? No doubt the improvement would be greater if the walls on the south side of the river were made; but I think it would be well to complete the walls on the north side of the river first.
318. *Chairman.*] You look upon the work of the dredge as purely temporary, to keep open a channel, to enable steamers to get round at the back of Stewart Island? Down near the mouth our work is purely temporary; but further up the river, where we have been dredging through a bank of shingle, it has stood very well.
319. You are working now in a comparatively narrow piece of water; but you have not close indurated sand to deal with? No.
320. Consequently, your work is perpetually filling up? Yes, to a large extent. A lot of the sand comes in from the sea.
321. Does not the sand work all along the southern spit, with an incoming tide? Sometimes it does; but at other times it seems to run away from the spit.
322. Does the tide take a direct course, or does it go from the northern shore over towards the sand-spit, and back again? In some places.
323. Were you working here before the harbour works were commenced? Yes.
324. In your opinion have they greatly improved the entrance? I think so. I have seen vessels bar-bound here for eight weeks at a time. Now it is a rare thing for them to be bar-bound for more than a week or eight days.
325. With such an exposed southern shore the bar must, of necessity, shift very much;—has the tendency of the northern breakwater been to straighten the bar? Until it commenced to bend it did. The water seems to strike off from the bend.
326. Is not one of the greatest difficulties in connection with bar entrances the shifting character of the bar? Yes.
327. If any scheme could be adopted to keep the bar in one position, and to deepen the water on it, that would effect an improvement? Yes.
328. The northern breakwater has been designed to drag the scour right round within a few feet of Rocky Cliff; that will draw the bar considerably to the north of its present position; this being so, do you think that there is any danger of the southern sand-spit working north across the channel? I should not think so.
329. I suppose the scour would prevent that? Yes.
330. And the sand would be spilled out over the bar into the outer current, and carried away north? I think so.
331. Do you think that the breakwater will go out sufficiently far to spill the sand into deep water? It seems to go out far enough.
332. The intention of the north-west training-wall is to assist the scour, and thus by natural means to make a channel wide enough for ordinary vessels;—if that result is obtained, the dredge will not be required lower down towards the mouth? Yes.
333. Do you not think it extremely probable that a scour will be set up from the extreme end of north-west training-wall, right round to the extreme end of the northern breakwater? Yes.
334. If the work of the dredge were confined to that part of the river which passes Stewart Island, there would then be uninterrupted navigation right into the river? Yes.
335. I suppose that the cutting through of the bed of shingle near Stewart Island will not take very long? It will take about twelve months. There are a few feet of sand, and then a bed of shingle,
336. If that piece were dredged, any vessel that could cross the bar could go up the river? Yes; so far as we have gone we have found shingle, but about the far end of Stewart Island there is sand.
337. You are getting close to deep water again there? Yes; we will end in about 10 feet of water, I think.
338. I believe that there is a lot of dissatisfaction here about the state of the bar? Yes.

339. I suppose there are plenty of complaints because of the difficulty of navigating the river? Yes; but the upper part of the river is not so bad at the present time. There used to be great complaints about the flats up above, but we have a small dredge at work up there now. D. Mitchell.
31 May, 1898.
340. Do you know of anything that could be added to or taken from the design to improve it? No; I do not.
341. Have you seen the harbour works carried out at any of the other rivers? Yes; at the Clarence and at the Bellinger. The wall at the Bellinger has had a good effect.
342. And the training-walls at the Clarence have been a pronounced success? Yes.
343. Do you know of any reason why these walls should not be equally successful? No.
344. At the present time the bar is very bad? Yes.
345. And at times the people are subject to great inconvenience in getting produce away and in bringing goods here? Yes.
346. I suppose the only way to help them is to improve the bar? I do not see how else you could help them.
347. There is some talk about making a railway connection between this and other rivers, but I suppose there is nothing in that proposal? I do not see how railway carriage is to compete with water carriage.

William Bragg, bee-farmer, Lower Nambucca, sworn, and examined:—

348. *Mr. Farnell.*] How long have you been a resident of the Nambucca? About twelve years. W. Bragg.
31 May, 1898.
349. What is the size of your holding? Forty acres.
350. How much of that is under cultivation? I have only about 4 acres ploughed, and I suppose I have 12 acres partially cleared. The trees have been felled and a crop has been put in with the hoe.
351. Where do you ship your produce? On the Nambucca.
352. Have you been put to any inconvenience by reason of the bad state of the entrance? Yes. The steamers do not run regularly, so that we have great trouble in sending anything away. It is sometimes a matter of weeks to get your stuff away. You have to keep your ears perpetually open for the whistle of the drogher.
353. Have things been improved by the carrying out of the harbour works? There has certainly been an improvement.
354. Have you noticed any improvement in the bar since the breakwater was carried out? I cannot say that I have; but I think that there will be an improvement when all the walls are carried out. There is always deep water alongside the heaps of ballast that are thrown out by sailing vessels.
355. If better facilities were given for getting produce to market, would you put more land under cultivation? I would put all the land I could under cultivation. The lower Nambucca is more suited for dairying than for corn-growing. We have only about 18 inches of soil, but on the upper part of the river the soil is very deep.
356. You are engaged in mixed farming? Yes.
357. You do not grow maize to any extent? No; I do not suppose that when I get the place well worked I shall have more than 16 acres.
358. Is there plenty of land still available for settlement in the district? Yes. If you look at the map you will find that there is only a fringe of land along the bank taken up at the present time.
359. Is the country suitable for dairying and mixed farming? Yes, and especially the lower part of the river. Up as far as Macksville the country is more suited for dairying than for corn-growing, while higher up, again, it is best suited for corn.
360. Have you heard other people complain of the inconvenience of the present steamer service? Yes, ever since I have been here. I have seen twenty-one vessels lying here, unable to get out. Vessels can generally get in because they are bumped over by the seas.
361. What effect have the floods on the bar? There has always been a good bar after a flood. I have heard that there has been 22 feet of water on the bar after a flood.
362. Do you think that the proposed departmental expenditure is justifiable, considering the importance of the district? I think so.
363. Do you think that if the works are carried out more land will be put under cultivation, and that the trade of the district will increase? I think so.
364. Are the people about here industrious? Yes, as a rule, the farmers here.
365. *Chairman.*] Which would be the best way to give relief to the district,—to open the port or to build a railway to the Macleay? To open the port.
366. What the settlers want is certain and regular communication with the market, which, I suppose, is Sydney? Yes.
367. It does not follow that you require either larger vessels or vessels to trade more frequently; what you require is a regular service? Yes.
368. If the port is improved to enable you to get that, you will have the advantage you want? Yes. I sent corn away in April last, upon which I paid 1s. 6d. a bag freight, whereas I heard that corn was taken from the Macleay for 10d. a bag.
369. You think that if the port were improved that would lead to the development of the district? Yes. All round me there are farms lying idle because of the bad state of the entrance.
370. Will larger areas be brought under cultivation if the entrance is improved? Yes. Since these works were started three creameries have commenced operations here.
371. I suppose the land is good enough, but very heavily timbered? Yes; it is disheartening work to clear it.
372. I suppose people are turning their attention to dairying because they can get a return without expending so much in clearing? Partly.
373. *Mr. Roberts.*] You devote most of your attention to bee-farming? A good deal of it, but I intend to go in more for maize-growing. I intend to cultivate about 16 acres. About 20 out of my 40 acres are swampy.
374. Do you find bee-farming profitable? Yes; it was more profitable at first, but too many have gone into it, and the prices are coming down.
375. Is there a great export of honey from this district? No; except what I have sent, very little has gone away. I have sent forty-five cases away—120 lb. to the case.

- W. Bragg. 376. Do you get a satisfactory price? I have got as much as 3½d. a lb. for my honey.
 31 May, 1898. 377. Is the market frequently glutted? Yes; from about November it is best to hold back.
 378. Are you sending as much away now as you did at first? I am increasing my output every year.
 379. Are you the only bee-farmer on the river? No, another man has started.
 380. Do you supply much honey locally? Yes; but the place is so small that it hardly pays to go round with the honey.
 381. Do you go in for poultry and pigs? Yes; but not very much.
 382. Have you been on your present holding long? No; I have been engaged in the mills for some time.

TUESDAY, 1 JUNE, 1898.

[The Sectional Committee met at the "Star Hotel," Macksville, at 2.30 p.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

HENRY CLARKE, Esq.

The Hon. WILLIAM JOSEPH TRICKETT.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Harbour Works at Nambucca River.

Thomas Bolton, President, Progress Association, Macksville, sworn, and examined:—

- T. Bolton. 383. *Chairman.*] How long have you resided here? Over thirty years.
 1 June, 1898. 384. *Mr. Farnell.*] I understand that you have considerable knowledge of the trade and resources of the Nambucca district, and of the difficulties and inconvenience caused by the bad entrance to the river? Yes.
 385. Will you describe to the Committee the difficulties against which you had to contend before the harbour works were commenced? In former years the entrance was an altogether different place from what it is now. The South Spit used to overlap or be on a level with the North Head. Now the sand has all disappeared. The spit in front of the mills was 5 or 6 feet high, and mangroves used to grow on it. The channel from Warrell Creek came across to the Schoolhouse Point, but that channel is now blocked up. In my opinion the channel is not as good as it was in former years. Then they used to shoot vessels over the bar, bringing them up with the anchor on the spit. Now they cannot do that. They have not been able to do it for years. In former years the channel was narrow, but very deep.
 386. In those days the channel was almost straight? It followed round the rocks. Of course there was a reef of rocks where the training-wall is now, and the channel was between it and the spit. A great deal of the sand that used to be there has gone away.
 387. Has it gone away since the harbour works have been in progress? No.
 388. Its disappearance is not owing to them? No; it is due to the floods, and to the heavy seas.
 389. What depth of water had you before the harbour works were commenced? The depth would vary. Sometimes we had 5 ft. 6 in. at low water.
 390. Would that be a sufficient depth for the boats trading here now? Hardly.
 391. They would come in at high water? Yes. Part of the difficulty of entering is overcome now by the employment of the tug-boat. I have known vessels to lie inside the river for eight or ten weeks at a time. I have seen twenty-eight vessels bar-bound here at a time.
 392. I suppose the steamers have not so much difficulty in getting out as the sailing vessels have? No.
 393. I suppose the sailing vessels find it difficult to get steering way? Yes. Until the training-wall was made the South Spit used to come up so far that you had to make a very sharp turn to get out. The wall has caused a scour which has cut the spit away. That shows that when the scheme is completed it must do good. The channel will never be any good to speak of until we get a flood which will wash the place out.
 394. Were the twenty-eight vessels that you speak of bar-bound since the harbour works were commenced? No.
 395. Is the trade of the district equal to or greater than it was at that time? At that time the trade of the district was very little, and consisted principally of the export of cedar and other timber. Since then Taylor's Arm has been opened up—a place which I believe will greatly advance. Land is being cleared all round the district, and they are going in for maize-growing and dairying. The bulk of the drivers, instead of drawing logs, are going into farming and are clearing land, so that every year our exports are increasing. Our exports this year will amount to nearly as much more as the exports of last year.
 396. What was the population of the district when you first settled here? There were a few people living at Bowra, in the cedar scrubs. There was a selection at Macksville and another one near it, and a selection at Congarini. I marked out the road that is now going to the Clybuca.
 397. The population has increased since then? There is a larger population in this district now than there is in the Bellinger, but it is more scattered. The Bellinger is only one big valley, though a very fertile valley, while here the good land lies up the various creeks. There are settlements 25 miles above Bowra and a long way up Taylor's Arm.
 398. What has induced people to come here? There was land for them to take up. They know that a vessel could be got in and out of the river, and that was about all you could say for the Macleay then.
 399. Do you think settlement would have been greater if there had been a better bar? Most decidedly.
 400. Has the work already carried on had a beneficial effect upon the entrance? Most decidedly. As the wall has been made the deep channel has followed it out.
 401. Have you any reason to believe that the other training-walls will prove less beneficial? Yes, most decidedly.
 402. You are opposed to the construction of the other training-walls? Yes.
 403. Do you think that the diversion of the waters of Warrell Creek into the Main Arm will have the effect of creating a better scour? Certainly.
 404. I understand that you do not approve of the proposal before the Committee? Not altogether. There is a flat at the upper end of Stewart Island, and until that flat is cut through the water cannot get into the north channel to wash the bar out.

405. Do you not think that a natural scour will be created if the training-walls are constructed? If you confine the water you must increase the scour. T. Bolton.
406. It is proposed to divert the water of Warrell Creek into the Main Arm;—do you not think that that will bring about the desired result? Certainly. June, 1898.
407. I understand that you advocate the dredging of the river; but would it not be better to create a scour which would have the same effect? It would be of no use to run the training-wall from Blackwood Point at the upper end of the island until you had removed the flat there. The channel at the upper end of the island was closed because a vessel threw out some heaps of ballast there. That flat wants cutting through, so that the channel may be opened up again. I do not see what use the training-walls can be until you open the channel. According to the surveyor, there are 11 ft. 6 in. of water in the river above the flat.
408. Suppose the engineers say that the proposed works will give a good scour, and make a channel, will you not rely on their judgment? I admit that the training-walls must confine the water; but I say that the flat must be dredged first.
409. Suppose the channel is created by the scour caused by the diversion of Warrell Creek? The flat I speak of will have to be dredged through.
410. It is a sand-flat? Yes. There will not have to be a great deal more done from where the dredge left off. Then if the wall is wanted afterwards it can be made.
411. If they construct the training-wall and dredge the place, depositing the sand behind the wall, will that satisfy you? Certainly; because it will make the channel permanent. I want the channel opened first. There was never a channel on the north side of the island until of late years.
412. What steamers trade here now? The principal steamer is the "Euroka."
413. What draught has she? About 4 ft. 6 in. or 5 feet.
414. Does she supply the wants of the trade of the district? Not always. I doubt if she will be able to take all the maize away this season if she runs constantly, leaving the timber trade and the other freight out of consideration.
415. But she has met the requirements of the district so far? Well, she is only a new boat. We have had the "Rosedale," and other boats, trading here.
416. Your cause of complaint is not that you have not a good service, but that you have to keep your perishable goods a long time before you can get a boat? Yes. When we send our produce down to the Heads there is no one there to look after it.
417. You contend that it is essential to have the entrance improved in order to establish a regular service which will be of benefit to the trade of the district? I am of the opinion that once the training-wall is finished to the outer point the first flood of any note will sweep the bar away, and we shall have a port. After a heavy flood I have seen vessels beating in and out in a gale of wind.
418. From what direction? Easterly, and particularly south-easterly, winds play upon the bar. With regard to the tide at Warrell Creek, it will run out in from three-quarters of an hour to an hour after it runs out of the main river, and I will explain the cause of that. From the mouth of Warrell Creek at the Heads to Scott's Head is a distance of 9 miles, a narrow sandy beach intervening all the way. As the tide rises, it comes in under the sand and swells the water in the creek, consequently the tide will be running up in the river for half an hour or an hour, while the ebb tide is running out of the creek.
419. I suppose there is a strong flow of tidal water in Warrell Creek? There is a good flow of water there during a heavy fresh, but otherwise there is not much flow. The creek is very shallow.
420. However, by the diversion of Warrell Creek as proposed, we shall get rid of one source of difficulty? Certainly.
421. Have you any idea as to what the trade of the district amounts to? I have not had time to go into particulars.
422. Do you think 40,000 bags of maize are sent away annually? I cannot say. This year will be an exceptional year.
423. Have you any idea as to how many acres are cultivated for maize? No.
424. Have you any idea as to the average size of the holdings here? No.
425. Are you satisfied that if a good port is given, the farmers will be prepared to put more land under cultivation? They are doing that every year. The land here is very difficult and expensive to clear. It is not like the alluvial scrub land on the Bellinger and on the Macleay.
426. If we give better facilities for the export of produce, do you think more land will be put under cultivation? Yes.
427. Do you think that the improvement of the bar will lead to the reduction of freights? It should do so. Perishable goods, such as pigs, deteriorate on the journey down. Pigs that leave here fat are only store pigs when they get to Sydney.
428. What is your opinion as to the permanency to the timber trade? There is a great deal of timber here yet, but, of course, the drawers have to go farther afield each year.
429. Still, there is sufficient timber to last for many years? Yes. By the time they have got out all the good timber standing now they will be able to fall back on the young trees growing up. Trees that were saplings when I came here are now 2 or 3 feet through.
430. You think there is room for the development of the timber industry? Certainly.
431. Can you give us an idea as to whether the dairying industry promises to expand? It is only in its infancy yet; but everyone here is going in for dairying. All the talk is about it.
432. Is the land suitable for grass? There are thousands of acres that will be taken up for dairying if a proper outlet is provided.
433. Where is this land? All over the place. There are parts of the country out back where only a bit here and there has been taken up, which would keep a dozen families. It is all good grazing land.
434. Do all the lands you speak of come within the influence of the proposed works? Certainly.
435. The produce from those lands would not go to any other port than the Nambucca? No. There is also plenty of good land further out the produce of which will, I think, eventually come this way instead of going to the Macleay.
436. Do you know of an alternative proposal to construct a tramway from the Nambucca to the Macleay Heads? No.
437. Suppose that tramway or railway communication with the Macleay was given to you, and the Macleay entrance was made navigable, would that suit the people of the Nambucca? Which entrance to the Macleay would you improve?
- 438.

- T. Bolton. 438. The new entrance? Decidedly not. With two or three heavy gales the whole of the sandy beach there will be in the river.
- 1 June, 1898. 439. *Chairman.*] Would such a railway suit you better with a waterway of your own? Decidedly not.
440. *Mr. Farnell.*] You think that the Nambucca is the natural outlet to this district? Yes.
441. And you think that the improvement of the entrance will do all that is required by the people of the district? If the flats are opened up to the top end of the island the floods will wash the whole channel out without the aid of any training-wall, besides that which is there now. I have been in and out of these bar-harbours since 1849. I came to the Macleay in 1849, and where the new entrance is now there was then a sand-flat which we used to get water in.
442. Have you noticed any material difference in the depth of water in the main river since you have been here? No, it has always been about the same.
443. I understand that the river is navigable for many miles? Well, the "Euroka" could go up 5 miles above Macksville.
444. Would it be a convenience to the people if she could go up still further? No. The people there will always have to bring their produce down on the droghers. I believe that Macksville will be the head of navigation for all time.
445. Do you know of any other way whereby the convenience of the people of the district may be met than the improvement of the river entrance? There is no other way that I can see.
446. *Mr. Roberts.*] Where is the best maize-growing land on the Nambucca? The best alluvial land is at Bowra and on Taylor's Arm. There is also good land on Warrell Creek.
447. Are there many farmers on Warrell Creek? There is more land to be taken up there.
448. Is all the best land taken up? Yes, and in some places the back land has been taken up. Nearly all the water-frontages have been taken up.
449. Is the land you speak of within easy distance of the Government wharf? It is 15 or 16 miles from the wharf to the first settlement up the creek. For the last 9 miles of its course the creek passes through sand.
450. Do the droghers go up Warrell Creek to get maize? Occasionally, when there is a load ready.
451. There is no difficulty in getting the droghers up? Not during spring tides. I have not heard of any difficulty being met with since the creek was deepened at the island crossing.
452. What freight do you pay to send a bag of maize to Sydney? I think 1s. 6d. a bag.
453. Does that include droghering? Yes, but it is 1s. 6d. a bag whether you put your maize on board the steamer at the Heads or on board the drogher at Bowra.
454. How far does the drogher go to collect maize? From the Heads to Bowra is a distance of about 20 miles. Bowra is the head of navigation for droghers. Welsh's wharf is the head of navigation on Taylor's Arm.
455. Does the drogher bring down any timber? No; there are proper log punts for that.
456. Where is most of the timber obtained for the saw-mills? From all parts of the river—from Warrell Creek, from Taylor's Arm, and on the Main Arm right up as far as Bowra.
457. Is the timber on Taylor's Arm or beyond Bowra superior to that down near the coast? It depends upon the class of timber you want.
458. What are the principal timbers you send from here? Tallow-wood, black butt, flooded gum, and ironbark. A great number of girders and piles are sent away from here.
459. Does the timber on the Nambucca compare favourably with that on the North Coast rivers? I do not think that the timber of any other river on the coast will beat it.
460. Are there many farms higher up the river than Bowra? The greater number of the farms is above Bowra.
461. What is the longest distance that the farmer has to cart his maize in order to put it on the drogher? I cannot tell you. I have seen teams at Taylor's Arm that have come down 18 or 20 miles or even more.
462. Is the river so shallow that they cannot use it? Well, at times there is only one drogher, and she is not able to attend to all the farms. The maize has been lying in the barns until the people have had to bring it right down to Macksville to get it away.
463. How much time does a farmer lose in bringing his maize 20 miles? They generally employ the services of bullock-drivers. I do not know what they pay per bag to have it brought down.
464. Have you a farm on the river yourself? Yes.
465. Where is it situated? Just where you cross the valley.
466. How many acres have you? 198.
467. How many acres do you cultivate? This year I have put about 12 acres under maize; the rest of the land is under grass, more or less.
468. Have you entered upon the dairying industry? I have done a little at it. I intend to go in for it properly, and I have spent £40 upon a separator.
469. Do you think that dairying will be a success in this district? It has to be proved yet, but I think that it will. We want a better outlet for our produce. I have been sending cream to Kempsey.
470. How far is that? Thirty-nine miles from Macksville.
471. Do you send it to Kempsey to catch the Macleay River boat? I have taken it over to the Macleay Heads, and the steam launch has carried it down from there.
472. What is the freight upon cream to Sydney? I have never sent cream to Sydney.
473. Are you able to dispose of your cream at Kempsey? Yes, to Foley Bros.' factory there.
474. From what distance do the people send their produce to Sydney by way of the Nambucca;—do the people half-way to the Macleay use the Nambucca, or do they use the Macleay? Well, it depends upon the rates to some extent. You can go to Kempsey through Clybucca. If you want to get to the entrance you have to go to Jerseyville. You can go to Stewart's Point in about 9 miles; but the road goes round about 16 miles.
475. Do you send your cream to Kempsey regularly? No; my cattle have all gone dry, and I am not dairying at the present time. The reason why I have not cultivated much land is that the land is too expensive to clear. It costs between £25 and £30 per acre to clear, and it is not tip-top land then.
476. Have you held your present farm all the time you have been on the Nambucca? Yes.
477. How much of the land you hold have you cleared? I suppose I have cleared 120 or 130 acres. As fast as I have earned money by contracting, and in other ways, I have spent it in improving my land.

478. Is there any demand for land in this district? You see people looking for land almost every day. T. Bolton.
479. Has the demand for land increased since the improvement of the river entrance has been in contemplation? The demand for land is increasing more or less every year. 1 June, 1898.
480. Is there any good land open for selection at the present time? Not land that is handy to the river. All the river frontages have been taken up.
481. But if you go far enough up the river you can get plenty of land? You can get land in patches all over the place.
482. Cannot you get water frontages some distance beyond the head of navigation? You get frontages to creeks and gullies.
483. But the land is good? You get the best land up among the creeks.
484. Is the farming land here equal to similar land on the Macleay? You may get a good patch of scrub land equal to the land on any part of the Macleay, but the Macleay land is altogether different from the Nambucca land. On the Macleay the land is alluvial, and after the third year you can plough it. The timber is scrub timber, and after a second fire it all disappears. Here, however, after felling the trees we have to draw the logs together, cut them up, burn them, and dig out the stumps. You cannot get rid of hardwood timber easily. I have known places on the Macleay where they have dug trenches and put the trees in and ploughed over them.
485. How does this river compare with the Bellinger? It is not nearly so good as the Bellinger. The Bellinger is one of the best rivers on the coast. It would be difficult to find better land than there is on the Bellinger.
486. How long have you been on the Nambucca? I selected here in 1866.
487. Why have you remained here instead of going to the Macleay or to the Bellinger? I have seen three floods on the Macleay over the river bank in twelve months, besides minor freshes. I came over here as a shipbuilder.
488. How long did you keep on shipbuilding? Not long. Then I went in for contracting, and put my nose to the grindstone to keep things going.
489. How long is it since you settled down at Macksville? I put in two years here. Then I went to the Bellinger for five years, and when I came back I stayed here. I went to the Bellinger because there was no work here at the time.
490. You have done fairly well, I hope, since you have been here? Yes. If I had sold out when the land boom was on I should have done very well. I could have sold then for £2,000, but I doubt if I could get £500 now, although I have put up a house on the land which is worth nearly the money.
491. When was the last flood on the Nambucca? Well, the flood here is more like a spring tide. I have seen tides almost as high as floods. I have seen a very high flood, but at that time there was only a narrow entrance, and a high sea running, so that the water could not get out; but after that the Spit was swept away, and ever since the bar has been coming further in. I consider that now the bar is an inner bar, not an outer bar.
492. When did you have the last flood of any importance? From seven to ten years ago. At Bowra the water might rise 30 or 35 feet, but down here a flood is only like a rise caused by a big spring tide. We are so near the entrance that the water gets away quickly.
493. What is the effect of a flood upon the land here;—does it fertilise the land? On the Macleay a flood leaves a deposit, but down here the water does not go over the land at all.
494. So that here you simply lose by a flood; you gain no advantage from it? Yes. Up about Bowra a flood will wash one point of land away and make up for its loss on the other side, perhaps. The same thing happens on the Bellinger.
495. You are Vice-President of the local Progress Committee? Yes.
496. Have the members of the committee considered the proposal to improve the entrance to the river;—is there unanimity among them on the question? They are unanimous that it is necessary to open the river.
497. Do you regard the proposal of the Department with satisfaction, or are there any suggestions which your committee would like to offer for our consideration? I do not know of any.
498. What are the principal disabilities under which the residents on the river labour;—if you got an improved entrance, will that be all you will require? We want regular communication, so that we may get our things to market at any time we send them down.
499. What you suffer from now is the uncertainty of steamer communication? Yes. Pigs, fowls, eggs, all deteriorate in transit. When they get to Sydney perhaps they fetch hardly anything.
500. How often does it happen that you lose in this way;—are you put to constant inconvenience and loss? Well, there is always inconvenience, more or less. If a vessel makes a good trip the produce gets into Sydney in good order, but if there is any delay perishable articles suffer. Pigs, in particular, fall away.
501. Do you expect a reduction in rates if the harbour improvements are carried out? I think that if we get a proper entrance there will be an opposition company, and we shall then not have to knuckle down to the North Coast Company for everything. Opposition is the life of tradé. Of course vessels cannot run for nothing, steamers in particular.
502. Do you regard the charges which you have to pay now as excessive? I do not know that the company could do the work for less at the present time, but if the place is opened up, and the charges continue as high as they are now, I shall consider them very unreasonable.
503. How does a rate of 1s. 6d. a bag for maize compare with the rate paid on the Macleay? On the Macleay I believe the maize is taken away for 1s. a bag.
504. Would residents on this river be satisfied if they could get their maize taken away for 1s. a bag? They have to be satisfied to get it away at all. For pigs we pay 5s. each, large and small.
505. Is the rate for pigs higher than the rates on the other rivers? I do not know what the rate for pigs is on the other rivers. I have also had to pay 4s. 6d. a head for feed, and to meet other charges in Sydney.
506. Is all your produce sent to Sydney as a rule? We have no other market. All the steamers coming here trade to Sydney.
507. Are there not any local buyers? There may be a local buyer for maize, but he is under the same inconvenience as the shipper. I do not suppose that he gets his money until the return comes back, unless the maize is taken to pay a debt. 508.

- T. Bolton.** 508. Is any quantity of butter produced in the district? No; butter production is in its infancy here. It is only last year that we started.
- 1 June, 1898.** 509. Is it fair to say that the present year will show an increase in the production of maize, timber, eggs, poultry, pigs, and so on, as compared with previous years? Well, I would not say that there will be an increase in the timber production. One mill has been removed to the Bellinger, and there are only two mills now, whereas previously there were four. One of the mills has been burnt down. A large quantity of farm produce will be sent away.
510. Do you think that the exports of this year will exceed the exports of last year? The export of maize this year will be one-half as much more as the exports of last year. In regard to my own crop, I am positive that it will be doubled.
511. Why is that? The land has got into better working order, and we have had a better season than usual.
512. In round figures, the export of last year, as shown by the ships' manifests, was 40,000 bags;—do you think that the exports this year will be 80,000 bags? No; it will be 60,000 bags.
513. That is an increase of 50 per cent.? Yes.
514. What is about the average yield of maize per acre? It depends upon the season. This year I am taking 80 bushels to the acre off one patch. Last year I did not get more than 20. On the average, I should think that the yield last year was about 20 bushels to the acre. This year I believe it will be twice as much.
515. But take one year with another? I think the yield would be about 25 bushels to the acre all through the district.
516. What is the net return per bushel? That depends upon the price obtained in Sydney.
517. What did you get last year? I got 2s. per bushel for what I sent away, and I had to pay 1s. 6d. a bag freight—4½d. a bushel.
518. So that your net return would be about 1s. 6d. a bushel? Yes.
519. How many acres of maize do you think a man would have to cultivate to keep himself and his family alive? On the Macleay a man can just manage to live on 25 or 30 acres of good land.
520. But here he would want 40 or 50 acres? Yes; and then it would not pay for the labour put into it.
521. That being so, what is to make this district productive? The clearing of the land, and the putting of it under cultivation.
522. Under cultivation for what? For maize, and the using of it for dairying.
523. But you say that it does not pay to clear the land? If a man had 40 acres of ground he would have to employ labour to work it, and by the time he had paid wages he would have very little out of his crop.
524. Then what is to make the district prosperous? Well, the land must be cleared, as in other districts.
525. But it would appear from your statement that if a man clears land he goes to the bad? Well, a man would not have to employ labour all the time; but besides that there is the expense of the crop and the expense of sending it to market.
526. What will make things better in this district? To get more land cleared and more people on the land. I will get 60 and 70 bushels to the acre this year, while last year I only got 20 bushels.
527. When the land is thoroughly cleared and worked up it will give a better return? When the land is thoroughly worked up you will get as much off an acre as is obtained on the Macleay and in any other places.
528. You say that to clear the land costs £25 an acre? From that to £30.
529. What does it fetch per acre? There is no sale for land. You might be able to give it away for £2 or £3 an acre. Of course the land must go up again in price.
530. Am I to understand that with proper cultivation a payable yearly crop will be obtained? Yes; the crop improves every year. You must understand that I am speaking of the land down here, not of the land up above Bowra, where there is alluvial soil.
531. It would appear to be of no use for a man to come here unless he had some capital to start with? I do not think a man should go on to land unless he has capital to start with.
532. What was the population of Macksville when you came here? There were only about three families here then.
533. You do not know the population now? No.
534. Has the town grown to a considerable size? Yes; it has improved in some respects, while in other respects it has gone back, like other places on the coast.
535. Do you consider that the farmers in this district are now in a sound financial position? Until you come to sound them you think that they are, but when you find out all about them you discover that most of them are in the hands of the banks.
536. Do you mean with large amounts to their credit? No; I mean that they have all mortgaged their land to the banks.
537. *Mr. Trickett.*] I suppose that is because of the entrance being bad? No; it is owing to the fact that when the land boom was on they mortgaged what land they had to buy more land. I have known people on the Bellinger and on the Macleay owning first-class land who mortgaged it and then lost everything.
538. Then earth-hunger has been the cause of the present state of affairs? Yes.
539. A desire for more land, and an over-estimating of the capabilities of the land? Yes; they have been carrying on too high a game. The times were good, and people thought that they would never change; but they have changed.
540. Corn fetched a better price then than now? In my time corn came up to 5s. a bushel—from a bushel of corn to a bottle of rum. I have seen corn sold at 7s. 6d. a bushel at the barn-door, but next season I got only 1s. 5d. a bushel in Sydney, and paid 1s. 6d. a bushel in freight. You will see that I have had ups and downs.
541. Do you regard 2s. a bushel as about the lowest price that a grower can afford to get? That is about the minimum price.
542. If a man cannot get more he had better leave maize-growing alone? Yes.
543. *Chairman.*] Land that would cost £30 an acre to clear would be covered with heavy timber? Yes.
544. Would not that heavy timber be valuable? You cannot get rid of it. Most of it is pipey or knotty.
545. But would not a large quantity of it be saleable? No; I have had splendid trees on my land, but the mill will not take them. The timber I speak of is grey gum, which is equal to ironbark.

Edward Hitchins, auctioneer, Warrell Creek and Macksville, sworn, and examined:—

546. *Chairman.*] How long have you been in the district? About fourteen years.
547. Have you a general knowledge of it? Yes.
548. *Mr. Clarke.*] You know what has been done at the entrance of the river, and what it is proposed to do there? Yes.
549. Do you think that if the Departmental scheme is carried out it will be beneficial to the public? Yes.
550. Do you think that the best means of developing the district is to make the entrance to the river navigable? That is all we want.
551. It has been suggested that a railway might be made to the Macleay? That would be too expensive, I think.
552. You are of opinion that water carriage is always cheaper than land carriage? Yes.
553. What do you think of the resources of the district? They are very large. The production of the district can be increased by opening up the river. There is any quantity of land here for selection and for purchase. All that is wanted is people.
554. But if prices are as low as they are described to be by a previous witness, do you think it would be profitable for people to come and take up land here and clear it? I think that Mr. Bolton's evidence, as to the cost of clearing land, is too high. I consider that from £10 to £15 an acre will be the cost of clearing.
555. *Chairman.*] Do you refer to land similar to that referred to by Mr. Bolton? Well, anywhere about the salt water the land is more easily cleared than it is down towards the mouth of the river. You have only to put a match to the softwood country and it will all burn away. Up further the land is all covered with softwood, and you only get about eight or nine hardwood trees to the acre. Down the river, of course, the timber is all hardwood.
556. *Mr. Clarke.*] So that the statement of the previous witness would only apply to the land on which he himself resides? To the swampy land, and to the land on the lower parts of the river, where the timber will not burn well. You might have a fire there for three months and it would not burn the timber off.
557. Of course, in dealing with any timber, you must fell it first? Yes. We pay from £1 to £1 10s. an acre for felling timber, and then, if it is softwood, most of it will burn away.
558. I suppose in many cases corn is planted among the timber with a hoe? Yes, in the first year. Then you cut up the timber, pull it together, and burn it.
559. After that the land is fit for maize-growing or for dairying? Yes; there is a little stumping to be done, but as the years go on the softwood timber rots, and the stumps disappear.
560. You cannot sell the hardwood timber to the mills? Not the timber that grows on the alluvial flats, because it is too far up the river, and the timber is not what the mills require. You have to go to the ridges for timber that suits the mills.
561. Do you think that the trade of the port is improved since the harbour works were commenced? Yes, considerably. The only drawback to the district is the bad state of the river. I could induce people to come here if there were facilities for getting produce away. Our resources are very large; but we require better means of communication with the market.
562. What are the resources of the district? Maize-growing, dairying, timber-getting, poultry, and pig-raising.
563. *Mr. Farnell.*] Fruit-growing? There is not much fruit-growing; but oranges will grow well here. You can get splendid self-sown oranges in the scrubs.
564. *Mr. Clarke.*] Pig-raising is very profitable? Yes.
565. Are the pigs generally sent alive to Sydney? Yes.
566. Is any bacon made here? No. People sometimes drive their pigs over to the Macleay, to get them away quickly.
567. To the factory there? No, to ship them to Sydney.
568. Is there any bacon factory on the Macleay? No.
569. After you get away from the coast is the land on the river generally good? Yes; it is as good as any land in the Colony. The alluvial flats are small, but they are very rich.
570. Do they extend any distance from the water? Not any great distance; not beyond 30 or 40 chains, generally.
571. Is the higher land good for dairying if cleared? It is what we call first-class forest land. It is good for maize-growing for six or seven years.
572. It is not nearly as good as the alluvial flats? Certainly not. You cannot tire out the alluvial flats.
573. Is much grazing done here? Not a great deal; the country is not open enough.
574. I suppose it will be some time before the dairying industry becomes of very much importance? No. I consider that the industry has made great strides during the last two years. I started about a year ago with one small hand-separator, and now there are thirty or forty separators in the district, including three steam separators.
575. Do you make butter here? No. We send away our cream to the Macleay, and to Sydney—to Foley Brothers, and to Denham Brothers, on the Macleay.
576. But is there not a risk of losing your cream if you send it to Sydney, because of the delays in shipment? Yes. The people have to take that risk. Some cart their cream to the Macleay, and send it from there to Sydney.
577. I suppose that in the future the cream will be made into butter locally? I think it will not be long before we make butter, if we get good communication with Sydney.
578. Butter will deteriorate if kept a long time on the steamer, unless it is placed in refrigerating or cooling chambers? Yes.
579. Have the vessels trading here refrigerating chambers? I do not think so.
580. If the entrance to the river were improved vessels of a larger size might come here, and you might get competition, which would lower the rates of freight? Yes. Once the steamers can get inside the river they can steam up to the wharf.
581. Do you consider that 1s. 6d. a bag is too high a rate for maize in the present state of the bar? Yes. Of course there is not sufficient trade on the river, at the present time, to employ two steamers.
582. It requires a considerable amount of capital to go in for dairying? Yes. If people own land of their own the vendors of cows will give them accommodation.

E. Hitchins.
1 June, 1898.

- E. Hitchins.
1 June, 1898.
583. Do you think that dairying will be successful? Very successful.
584. But I suppose that on the whole mixed farming would be better? Yes. The flats here are too rich to put under grass, so that there will always be maize-growing and pig-raising.
585. In the dairying industry the returns are made monthly;—you do not have to wait a long time for your money, as in the case of the maize-growing industry? Yes.
586. That is a great consideration? Yes. There are many risks connected with maize-growing which are not connected with dairying. In many instances it is a hundred to one that you never get a crop.
587. How many acres would it take to keep a cow here? I think that in some places we could put three or four cows on to one acre. In a back paddock here there are 5 acres which will keep twenty cows for twelve months.
588. It must be very rich alluvial land? It is rich grass land. It is surprising how much stock it will carry.
589. Taking everything into consideration, you think that the carrying out of the proposed works would be of considerable benefit to the whole district? Certainly.
590. I suppose it will be the salvation of the district? Yes. Once we can get the steamer to come up here we shall get competition.
591. Most of the farmers in the hands of the banks now will require to get clear before they can do much? The banks have given them splendid terms, and some of them will get their land back. The banks have given them as much as ten years in some cases.
592. So that things are coming to a normal condition again? Yes.
593. Is there anything you would like to add? I should like to say that when I came here there were only two families at Taylor's Arm, and now there about 100. Out at Warrell Creek the population had increased 200 per cent. The Unkya Creek and the Allomera Creek people take all their maize now to the Macleay Heads, which is several miles further than to the head of Warrell Creek.
594. Do you think that the population of the district will continue to increase? Yes. I sold a farm a couple of days ago to some Macleay people who wanted land. That farm contained 660 acres.
595. What is the price of fair average alluvial land here? We can get £10 an acre for the alluvial land fronting the river.
596. The back land would not be so valuable? No, not in proportion. I am speaking of improved land.
597. *Chairman.*] Is unimproved land saleable? There is very little unimproved land, unless it is land available for selection.
598. *Mr. Clarke.*] What is the value of land which is not improved;—could you put any value upon it? Not unless I saw the land myself.
599. I suppose unimproved land here would not average much more than £1 an acre? No, it would not be worth more than that. In some parts the trees have been felled and have grown up again.
600. Do you think that the population and the production of the district are likely to increase by 50 per cent. within the next few years? Yes; they are both increasing very fast.
601. *Mr. Trickett.*] With regard to land transactions, do you find that the people here stick to their holdings well? Yes, as long as they can. Of course the banks have weeded out a few of them.
602. Can the struggling hardworking farmer get along here? Yes. Some years ago we had a repetition of floods, and that crippled all the farmers, but they are getting on to their legs again now.
603. I thought that the floods did no good here? Of course, down on this part of the river the floods do not go over the land, but higher up, where there are alluvial flats, the land is flooded. Maize is grown 40 miles up Taylor's Arm.
604. Has that maize to be brought down to the steamer by teamsters? It has to be brought to the head of navigation. Of course, it takes a very small rise in the river to flood the flats there. Down here, however, the water does not come over the banks.
605. We have been told by a Government officer that, it is intended to throw open about 5,000 acres of land at the head of Taylor's Arm for selection;—do you think that land will be taken up for farming purposes? Yes.
606. In what areas? From 40 acres upwards. It is very rich land, like the Orara land. That land must all be taken up. All that is wanted is facilities for getting maize away.
607. We have been told that there are 253,500 acres of unalienated land in this district;—do you think that if increased facilities for getting produce away are given that land will be taken up? Yes.
608. Do you think that there is no doubt about that? Yes; I know how the production of the district has increased of late. Last year we sent away over 40,000 bags of maize. This year the export will be 50 per cent. more.
609. I suppose a large quantity of the maize is consumed locally by pigs and other live stock? Yes; and a large quantity of the maize that is grown on the Unkya and Allomera Creeks now goes to the Macleay Heads.
610. Have any of the banking companies an office on the river now? No.
611. I suppose at the present time the payment for produce is very often in return stores? I dare say in many cases it is.
612. Where are your bank centres? The Banking Company have a branch at Bellingen, and the A.J.S. Bank have a branch at Kempsey.
613. *Mr. Roberts.*] You differ from Mr. Bolton as to the cost of clearing land;—do you differ from him upon any other point? Yes; I think that he said that the "Euroka" took all the produce from here; but I should like to point out that there are several sailing vessels which come here for timber. The timber is not sent away by steamer at all.
614. Do other steamers come here besides the "Euroka"? Yes; the "Billy Barlow" and the "Tilbury" also comes here.
615. Do the sailing vessels all come up to Macksville? Not now.
616. Does the "Euroka" come to Macksville? Occasionally.
617. Is she the only steamer that can come here? The "Pelican" comes here, and tranships to the "Burrawong" at the Macleay.
618. The small steamers meet the "Burrawong" at the Macleay? Yes, or meet a steamer at Port Macquarie.

619. Do you think the future of the district is sufficiently good to warrant the proposed expenditure at the mouth of the river? Considering that so much money has been thrown away in other parts of the Colony, I believe that we are entitled to even a larger expenditure than is proposed. These works will have to be carried out, and the sooner they are carried out the sooner the district will improve. E. Hitchins.
1 June, 1898.
620. Would you regard the construction of these works as the throwing away of money? No; I consider that it would be a good expenditure, because it would help to settle people on the soil.
621. *Mr. Clarke.*] And it would keep them here? Yes.
622. Do you think that 25 bushels an acre is a fair average yield of maize? No; I think that the average yield of maize in the district is from 50 to 60 bushels.
623. *Chairman.*] Is that taking one year with another? That is providing that there are no floods.
624. But take a period of ten years? For the last ten years the average yield has not, perhaps, been more than 25 bushels, but for the last five years the average yield has been from 30 to 40 bushels. On some land you get over 100 bushels.
625. How is the land held, under ordinary conditional purchase, or is any quantity of it special area land? I think the Unkya land is all special area land.
626. Has any quantity of land been taken up here under the special area system? Yes.
627. At what price? At, I think, 30s. an acre.
628. What is about the average yield of a free selector in the district? I should think about 100 bushels.
629. Are there any holdings of 640 acres? Very few.
630. That is because the land is so expensive to clear? Yes; and to get 640 acres, you have to go right back to the mountains in some places. All the frontages are taken up.
631. It is estimated that within the area contained by a line midway between the Nambucca and the Bellinger, by a line midway between the Nambucca and the Macleay, and by the dividing range, there were at the end of last year 27,600 acres of freehold land, and over 10,000 acres of privately-leased land; this year there were 5,450 acres of land under maize;—do you think that the area I have described is capable of trebling its present output? I hardly think it would treble it; but I believe that you could double it.
632. Would all the country I have described be within the influence of the Nambucca River if the entrance were made good? Yes.
633. Would the whole of this area contribute to the trade of the river? Certainly.

Angus McKay, storekeeper, Macksville, sworn, and examined:—

634. *Chairman.*] How long have you resided here? For about fifteen years.
635. *Mr. Trickett.*] I suppose you have watched the progress of the district very closely;—do you regard this as a progressive district? Of late years it has been very progressive. A. McKay.
1 June, 1898.
636. Will you tell us what its development has been since you came here? When I came here only one small sailing vessel used to trade to the river and she did not take away more than fifty bags of maize a month, or about 3,000 bags a year. Now, however, there are about 40,000 bags of maize sent away each year. I think that about 3,000 pigs go from the district now. Last year about 10,000 bags of maize went to the Macleay from the Unkya and from Warrell Creek.
637. In your opinion, the district has improved year by year? Yes.
638. Like other districts, it has had its ups and downs? Yes.
639. Why did the place fall behind so much a little while ago? The bad state of the bar two years ago made it fall behind. Last year we were eight months without any communication across the bar, and maize was lying rotting all along the banks.
640. Was that after the commencement of the harbour works? A swell altered the channel and sent the sand everywhere, leaving no permanent entrance. Since it has gone further out, however, the channel has improved wonderfully.
641. How does the district stand in regard to floods? It does not suffer so much as the Macleay and other districts in floods. Floods go over the maize, but the houses and cattle are secure.
642. Do you look upon this as a fairly sound district? It is going to be a very sound district.
643. You have done fairly well in business here? Yes; there is not so much credit asked for now as was asked for two years ago.
644. Steam communication is getting better? Yes.
645. We hear that the output of the district is likely to be more extensive next year than it has been in the past? Yes.
646. Why do you think that that will be so? Five years ago I do not think we exported 20,000 bags of maize. This year I am certain that we shall export 60,000 bags of maize. The increase in our export is due to the larger area of land that has been cleared and cultivated.
647. How do you get your goods up from Sydney? By the North Coast Company's boat and the drogher.
648. What is the quantity of goods brought to the Nambucca by the steamers in a year? About 20 tons a week.
649. That would be general goods—groceries, ironmongery, and articles for household use and consumption? Yes; of course that is not counting the stores which are brought up by sailing vessels for the saw-mills.
650. What would be the value of those goods? I could scarcely say. I suppose £100 worth of goods would be brought here every week.
651. So that the imports of the district would be worth £52,000 a year? Yes.
652. How many storekeepers are there here? We have four stores.
653. Are they all doing pretty well? I think so.
654. Is there any other way in which goods can be brought to Macksville than by steamer? When the bar is bad we get our stores from the Macleay.
655. Is much brought from the Macleay;—would the goods brought that way be worth £2,000 or £3,000 a year? I think so. Cream, eggs, and fowls go to the Macleay very often when the bar here is bad.
656. Does the town of Macksville serve as a centre for a large district? Yes; there is a small town up the river about the size of Macksville where there are four stores.
657. Do the goods for these stores go up the river? Yes.
658. Do you hear many inquiries for land in the district? Yes; there is always someone wanting land. There have been two or three looking for land this week.
659. For dairying purposes? Yes.

- A. McKay.
1 June, 1898.
660. It looks as if dairying would be a large business in the future here? Yes; I have two steam creameries working, one here and one at Bowraville.
661. Have you any cattle? No; I only buy the milk.
662. Where do you send the cream? We used to send it to the Macleay; but this month I am churning it myself.
663. Do you find that butter-making pays? Yes.
664. Are the creameries which you have started profitable? Yes, they are doing very well.
665. How many are there in the neighbourhood? One more besides my own; that is, without counting the hand separators.
666. Is dairying a large industry here? They are getting what companies they can here, and going into it as much as possible. They only started dairying here about two years ago.
667. What is the rate of freight inwards? About 30s. a ton.
668. How does that rate compare with the rates on the other rivers? The rate to the Macleay is £1 a ton for general goods, and 12s. 6d. for heavy goods—salt, flour, sugar.
669. Therefore, you are handicapped to some extent? Yes.
670. Is that because of the entrance? Yes. No parcel is carried for less than 1s. 6d.
671. With an improved entrance, do you think you would have lower rates? Yes. I have seen the ship people myself, and I have asked if they would not charge lower rates. They told me that as soon as we get a better bar they would reduce the rates as they had been reduced on other rivers.
672. The reduction of the rates would be of great advantage to the people here in giving them larger profits? Yes. The ship people say "Make the bar good and we will take your stuff away at lower rates." At the present time the vessels have to go out only half loaded.
673. Do you agree with the evidence of previous witnesses? I do not agree with what Mr. Bolton said, as to the price of clearing land here, and as to the value of land. I do not think he understands anything about farming. People who are used to clearing land can clear it much more easily than he supposes.
674. What do you think land for farming purposes is worth, and what does it cost to clear for maize-growing? The maize-growing land is felled for 30s. an acre, and the timber is cleared away very quickly.
675. That land is higher up than the navigable part of the river? Yes. The timber on that country is easily burnt off.
676. Do the people who deal with you keep their engagements pretty well? Yes. The people on the land here are in a very good position. Only very short credits are asked for. A few years ago, however, we used to stand to the people for twelve months; now there is none of that.
677. Are there many abandoned holdings in the district? There are a good many old abandoned holdings, but no one has left the district during the last few years. People are continually coming into the district, because it is looked upon as a good one.
678. You think that this is a progressive district, and that lately it has been progressive at a more rapid rate than formerly? Yes.
679. You think that what has given it an extra start is the improvement in the means of communication? Yes. We ask for nothing more than a good bar. If the proposed works are carried out this district will be second to none on the coast.

William Ezold, storekeeper, Macksville, sworn, and examined:—

- W. Ezold.
1 June, 1898.
680. *Chairman.*] How long have you been here? Five years.
681. *Mr. Roberts.*] How many stores are there at Macksville at the present time? Four.
682. Were there three other stores here when you arrived? No; there were only two here then.
683. Do you regard the increase in the number of stores as a proof of the improvement of the district? It should be considered a proof of its improvement.
684. Has your business increased since you came into the district;—is the trade of the district expanding? As there are four stores here, and each is doing about the same amount of trade as I have done, there must be an improvement in the district.
685. Are you doing as well now as when there were fewer stores? Yes.
686. Do you get all your goods from Sydney? Yes.
687. Do they all come up the river? Yes.
688. Are they brought by steamer or by sailing vessel? By steamer.
689. Do you know what quantity of general merchandise has been imported during the last few years? No.
690. The last witness told us that about 20 tons of general merchandise is imported weekly? I consider that 30 or 40 tons of general merchandise must be imported each week.
691. What would be about the value of the goods coming here weekly? I could hardly say.
692. What would be about the value of the goods you purchase in twelve months? About £2,000.
693. Do the other stores in Macksville do about the same business as you do? I could not say.
694. How many stores are there in the district altogether? In addition to those at Macksville, there are, I think, four at Bowra.
695. And how many down at the Heads? I think three.
696. And how many at other places? There are a few people who import goods and sell them, but they do not keep stores.
697. Well, suppose there are twelve stores or their equivalent in the district altogether, and each does the same business as you, the value of the imports of the river must be about £24,000 per annum? Yes.
698. Is your business confined to Macksville? No.
699. How far do you send goods? Right up Taylor's Arm for 30 miles, to Unkya, and to Allgomera.
700. Do you send any goods to Bowra? No.
701. Do you send any goods to places between here and the Heads? No; I cannot compete with people lower down the river.
702. People on the river have their goods delivered by the drogher free? Yes.
703. I suppose your goods are landed at the Government wharf here? Yes.
704. When you send goods up the river I suppose you have to pay the cost of droghering? No; my goods are taken round the district in a waggonette.

705. Is that the cheapest way of reaching your customers? There is no other way in which to reach them.
706. What freight do you pay to bring goods from Sydney? For heavy goods (sugar, flour, &c.), £1 per ton; the small goods come to £4 or £5 a ton.
707. But you have never paid as much as £5 a ton on goods? I pay at that rate for small cases. I am charged for every package brought to the wharf. I can get a parcel of drapery sent up by post for 8d. or 9d., but if it comes by steamer I have to pay 1s. 6d.
708. Is not the rate for some merchandise 30s. a ton? Of course, for big boxes you may have to pay only about 30s. a ton, but for small boxes of groceries and other goods you pay much more. On the average I pay £3 a ton.
709. How do the rates charged on this river compare with the rates charged on other rivers on the North Coast? I think on the Macleay they only pay half as much as I pay. I cannot say whether they pay as much for small goods as I have to pay.
710. Is the district in a fairly prosperous state? It promises to be much better than it has been for several years past.
711. You have good opportunities for judging, because of your transactions with the settlers here? Yes.
712. Do you buy much produce from the farmers? I buy produce conditionally.
713. Do you ship it away for them? Yes. Last year I bought some corn, but I could not get it away because the company did not come for it. In the meanwhile the market dropped, and my customers were greatly annoyed, because they lost by the arrangement. The North Coast Company monopolise the trade of the river, and they do what they like.
714. Is there not a regular weekly steamer? No.
715. Is the steam communication altogether irregular? Yes. Just lately the steamer has been a little more regular. I told the company that I was very glad about it, but they informed me that when the maize trade commenced again on the Macleay they might not be so regular.
716. Do you lose much through being unable to get perishable goods to market? Yes.
717. You receive consignments of eggs, fowls, and so on, from the farmers? Yes; I take them in exchange for goods.
718. Is this business satisfactory to both parties? Yes; but the difficulty is to get things to Sydney. There is always something short. I have sent citrons and oranges away. In some cases, instead of getting a return for what I have sent, I have got a bill for excess freight.
719. Do you regard the rates charged by the company as too high? Yes; much too high. They lowered them 50 per cent. when the Farmers' League was established. That was for small cases of eggs, fowls, and so on, nominally; but actually the rates have not been lowered at all. It is very desirable that we should have competition. Without it it is almost impossible to carry on business in this district.
720. Are we to regard the district as fairly prosperous? Yes; but the storekeepers have to suffer. I think they are the only ones who suffer.
721. Is that because of the irregular steam communication? We have to compete with the Macleay prices, and we have to pay high freights and make losses of all kinds because of the irregular steamer communication.
722. Notwithstanding all these drawbacks, do you think there is a good future for the district? I should like to see steamer competition here. The company has promised to run more regularly if the bar is made good.

W. Ezold.
1 June, 1898.

Frederick Notley, general storekeeper, Macksville, sworn, and examined:—

723. *Chairman.*] How long have you been here? Nine months.
724. Where were you living before you came here? On the Macleay.
725. For how long? All my life, except two years.
726. Have you a general knowledge of this and of the Macleay district? I do not know this district as well as I know the Macleay district, because I was not acquainted with it before I came to Macksville.
727. *Mr. Farnell.*] Have you seen the works in progress at the entrance to the river? I have seen them from the boat when coming up the river.
728. You had no knowledge of the state of the entrance before these works were commenced? Only from hearsay.
729. What do you think of the future of the district? The conclusion I have come to with regard to this district is that in a few years, with improved navigation and better communication with the Sydney market, it will make leaps and strides, and become one of the principal dairying districts in the Colony. I consider that this will be a good dairying district, because so much of the land here is not subject to floods, and cattle can always find pasture upon it, while there is sufficient alluvial land to enable a certain amount of agriculture to be carried on. With agriculture there always goes pig-raising. This is also a splendid district for poultry.
730. Do you think that mixed farming can be profitably carried on here, providing that the bad state of the entrance is improved? Yes; this would then be a very prosperous district.
731. Do the natural grasses grow well here after the timber has been removed? Yes; on a good deal of the land the natural grasses grow well after the timber has been removed.
732. Do you think there is any doubt as to the capacity of the land to grow sufficient fodder for cattle? None at all. I believe that there is land in abundance to grow fodder for cattle.
733. Do you know any farmers who have been growing lucerne or making ensilage? I know that lucerne has been grown. One man told me that he cut his lucerne ten times in one season. I have seen lucerne here that would compare favourably with the lucerne grown on the Hunter. I have seen wheat and good grass growing on ridges 50 feet high, and growing to the very top of them.
734. Are you much in communication with the farmers here? A great deal. I travel throughout the district in my van.
735. Do you purchase things from them? Yes; I take almost anything in exchange for goods.
736. Do you consign this produce to Sydney? Yes.
737. Since you have been here, have you suffered inconvenience because of the irregular steamer service? Yes; I have suffered considerable inconvenience and loss through it, though I understand that the trouble was greater before I came here. Perishable articles do not get to the markets soon enough. Fowls have left here healthy and in good condition, but on reaching Sydney many of them have been dead or unsaleable. Eggs have been a month in getting to the Sydney market.

F. Notley.
1 June, 1898.

- F. Notley.
1 June, 1898.
738. You have no doubt as to the reasonableness of the supposition that more land would be put under cultivation if greater facilities are afforded for getting produce away? I have not the least doubt that a very much larger area of land will be put under cultivation or cleared for grass if we are given better means of communication with the market.
739. Can you tell us what is a fair price to pay for the clearing of land here, and the making of it fit for cultivation? Of course there are two kinds of agricultural land on the Nambucca. I do not know much about the land just here, but I should think that very little over £10 an acre would be sufficient to clear the land higher up the river—that is, the alluvial flats. I have seen the scrubs felled and burnt off, and a splendid crop obtained in the one season. Of course that land is covered with soft timber.
740. The £10 an acre would, of course, include grubbing, stumping, and burning;—would 30s. an acre be too much to pay for felling alone? I could not say. I have not seen any of these flats in their original state. I have only seen them after the timber has been felled.
741. In the Richmond district the timber, after being felled, is allowed to decay;—I understand that that would not happen here? No.
742. The ground is cleared here by burning off the timber? A certain amount of grubbing is done. That is not done in the first year, and when it is done the stumps have pretty well decayed.
743. What is a fair average yield in the Macleay district? Between 40 and 50 bushels to the acre. If we get 50 bushels as an average yield, we reckon that we have a good crop.
744. What would be the average yield here? I can only judge from one year.
745. What would be the average yield this year? About 50 bushels to the acre.
746. What do you think is a payable price for maize? One shilling and nine-pence to 2s. a bushel clear.
747. What is the freight from Macksville to Sydney for maize? I have paid 1s. 6d. a bag.
748. That would be 4½d. a bushel? Yes, about that.
749. Do you consider that a high rate? Yes.
750. Do you think there is a reasonable prospect of the rates being reduced if the entrance to the river is improved? Yes; because there is not so much droghering here as there is on the Macleay.
751. What rates are charged on the Macleay? I do not know for certain. They were charging 1s. a bag; but they have reduced the rate since the opposition boat started.
752. It is quite likely that you will have an opposition boat here if the bar is improved? I see no reason why an opposition boat should not ply here during the busy season.
753. Do you think that a tramway to the Macleay Heads will serve this district? No.

Robert Quayle, first-class constable, Macksville, sworn, and examined:—

- R. Quayle.
1 June, 1898.
754. *Chairman.*] How long have you been in this district? Four and a half years.
755. I believe you compile the local statistics every year? Yes; I do not take the whole of the Nambucca district.
756. How far would your district extend from Macksville? It extends out to the range between here and the Macleay, about 18 miles in one direction, and up Taylor's Arm about 40 or 50 miles in another direction.
757. You do not go down to the Heads? No.
758. What statistics have you for your district? In my district there are 161 homesteads of 1 acre or more, in the Bowra district 151 homesteads, and in the Nambucca Head district about twenty-five homesteads. The population of Macksville is 1,100, of Bowra 1,078, and of Nambucca Heads about 400.
759. Do these three places comprise the whole district? Yes.
760. How many public schools are there here? In the Macksville district there are four public schools.
761. Is there a Court of Petty Sessions held here? Yes.
762. Where is the nearest District Court held? The District Court is held in Bellingen and at Kempsey. Those places are about equally distant from here.
763. What do you think of the future of the district? The population of the district has increased a good deal since I came here.
764. Has that been simply the natural increase, or has it been brought about by the influx of people? A good many fresh people have come here.
765. What are the circumstances of the people generally? As a rule they are getting into fair circumstances now.
766. Has it come under your notice that many of the farmers have had to abandon their holdings? No. I believe that a great many of the farms are mortgaged, but the farmers have not had to abandon their homes.
767. Do you consider that the district as a whole is in a worse state than the other districts on the North Coast? No.
768. Have you seen any striking evidence of poverty here? Yes; but not lately. During flood time blankets have had to be given out.
769. But a flood causes an unusual state of things? Yes. There is no such poverty in the district now.
770. How long is it since the last flood? I think about three years.
771. Do floods affect this portion of the river? Not much. They affect the upper part of the river more.
772. And the residents on the river flats? Yes.
773. Have you any reason to believe that the district is not a prosperous one? No; it is a prosperous one.
774. Do you think there is still a large area of Crown land which might be profitably occupied? Yes. At the head of Taylor's Creek there is a great deal of good land, and I understand that a large part of it has been surveyed.
775. Most of the available good land is up there? Yes.
776. A large part of this district is locked up in forest reserves? Yes.
777. Is the timber business a large one? Yes.
778. Do you issue timber licenses? Yes.
779. Has their number increased or decreased? It remains about the same. People take out licenses at the Nambucca Heads as well as here.
780. Here you are not immediately in the timber district, as they are at Nambucca Heads and at Bowra-ville? The timber goes from this place to the Nambucca Heads to be sawn up.

781. I suppose it is brought here from some distance up the river? Yes.
782. The timber industry is rather a progressive one? No; it is going back.
783. To what do you attribute the falling off? I cannot say; but good timber is getting scarce. One mill was removed to the Bellinger. I suppose they thought that they would be in a better timbered country there.
784. Do the timber reserves show any signs of giving out? They have to go further back for timber now; but still there is plenty of it.
785. They have used the timber most easily got, and now they have to go back into rougher country? Yes; but there is plenty of timber if they like to go for it. I think there has been some misrepresentation in regard to the yields of maize per acre in this district. I heard one witness say that it was 25 bushels, but this year they are pulling fully 75 bushels to the acre, and in some cases 100 bushels.
786. Has this been an unusually good season? Yes.
787. You have had a good rainfall and no floods? Yes.
788. Would it be only in years of flood that the yield of maize would be 25 bushels to the acre? Yes.
789. I suppose there are never droughts here? There has been a drought since I have been here.
790. Do the crops ever suffer from want of rain here? Yes.
791. That would make the yields more? Yes.
792. But in a good season like the present the yield would be from 50 to 60 bushels to the acre? That would be a low average yield. I think that from 65 to 70 bushels to the acre would be about the actual yield. Every one has his barn full now. About one-fourth of the maize grown here is consumed locally in the feeding of pigs and other live stock.

R. Quayle.
1 June, 1898.

William Woods, Secretary, Progress Committee, Macksville, sworn, and examined:—

793. *Chairman.*] How long have you been here? Three years and three months.
794. There are two Progress Committees here? Yes; one is called the Progress Association.
795. Has your committee met at any time to prepare evidence to place before us in regard to the proposal to improve the entrance to the river? No.
796. Have you any statistics of any kind that you would like to put before us? No.
797. Do you wish to comment upon any of the evidence that you have heard, or do you agree with what has been said? I will content myself with endorsing what has been said by the other witnesses.
798. The Progress Committee are satisfied that they have had the fullest opportunity to lay their case before us? Yes.

W. Woods.
1 June, 1898.

[One plan.]

1898.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CORPORATION OF THE CITY OF SYDNEY.

(STATEMENT OF RECEIPTS AND EXPENDITURE FOR YEAR 1897.)

Presented to Parliament, pursuant to Act 43 Vic. No. 3, sec. 220.

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

STATEMENT of the RECEIPTS and EXPENDITURE OF THE CORPORATION OF THE
CITY OF SYDNEY, for the year ending 31st December, 1897.

ABSTRACT

ABSTRACT of the RECEIPTS and DISBURSEMENTS of the MUNICIPAL COUNCIL of the CITY OF SYDNEY, on account of the CITY FUND, for the Year ending 31st December, 1897.

RECEIPTS			DISBURSEMENTS			
	£	s d	£	s d	£	s d
City Rates			134,006	15 3	Balance due to Union Bank, 1st January, 1897	73,528 6 0
Fees and Fines—Building Fees	917	7 6			Salaries—	
" Special Building Fees	56	14 0			Office of Mayor	1 083 6 8
" Hoarding Licenses, &c	453	4 0			Town Clerk and Department	1,821 1 8
" Hawkers Licenses	943	10 0			City Surveyor and Department	2 644 18 1
" Porters Licenses	9	5 0			City Treasurer and Department	1,736 15 0
" Police Dues	535	3 4	2,915	3 10	Inspector of Nuisances and Department	541 13 4
Rents and Dues from Markets—Belmore—Rents	54	12 0			City Architect and Department	1,254 1 8
" " " (old)—Dues	3 846	8 0			City Health Officer	270 16 8
" " " (new)—Dues	3,637	17 0			Clerk of Markets	243 15 0
" " Eastern Fish—Rents	359	0 0			City Solicitor	511 13 4
" " " Dues	818	3 6			City Organist and Tuner	618 9 7
" " " Cooling Room	861	13 4	9 577	13 10	City Assessor and Assistant	468 0 0
Rents from Sussex street Buildings	812	4 5			Inspector of Eastern Fishmarkets	216 13 4
" Hay street Buildings	287	7 6			City Auditors	100 0 0
" Haymarket Buildings	1,617	10 0			City Improvements—Wages—	
" Haymarket Land	150	10 0			Cleansing Streets	36 012 9 2
" Public Baths	436	10 8			Inspector of Nuisances Department	1 956 4 0
" City Wharfs	2 395	6 8			Street watering	4 271 17 2
" Town Hall	2,149	14 0			General Works	16,197 16 8
" Exhibition Building	170	13 0			General Establishment and sundries	9,425 4 11
" Pyramont Pumping Plant	62	10 0			Streets Loan	410 9 3
" Belmore Park	100	0 0	8,212	6 3	City Markets	2,867 6 9
Sussex street Sale yard Dues	1,292	12 11			City Improvements—Metal	
Organ Recitals	941	12 6			City Improvements—Street Works—	
Moore Park—Rent and Agristment	87	10 0			Keelbin, Guttering Flagging, &c, under contract	4 989 11 2
Bailiffs Costs	263	2 6			Tur Paling under contract	1 002 6 10
Auctioneers Licenses	2,247	5 5			General Works	2 742 3 4
Guarantee Bond	30	0 0			Wood Blocking, &c (Streets Loan)	6 620 0 1
Repayments for Works, Sales of Stores, &c	2,263	7 8	7,130	11 0	City Markets—Materials	798 11 3
Surplus from Cattle Sale yards Fund Account			6 970	5 3	Street watering—Materials	83 7 0
Balance due to Union Bank, 31st December, 1897			168 812	15 5	Line Brigades Board—Annual contribution	2 810 2 7
			115,054	12 3	Lighting expenses	14,760 10 2
			£	283,867 7 8	Printing, £1,144 11s 2d, Stationery, £185 6s 1d, Advertising, £301 13s, other Office Expenses £963 1s 4d	2 594 11 7
					Government rents and rates	1,420 11 5
					Insurance	649 12 1
					Bank charges	761 13 0
					Purchase of Land	4 000 0 0
					Incidental expenses	1,889 17 5
					Law expenses	789 2 6
					Suspense Account (to meet Contractors Deposits, &c)	702 2 4
					Interest expenses—	
					City Fund, on Overdraft, £377 2s, on Debentures (Sydney, £3,600 London, £2 400)	6 377 2 0
					Town Hall Loan Fund (on Debentures—Sydney, £6,750, London, £8,000)	14 750 0 0
					Streets Loan Fund (on Debentures, London)	14,000 0 0
					(Portion)—	
					Moore street Improvement Loan (on Debentures London)	5 655 0 0
					Public Markets Loan Fund (on Debentures—Sydney, £5,250, London, £12,000)	17,250 0 0
					Sinking Funds—Annual Contributions to—	
					Town Hall Loan, £2,250 Colonial Treasurer's Account, £1,400	3 650 0 0
					Streets Loan, £6,000, Colonial Treasurer's Account, £700	6 700 0 0
					Public Markets Loan	2 500 0 0
						12,850 0 0
						283,867 7 8

Correct, subject to the Half-Yearly Certificates in the Account Books,—

Sydney, 17th February, 1898. GEO. CHRISTIE F.S.A.,
JAMES ROBERTSON, F.S.I.A., } City Auditor.

CATTLE SALE-YARDS FUND.

RECEIPTS.				DISBURSEMENTS.										
	£	s.	d.	£	s.	d.	£	s.	d.					
Balance due by Union Bank, 1st January, 1897.....				1,171	15	8	Salaries	433	6	8				
Revenue by dues—Homebush.....	11,844	18	5				Wages.....	1,192	10	0				
Do Sydney.....	776	2	2				Incidental expenses	249	9	4				
Office rents	58	10	0				Interest expenses (Interest on Debentures)	3,150	0	0				
Sale of manure	30	0	0				General Works	1,900	0	0				
Sale of windmill	14	5	0							6,925	6	0		
				12,733	15	7	City Fund (Surplus transferred to)				6,970	5	3	
				£	13,895	11	3				£	13,895	11	3

Correct, subject to the Half-yearly Certificates in the Account Book,—

Sydney, 17th February, 1898.

GEO. CHRISTIE, F.S.A.A., }
JAMES ROBERTSON, F.S.I.A., } City Auditors.

PUBLIC MARKETS LOAN FUND.

RECEIPTS.				DISBURSEMENTS.							
	£	s.	d.		£	s.	d.	£	s.	d.	
Balance due by Union Bank, 1st January, 1897	72,021	4	4	Wages.....	208	0	0				
Proceeds of Loan (balance), £75,000, less discount £1,281 5s.	73,718	15	0	General Works	66,698	0	0				
				Incidental Expenses	147	2	4				
				Balance due by Union Bank, 31st December, 1897.....				67,053	2	4	
	£	145,739	19	4				78,686	17	0	
								£	145,739	19	4

Correct, subject to the Half-yearly Certificates in the Account Book,—

Sydney, 17th February, 1898.

GEO. CHRISTIE, F.S.A.A., }
JAMES ROBERTSON, F.S.I.A., } City Auditors.

CITY FUND SUSPENSE ACCOUNT, RE MOORE-STREET IMPROVEMENT.

RECEIPTS.				DISBURSEMENTS.							
	£	s.	d.		£	s.	d.	£	s.	d.	
Annual contributions	4,793	16	6	Balance due to Union Bank, 1st January, 1897				1,191	14	9	
Balance due to Union Bank, 31st December, 1897	742	18	3	Interest expenses (Interest on Debentures, London)				4,345	0	0	
	£	5,536	14	9				£	5,536	14	9

Correct, subject to the Half-yearly Certificates in the Account Book,—

Sydney, 17th February, 1898.

GEO. CHRISTIE, F.S.A.A., }
JAMES ROBERTSON, F.S.I.A., } City Auditors.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BOROUGH COUNCIL OF ROOKWOOD.

(PETITION FROM JOHN GROVES, EX-AUDITOR, BOROUGH OF ROOKWOOD, RESPECTING HIS POSITION WHEN AUDITOR OF.)

Received by the Legislative Assembly, 6 July, 1898.

PETITION to the Honorable Members of the Legislative Assembly of New South Wales for some inquiry and remedy in regard to the following injustice:—

The Petitioner states he was duly elected as auditor to Borough of Rookwood, on 17th July, 1897, and subscribed the declaration of office under the Municipalities Act to fulfil the duties in accordance with the provisions and directions of the Act, which has the sanctity of an oath.

Obstacles were placed in the way of my auditing, as reported to the Colonial Secretary, supported by sworn affidavits, on the 26th August, 1897, and the books, &c., were not exhibited for audit—as provided by section 183 of the Act (1867), and opinion of Crown Solicitor, of 14th July, 1898—until the 24th September, 1897, being nine days after time defined in the Act, and then only in part.

I then proceeded with the audit, and finding gross irregularity in the expenditure, contrary to the Act, of ratepayers' money by the Council, I reported thereon to the Council on the 16th October, 1897, showing sums amounting to £271 5s. 8d., wrongly appropriated to purposes not sanctioned by the Act, the by-laws, and legal decisions, and asking for corrections to enable the audit to be completed.

From thence onward the Council entirely ignored me as elected auditor, and instead, communicated with Government Departments, eventually obtaining the services of a Government inspector—a Mr. Percy Williams, a similar name to my co-auditor—who stated auditors had nothing to do with matter even if fraud was detected; who apparently made some sort of an examination of the Council's books, and reported, according to newspapers, "That all collections had been duly accounted for, and disbursements had been made with approval of Finance Committee, and complimented the Council Clerk upon the neat and correct way the books were kept," &c.

Upon this certificate the Council took action in the Police Court, at Parramatta, against me for not signing the abstract as correct, to enable the Council to obtain the endowment from Government.

The case was heard on 20th and 22nd December, 1897, and decided by majority of two against and one for me; the latter, a Mr. Pearson, an experienced Bank manager.

Mr. Inspector Williams stated, upon oath, that the abstract was then incorrect, and he would not have signed it had he been in my place as auditor. His certificate was, therefore, incorrect and false.

In various letters to the Treasury, I pointed out that there was a deficiency of £4 1s. in the cash-book; numbers of knife erasures in cash-book; thirty-four pages of totals incorrect in rate-book; only £3 15s. 6d. cash in hand as confessed by the clerk, instead of £18 6s. 6d. as shown; that £10 had been paid for work unperformed, there being no ledger account nor asset of the amount, as being due to the Council until covered by work; that the amount, with others, is entered in abstract for 31st January, 1898, as an asset, presumably by alteration and entries in accounts since 2nd August, 1897, such being a dishonest concealment of irregularity.

That the sum of £271 5s. 8d., including £61 15s. by promissory note for a piano, £5 for flags and fairy lamps for Jubilee expenses, &c., &c., without the sanction of the Governor, and £120 taken from rates in June, 1897, to reduce debt upon the Town Hall building, but shown in accounts "as to pay for land for site of Council," which was actually paid for in November, 1896, has been wilfully and wrongfully applied. And that in my report of 16th October, 1897, I was justified in objecting to whole of foregoing, and I stated in Court, upon oath, that the accounts were wrong to that extent, and that the abstract also was then, 22nd December, 1897, incorrect, although showing alterations made since 16th October, 1897.

A ledger was not produced in Court which had been asked for by my solicitor, and that and other books were not produced for audit, causing grave suspicion.

No contract book had been kept, and payments to one contractor of £162 were made as progress payments without showing what, if any, work had been partly or wholly completed, or even if commenced.

Papers ordered by by-laws to be kept as records were not kept, causing incomplete accounts, and conducing to encourage commencement of fraud.

The fact of my being fined for practically not signing an incorrect account is a miscarriage of justice, which I submitted to the Minister of Justice, together with a statement of suspended prejudgment of my case by Mr. Withers, one of the majority sitting Magistrates, on 20th December, 1897, according to an assertion by the Mayor of Rookwood, but without effect, and without reply as regards suspicion of Mr. Withers prejudging the case.

That I submitted the whole case as grossly reflecting upon Mr. Inspector P. Williams, to the Auditor-General, as well as to Treasury, also without effect.

That I then submitted the whole matter to the Public Service Board, for inquiry as to conduct of Mr. Williams, under the Public Service Act of 1895, as advised, but was informed the Board had no jurisdiction.

Mr. Williams appears to have done the audit in about fifteen hours, as reported to Treasury, which accountants inform me is an utter impossibility.

That the third auditor legally appointed by the Rookwood Council and contrary to the Act, is the clerk of an adjoining Council (I having stated my willingness to complete the audit), signed the abstract sworn to as being incorrect, after a possible six hours' work, and upon this signature, with that of my co-auditor, the abstract was accepted by the Treasury in its incorrect state as being correct.

This (third) auditor had been previously paid £2 18s. 9d., the exact sum due by him for arrears of rates, by the Council for some peculiar reason, and was paid £3 3s. for his convenient signature to a sworn incorrect abstract.

One of the aldermen here (Garthwaite) stated in presence of three witnesses on 30th November, 1897, "That as soon as Groves was elected, they (meaning some of the Council) put money from one account to another to put things right, knowing how particular he (Groves) was," and during my audit I detected sums amounting to £9 6s. 5d. had been irregularly transferred on 13th July, 1897, without any sanction by Council.

The whole of documents referred to are in Government Departments named.

Your Petitioner, therefore, humbly prays for inquiry and simple justice.

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

JOHN GROVES.

Rookwood, 31st March, 1898.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BOROUGH COUNCIL OF ROOKWOOD.

(PETITION FROM RATEPAYERS OF THE BOROUGH OF ROOKWOOD, CALLING ATTENTION TO ALLEGED EVASIONS OF THE MUNICIPALITIES ACT, 1897.)

Received by the Legislative Assembly, 6 July, 1898.

PETITION to the Honorable Members of the Legislative Assembly of New South Wales for some remedy of the Municipalities Act of 1897, in regard to the actions of the Borough Council of Rookwood in evasion thereof, to enable ratepayers to enforce the proper laying out of their money by aldermen entirely in accordance with the Act, the by-laws, and legal decisions thereupon, in some inexpensive way, without the ratepayers having to go to the enormous expenses of appealing to the Supreme Court.

The Petitioners state that in their opinion their money paid in rates, with endowment thereupon received from Government, has been wastefully expended in and for purposes not provided for by section 141 of the Act, and in disobedience of the by-laws, &c., especially in following instances, for six months to the 2nd August, 1897, and also since that date, in opposition to interests of ratepayers generally:—

£ s. d.		
120 0 0	To reduce debt upon town building, &c. (Hall) ..	See opinion, Dr. Sly, 29th April, 1897, and wording of authority for loan for Town Hall.
6 12 10	For Park, without sanction of Governor	Opinion of Mr. Pigott, 3rd August, 1891, and section 132 of Act.
7 16 10	Jubilee expenses	Section 141 of Act.
4 11 8	Men working at Town Hall	" "
1 8 1	Men attending Council meetings	" "
5 0 0	Flags and fairy lamps	" "
*10 0 0	Advanced to solicitors for work unperformed, and not shown as an asset.	By-law 64 and 15.
6 15 0 } 6 15 3 }	Interest on overdrafts without authority	Section 151 of Act, and Municipal Association.
61 15 0	Promissory note for piano	Sections 158 and 141.
4 1 0	Deficient, as per butts of receipts	Deficiency in cash-book.
15 5 0	Election expenses and valuation	To servants already paid by salary, and sections 126 and 127.*
21 5 0	Law expenses, part not stated for what purpose...	By-law 15.
Total ... £271 5 8		

* Accounts since altered, and this amount, with others, shown as an asset in abstract for 31st January, 1898.

£140 18s. 8d., shown as debt of Town Hall, by—section 163 of Act, Overdraft—proper amount is £321 8s. 8d., as per entries in books, difference being appropriated from rates.

And other amounts expended without due notice of motion, in compliance with By-laws 15; and that one of the elected auditors reported above to Council of Rookwood without effect, and the Government has been unable to afford any relief. That the said auditor was fined at Police Court at Parramatta, at instance of Council, for practically not signing an incorrect account, as proved by Council's own witnesses and Government Inspector Percy E. Williams, on 22nd December, 1897.

Wherefore your Petitioners pray your Honorable Assembly to perform what acts the Municipalities Act of 1897, the by-laws, and legal decisions thereunder infer shall be done, to enable ratepayers to have some appeal for justice without the expense of the Supreme Court, which they are unable to incur, and there appearing at present no remedy within their reach to enforce the proper laying out of their money, and to enforce this that the full duties of auditors may be defined, so that they (the auditors) be compelled to examine in detail all books of accounts, vouchers, &c., and shall certify that in their opinion the books are kept in a manner to show expenditure by roads and streets so as to be understood generally, and that the aldermen have, in all the expenditure incurred, complied with the provisions of the Municipalities Act, the by-laws, and legal decisions (the latter as shown by Browning and Municipal Association books and circulars to be laid before auditors by Council) thereupon, with the following exceptions (here stating particulars of exceptions), which are consequently disallowed.

And also that the auditors, both or one, as convenient, may have access to books, &c., at all reasonable office hours during the period of their office.

In conclusion, and in support hereof, we respectfully draw attention to the fact of a sum of £264 1s. 10d. only, out of a total revenue of £1,063 2s. 5d., having been laid out upon the roads and streets, &c., of the borough for the six months to 2nd August, 1897, and that the business papers of the Council, showing authorisation of all expenditure according to By-laws (13), and ordered to be kept as records of the Council by By-law 66, are not so kept, thereby preventing a proper audit of the accounts.

Your Petitioners, therefore, humbly pray for such remedy as your Honorable Assembly may consider just and proper to meet the merits of their case.

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

[Here follow 65 signatures.]

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LEPROSY IN NEW SOUTH WALES.

(REPORT ON, FOR THE YEAR 1896.)

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

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

Sir, Board of Health Office, 93, Macquarie-street, Sydney, 4 November, 1897.

I have the honor, by direction of the Board of Health, to forward you herewith a report on Leprosy in New South Wales for the year 1896, and to suggest that it should be laid before the Houses of Parliament.

I have, &c.;

CLARENCE A. SIMMS,

Secretary.

ON the 1st January, 1896, thirty-seven persons remained under detention at the lazaret. [See *Appendix A.*]

During the year nine persons were reported under the Leprosy Act, 1890, as being suspected lepers. Three of them were eventually admitted to the lazaret under warrants issued by the Board after careful investigation, the disease presented by the other six turning out to be of some other kind than leprosy.

Five patients died during the year. Four were natives of Australia of European decent (including one female); one was a native of Ireland.

During the year preparations were made for returning the Chinese patients, of whom there were twenty, to their own country. On 14th August nineteen of them were embarked in the cargo steamer "Whamboa." They travelled in charge of a male attendant, who was furnished with a supply of dressings and comforts, including opium, and they were given money at the end of the voyage to enable them to purchase Chinese clothes and to make their way to their villages, to the amount of £5 in some cases and of £8 in others, according to their alleged destination. The attendant who accompanied them and the agents at Hong Kong both reported that they arrived in their usual health, and evinced gratitude for the care taken of them during the voyage. They were transferred to a tug at Hong Kong, and were dismissed at Canton under supervision of the Consul there.

Thus the number remaining in the lazaret on 31st December, 1896, was 16 persons; 11 were whites, 7 of whom (including 3 females) were natives of New South Wales, 2 were English, 1 was a native of Fiji, and 1 of Germany, 2 were Chinese, 1 was a Javanese, 1 an aboriginal of Tanna, and 1 a native of India.

In Appendix B appears a complete statement of the sex, nationality, occupation, age at and date of admission, former residence, and date of decease of all persons admitted to the lazaret from the beginning. The Roman numerals have reference to further details given in Appendix C hereto (and in Appendices to the Reports of former years).

In Appendix C are given, as usual, notes of the new cases received during the year. To these are added radiographs of the bones of the hands of two patients suffering from the smooth form of leprosy. This Appendix being of a strictly technical character is not attached hereto, and, as usual, will be issued only to medical men specially interested in the subject and to the libraries of learned societies.

From Appendix B it will be seen that the total number of persons admitted since 1883, when patients first began to be received (though the notification of leprosy was first made compulsory and the detention of lepers provided for by law only towards the end of 1890), is sixty-one. Distributed under nationalities, the account stands as follows:—Natives of New South Wales, 15, of whom 7 have died and 1 was released; of Queensland, 1, deceased; of England, 2; of Ireland, 2, deceased; of New Zealand, 1, deceased; of Fiji, 1; of Germany, 1; and all of these were whites, of European decent. There were also

32 natives of China, of whom 11 have died, and 19 have been returned to China; of India, 2, of whom 1 has died; of the West Indies, 1, discharged in 1885; of Java, 1; of the New Hebrides (Tanna), 1; of New Caledonia, 1, deceased; and all of these were coloured people.

The three patients received during the year were all Chinese. This is the first year since the Leprosy Act, 1890, was passed, in which no case in a white has come to notice.

Every opportunity has been given to members of the medical profession to visit the lazaret for the purpose of seeing such patients as were formerly under their care, and for study of the disease.

The following statements show the total expenditure for the year 1896 and the source from which the moneys have been paid:—

STATEMENT of the total Expenditure of the Leper Lazaret (male and female) at Little Bay during the year 1896, showing from what sources the amounts have been paid:—

EXPENDITURE.			HOW PAID.		
	£	s. d.		£	s. d.
To working expenses, as per attached statement	2,353	12 7	From vote for the maintenance of Lepers by the Board of Health	1,868	10 8
„ removal and erection of lavatory, recreation room, &c.	74	0 0	From vote for stores by the Controller-General of Stores	312	10 2
„ forming paths, &c.	26	9 0	From votes under control of Government Architect	147	19 0
„ fees for examination of lepers, proved or suspected	15	15 0	From vote of the Coast Hospital by services and stores transferred	146	1 9
„ transferring nineteen Chinese lepers to China	1,946	0 0	From vote under control of the Chief Secretary	1,946	0 0
„ X-ray photo of leper—H. J. T.	5	5 0			
Total	£4,421	1 7	Total	£4,421	1 7

STATEMENT showing the Working Expenses of the Leper Lazaret (male and female) at Little Bay for the year 1896:—

	£	s.	d.
Salaries	560	4	5
Provisions	829	18	3
Fuel	137	4	10
Drugs, disinfectants, &c.	200	14	7
Tobacco, cigars, and opium	69	5	7
Drapery, bedding, uniforms, &c.	205	16	7
Furniture, ironmongery, brushware, glassware, &c.	121	13	10
Books, papers, &c.	47	12	7
Material for repairs	46	13	10
Wines, beer, and spirits	58	5	8
Sundries	76	2	5
Total	£2,353	12	7

Being equal to an average of £81 3s. 2d. per inmate per annum.

It has been the earnest endeavour of the Board of Health to mitigate the sufferings of these unfortunate patients. Their wants have been carefully attended to by an experienced wardsman in charge, and by attendants and nurses, under direct supervision of the Medical Superintendent and Matron of the Coast Hospital.

Sydney, 4th November, 1897.

J. ASHBURTON THOMPSON,
President.

APPENDIX.

(A.)

RETURN showing number of persons found to be suffering from Leprosy and removed to Little Bay, New South Wales; also Deaths and Discharges for each year since 1883.

	N.S.W.	New Zealand.	English.	Chinese.	Javanese.	West Indian.	South Sea Islanders.	Indian.	German.	Queenslander.	Total.
1883.											
Admitted during the year	...	...	...	5	...	...	...	...	...	...	5
Died do	...	...	...	...	...	...	...	...	...	...	...
1884.											
Remaining in on January 1	...	...	...	5	...	...	...	...	...	...	5
Admitted during the year	...	...	...	2	...	...	...	...	...	...	2
Died do	...	...	...	...	...	...	...	...	...	...	...
1885.											
Remaining in on January 1	...	...	...	7	...	...	...	...	...	...	7
Admitted during the year	...	...	...	1	...	1	...	...	...	...	2
Died do	...	...	...	1	...	1*	...	...	...	...	2
1886.											
Remaining in on January 1	...	...	...	7	...	...	...	...	...	...	7
Admitted during the year	...	...	...	2	1	...	...	...	...	...	3
Died do	...	...	...	4	...	...	...	...	...	...	4
1887.											
Remaining in on January 1	...	...	...	5	1	...	...	...	...	...	6
Admitted during the year	...	...	...	1	...	...	...	...	...	...	1
Died do	...	...	...	...	...	...	...	...	...	...	...
1888.											
Remaining in on January 1	...	...	...	6	1	...	...	...	...	...	7
Admitted during the year	1	...	...	3	...	...	...	...	...	...	4
Died do	...	...	...	...	...	...	...	...	...	...	...
1889.											
Remaining in on January 1	1	...	...	9	1	...	...	...	...	...	11
Admitted during the year	1	...	...	1	...	...	...	...	...	...	2
Died do	...	...	...	...	...	...	...	...	...	...	...
1890.											
Remaining in on January 1	2	...	...	10	1	...	...	...	...	...	13
Admitted during the year	2	...	...	...	...	...	...	...	...	...	2
Died do	...	...	...	2	...	...	...	...	...	...	2
1891.											
Remaining in on January 1	4	...	...	8	1	...	...	...	...	...	13
Admitted during the year	5†	...	...	4	...	...	1‡	...	...	...	10
Died do	1	...	...	1	...	...	...	...	...	...	2
1892.											
Remaining in on January 1	8	...	...	11	1	...	1	...	...	...	21
Admitted during the year	2	...	1	8	...	...	1§	...	...	...	12
Died do	2	...	...	1	...	...	...	...	...	...	3
1893.											
Remaining in on January 1	8	...	1	18	1	...	2	...	...	...	30
Admitted during the year	3	1	...	2	...	...	...	1	...	...	7
Died do	...	...	...	1	...	...	...	...	...	...	1
1894.											
Remaining in on January 1	11	1	1	19	1	...	2	1	...	...	36
Admitted during the year	1	...	...	...	...	...	1	1	1	1	5
Died do	1	...	...	...	...	...	...	...	...	...	1
1895.											
Remaining in on January 1	11	1	1	19	1	...	3	2	1	1	40
Admitted during the year	...	...	3	...	...	...	...	...	...	...	3
Died do	...	1	1	1	...	...	1	1	...	...	5
Discharged do	1	...	...	...	...	...	...	...	...	...	1
1896.											
Remaining in on January 1	10	...	3	18	1	...	2	1	1	1	37
Admitted during the year	...	...	...	3	...	...	...	...	...	...	3
Died do	3	...	1	...	...	...	...	...	...	...	5
Discharged do	...	...	...	19	...	...	...	...	...	...	19(a)
	7‡	...	2	2	1	...	2	1	1	1	16

* One West Indian discharged on the 29th December, 1885, his sores having healed and there being no law warranting his detention.

† One patient, I.L., reported 18th December, 1891, was removed to Little Bay on 12th January, 1892. ‡ Native of Tanna.

§ Native of Fiji, of European descent.

¶ Of European descent.

(a) Returned to China on the 14th August, 1896.

SUMMARY

SUMMARY of cases since 1883

	N.S.W.	New Zealand.	English.	Chinese.	Javanese.	West Indian.	South Sea Islanders.	Indian.	German.	Queenslander.	Total.
Total admitted since 1883	15	1	4	32	1	1	3	2	1	1	61
Total died since 1883	7	1	2	11	..	..	1	1	..	1	24
Total discharged since 1883	1	..	..	19*	..	1†	..	..	..	..	21
Remaining in on January 1, 1896	7	..	2	2	1	..	2	1	1	..	16

* Returned to China, 14th August, 1896.

† Discharged, 29th December, 1885. (See previous note)

(B.)

RETURN of Particulars of Lepers detained at Little Bay, New South Wales, since the year 1883.

Name.	Sex.	Nationality.	Occupation.	Admission		Where from.	No of Case in Clinical Notes.	Died.
				Age on	Date of.			
A.H. ...	Male ...	Chinese	Gardener	42	19 April, 1883	Parramatta Asylum....	.....	15 May, 1886.
J.H. ...	do ...	do	do	32	19 " " "	do .....	.....	27 June, "
A.H. ...	do ...	do	do	34	12 June, " "	do .....	.....	20 April, "
A.M. ...	do ...	do	Butcher	32	28 Oct., " "	Tenterfield	XIV	} (c)
A.P. ...	do ...	do	Storekeeper	27	28 " " "	Willow Creek	XV	
G.H. ...	do ...	do	Labourer	37	27 Oct., 1884	Sydney .....	.....	24 Dec., "
K.K. ...	do ...	do	do	24	21 Dec., " "	Bathurst .....	.....	28 April, 1885.
J.B. ...	do ...	West Indian ..	do	51	22 Sept., 1885	Bermagui .....	.....	†
A.Y. ...	do ...	Chinese	Gardener	29	23 Dec., " "	Sydney .....	.....	6 Feb., 1890.
C.B. ...	do ...	do	do	32	29 Jan., 1886	Alexandria	XVI	(c)
A.S. ...	do ...	do	Tin-miner	42	20 Feb., " "	Cooper's Creek.....	.....	12 Nov., "
C.I. ...	do ...	Javanese	Groom	24	14 Aug., " "	Castle Hill, Parramatta	XVII	} (c)
A.L. ...	do ...	Chinese	Gardener	44	20 May, 1887	Bathurst .....	.....
Y.S. ...	do ...	do	Carpenter	31	20 April, 1888	Sydney	XVIII	(c)
*F.G. ...	do ...	N.S.W.	Plasterer	27	21 Aug., " "	do	I	25 Sept., 1892.
A.Y. ...	do ...	Chinese	Gardener	29	30 Sept., " "	Inverell	XIX	} (c)
L.P. ...	do ...	do	Carpenter	18	22 Dec., " "	Sydney	XX	
H.K. ...	do ...	do	Miner	28	23 Mar., 1889	Enfield	XXI	} (c)
*H.B. ...	do ...	N.S.W.	do	17	17 Dec., " "	Mudgee	II	
*H.R. ...	do ...	do	Labourer	28	8 Aug., 1890	Richmond River	III	} (c)
*A.G. ...	do ...	do	Schoolboy	14	18 " " "	Balmain	IV	
*E.U. ...	do ...	do	Labourer	23	16 Jan., 1891	Sydney	V	} (c)
*H.S. ...	do ...	do	Manner	41	23 " " "	Newtown	VI	
A.L. ...	do ...	Chinese	Gardener	30	26 Feb., " "	Newcastle	XXIII	4 Feb., 1891.
*M.R. ...	Female ..	N.S.W.	Domestic duties ..	33	11 Mar., " "	Surry Hills	VII	28 Dec., 1895.
T.W. ...	Male ...	Chinese	Cook	29	6 Aug., " "	Narrandera	XXV	20 June, 1892.
W.C. ...	do ...	do	Labourer	40	27 " " "	Sydney	XXIV	} (c)
A.H. ...	do ...	do	Storekeeper	25	18 Sept., " "	Mudgee	XXII	
J.L. ...	do ...	S.S. Islander ..	Labourer	25	8 Dec., " "	Clarence River	XXVI	} (c)
*R.W. ...	do ...	N.S.W.	Carpenter	47	24 " " "	Narrabri	VIII	
*I.L. ...	Female ..	do	Domestic duties ..	53	18 " " "	Waverley	IX	27 Mar., 1896.
A.S. ...	Male ...	Chinese	Cabinet-maker	28	21 April, 1892	Sydney	XXVII	} (c)
*C.D. ...	do ...	N.S.W.	Carpenter	24	30 " " "	Gunnedah.....	X	
S.P. ...	do ...	English	Commercial Traveller	49	7 June, " "	Sydney	XI	} (c)
H.G. ...	do ...	Chinese	Wood-cutter	47	19 Sept., " "	do	XXVIII	
*M.E.K. ...	Female ..	N.S.W.	Domestic duties ..	43	21 " " "	North Sydney	XII	(c)
L.P.H. ...	Male ...	Chinese	Gardener	44	12 Oct., " "	Manly	XXIX	} (c)
†W.W. ...	do ...	Fijian	Schoolboy	13	27 " " "	Sydney	XIII	
A.L. ...	do ...	Chinese	Gardener	35	3 Nov., " "	Bombala	XXXI	} (c)
A.Q. ...	do ...	do	Dealer	39	15 " " "	do	XXXII	
J.C. ...	do ...	do	do	38	29 " " "	Sydney	XXXIII	2 Aug., 1893.
A.G. ...	do ...	do	Labourer	26	7 Dec., " "	Parramatta	XXX	} (c)
G.Y. ...	do ...	do	Cook	68	31 " " "	Sydney	XXXIV	
A.P. ...	do ...	do	Hawker	33	21 Jan., 1893	Parramatta	XXXV	} (c)
†M.M. ...	Female ..	New Zealander ..	do	24	27 Feb., " "	Fiji	XXXVI	
A.T. ...	Male ...	Chinese	Bushman	28	15 April, " "	Cooma	XXXVII	10 Sept., 1895.
*N.G. ...	do ...	N.S.W.	Miner	61	21 " " "	Parramatta Asylum ..	XXXVIII	(c)
*A.M. ...	Female..	do	Housewife	35	7 Sept., " "	Balmain	XXXIX	4 April, 1896
P.M. ...	Male ...	Indian	Hawker	47	3 Nov., " "	Newcastle	XL	13 Mar., "
*E.R. ...	Female..	N.S.W.	Domestic duties ..	16	19 " " "	West Maitland	XLI	} (c)
CH.M. ...	Male ...	German	Station Overseer	65	25 Jan., 1894	Sydney	XLII	
†W.H.D. ...	do ...	Queensland	do	21	18 April, " "	do	XLIII	29 Nov., "
G.N. ...	do ...	New Caledonia ..	Pearl-diver	20	16 July, " "	do	XLIV	1 Sept., 1895.
*H.J.T. ...	do ...	N.S.W.	Bushman	52	10 Oct., " "	do	XLV	} (c)
K.J. ...	do ...	Indian	Hawker	30	30 Nov., " "	do	XLVI	
J.T. ...	do ...	English	Labourer	70	4 April, 1895	Coast Hospital	XLVIII	2 Aug., "
T.O.R. ...	do ...	Irish	do	70	2 Oct., " "	Sydney	LIII	} (c)
W.F. ...	do ...	do	Clerk	40	8 " " "	do	LII	
H.J. ...	do ...	Chinese	Hawker	31	21 Jan., 1896	Coast Hospital	LV	8 " " 1896.
H.Y. ...	do ...	do	Gardener	26	4 Feb., " "	do	LIV	} (c)
A.T. ...	do ...	do	do	31	25 Dec., " "	Oxley	LVI	

* These are all natives of New South Wales, of European descent † Date of report These patients were afterwards removed to Little Bay. ‡ Of European descent. § This patient was transferred to a Hospital for the Insane on 2nd April, 1885, where also his death occurred. ¶ This patient was discharged on the 29th December, 1885 (see note * to Appendix A) || Discharged, 1st May, 1896

NOTES.—(a) The only additional cases of leprosy in New South Wales which have been reported to the Board of Health are P S, et 38, died in the Richmond River District in March, 1887, and G R, et 28, whose death, certified by his medical attendants, was reported by the City Coroner on the 13th July, 1889 Both of these persons were of European parentage (b) On comparison with the reports for previous years, differences in ages or dates of admission of some coloured patients will be observed, those now given are the correct ages and dates. (c) Returned to China, 14th August, 1896.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ABORIGINES.
(REPORT OF BOARD FOR 1897.)

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

The Aborigines Protection Board to The Principal Under Secretary.

Sir,

Office of Board for Protection of Aborigines,
105, Phillip-street, Sydney, 31 March, 1898.

In accordance with the usual practice, we have the honor to submit, for the information of the Chief Secretary, a Report of our proceedings during the year 1897, together with information as to the number, location, and present condition of the Aborigines throughout the Colony, and a detailed statement of the expenditure of the funds voted by Parliament for their assistance.

Weekly meetings of the Board continue to be regularly held and attended by the majority of the members. Messrs. John See, M.L.A., Unni William Carpenter, and George Edward Ardill were appointed by the Government to seats on the Board, Mr. See's appointment dating from the 25th June, and that of the other two gentlemen from the 19th October last.

The constant attention given by the Board to the interests of the aboriginal population of the Colony has resulted in a decided improvement in their moral and social condition, and in their general welfare. The children are more generally taught and trained; many of the adults are employed in industrial pursuits; they are decently housed and clad; and the aged, sick, and infirm are fairly cared for, clothed, and fed. There is still, however, room for improvement. Huts are required on many of the reserves; farming appliances, boats, fencing, &c., are also needed; but the action of the Board is greatly restricted by the want of the necessary funds. The expenditure is not large, and the Vote is administered with rigid economy. The Board therefore express an earnest hope that this appeal for a more liberal provision will receive favourable consideration by the Government.

The statistics of the aboriginal population of the Colony (*see Appendix A*), compiled from information collected by the police on the 15th October last, show a total of 3,422 full-bloods and 3,663 half-castes—7,085 in all.

These figures exhibit, as compared with the numbers for the previous year, a decrease of 81 full-bloods, but an increase of 182 half-castes—a net increase of 101.

The deaths amongst the full-bloods exceeded the births by 60, the numbers being 137 and 77 respectively. On the other hand, there were 86 more births than deaths amongst the half-castes, the former reaching a total of 151 and the latter 65. These figures would, however, show a total increase of 20 only. The difference can only be accounted for by the fact that great difficulty is experienced in taking a correct census, more especially in the remote districts, owing to the wandering habits of the race.

The number of half-castes now exceeds that of the full-bloods, there being a difference of 241 in favour of the former. Twelve years back the number of full-bloods was slightly more than double that of the half-castes. Since that time the full-bloods have decreased at the average annual rate of 160, against an average annual increase of 86 half-castes.

A total sum of £16,732 12s. 3d. was expended by the Government on behalf of the Aborigines during the year (*see Appendix C*). This includes an expenditure of £12,170 1s. 2d. by the Board, £864 1s. 2d. by the Chief Medical Officer, £987 5s. 2d. by the Minister of Public Instruction, £2,658 18s. 9d. by the Controller-General of Stores, and £52 6s. by the Chief Secretary.

The expenditure by the Board is given in detail (*see Appendix D*). A sum of £9,206 3s. 7d. was expended in the purchase of food, clothing, medical comforts, boats and gear, fishing-tackle, fencing-wire, farming-implements, seed, material for the erection and improvement of dwellings, &c.; £315 19s. 10d. for the fares of Aborigines travelling on the railway lines; and £2,647 17s. 9d. in liquidating claims incurred specially in connection with the Cumeroogunga (Murray), Warangesda (Murrumbidgee), and Brewarrina (Barwon) Aboriginal Stations.

We may again point out that the rule by which we have been guided in the distribution of the funds placed at our disposal has been to restrict the issue of rations and clothing to Aborigines who are aged, sick, or infirm, and therefore unable to work for their own support, and to children who are attending school or whose parents are unable to provide for them. The young and able-bodied are made to support themselves and their families if work is at all procurable.

Four additional reserves, as under, aggregating an area of 1,632 acres, have been set apart during the year for the use of Aborigines:—

Megalong	22 acres
Goodooga	240 „
Bundarra	170 „
Quambone... ..	1,200 „

The reserve of 40 acres at Byron Bay being no longer required has been revoked.

In 1883, the year in which the Board took office, the number of such reserves throughout the Colony was 25 only, with a total area of 3,500 acres. On the 31st December last the number had been increased to 113, and the total area to 26,930 acres.

Fair progress continues to be made in the cultivation of a number of these reserves, in which direction the Board continue to give every assistance and encouragement. Some of the reserves, particularly those in the pastoral districts, are simply used by the Aborigines as camping-grounds, the men being generally employed in various kinds of labour on sheep-stations.

Suitable provision for housing the Aborigines has been made in several districts. During the year comfortable dwellings have been erected at Barrington, La Perouse, Terry-hie-hie, Ingalba, Lake Macquarie, Uralla, Walcha, and Wellington.

Schools established specially for the instruction of aboriginal children are still in operation at Brewarrina, Brungle, Cumeroogunga, Forster, Grafton, Mulyan (Cowra), Rolland's Plains, Warangesda, and Wauchope. Satisfactory reports regarding the same continue to be received from inspectors under the Public Instruction Department. The pupils are generally bright and happy in appearance, very attentive and orderly, and are making good progress in their studies.

The half-time school on the reserve at Barrington has been temporarily closed, as, owing to the removal of a number of settlers from the district, another half-time school with which it was being worked had to be discontinued.

The total number of aboriginal children now receiving instruction is 617—606 at public schools, and 11 privately. The Board continue to offer every inducement for the attendance of these children at school, chiefly by the supply of decent clothing and rations to all who regularly attend.

The police have been successful during the year in obtaining convictions against a number of persons in the Metropolitan District for supplying Aborigines with intoxicating liquor, also in the following country districts:—Yass, Burrowa, Pilliga, Bourke, Milparinka, Cuttabri, Menindie, Gilgunnia, Lismore, Hillgrove, Narrandera, and Urana.

Very satisfactory progress continues to be made at the Home for Aborigines near Grafton. Fifty-two Aborigines are now settled there, and a number of others throughout the Clarence River district make it their home when out of work, sick, or in need of rest. The health generally has been good, and the local Board report that the residents are very contented and comfortable. The Board have reason to be gratified with the success of this institution—established by them to afford homes for the old, infirm, and sick, to give work to the young and able-bodied, and to educate and train the children. Several visitors have made commendatory remarks regarding the management and progress of the station.

A number of improvements have been effected at Warangesda during the year by the erection of additional dwellings, repairs of fences, scrub-cutting, &c. About 83 acres were put under wheat, but owing to the drought a poor yield only resulted. The health of the residents has been good, and their conduct, with few exceptions, satisfactory.

At the Brewarrina Station the whole of the ringbarked area, consisting of about 3,000 acres, has been suckered. Six boys and 5 girls are apprenticed out from this settlement to district residents, and, generally speaking, give satisfaction. 474 sheep were shorn, yielding 3,986 lb. of wool, giving a net return of £81 11s. 1d. The local Board report that the place is kept thoroughly clean, that the Aborigines are well satisfied, and that the children are improving considerably owing to the care bestowed upon them by the matron. When it is considered that upon the Board taking action at Brewarrina the whole of the local aboriginal population were affected with loathsome disease, and were living in and near the town in a state of the utmost distress and degradation, the present satisfactory state of affairs is a subject for the deepest congratulation.

The assumption by the Board of the control of the Cumeroogunga, Warangesda, and Brewarrina Aboriginal Stations has been approved by the Chief Secretary, and the Board have made all necessary arrangements for the proper carrying on of the work at those institutions, with the assistance of the local Boards already in existence. So far the result appears entirely satisfactory.

The Council of the Aborigines Protection Association were given representation on the Board by the appointment thereto of two of their members (Messrs. Carpenter and Ardill), and so that their work in connection with the religious instruction of the Aborigines might be continued, the Chief Secretary directed the retention by the Council of a sum of £100 as a fund specially for that purpose. A sum of £14 16s. 6d., collected by the La Perouse Mission Committee, and lodged with the Council, was returned to that body, and the balance in hand, together with all books, was transferred to the Board on the 8th January last.

The necessary authority having been obtained from the Treasury, a special account was opened with the Commercial Banking Company of Sydney (Limited) for moneys received from the various aboriginal stations, as proceeds of sale of produce, &c., and of goods disposed of to the Aborigines from the station sale-stores.

The receipts from produce during the year totalled £315 19s. 2d., and the expenditure £168 0s. 1d. A detailed statement will be found in Appendix H.

The Board decided to continue the stores established by the Aborigines Protection Association at Cumeroogunga and Warangesda for the sale of goods to Aborigines, chiefly articles of food and clothing not included in the ordinary ration. The Aborigines at times earn good wages in the surrounding districts in shearing and other work, and in contract work at the stations, grubbing, clearing, ploughing, &c. The goods being retailed at cost price, or slightly over, to allow for any depreciation, not only is a pecuniary advantage gained by the Aborigines in purchasing their requirements at the station store, but their earnings are not squandered in drink by visits to the towns, as was often the case before such stores were in existence. The receipts during the year totalled £352 4s. 1d., and the expenditure £350 15s. 3d. (*see Appendix I*).

A sum of £107 8s. 3d. was on the 31st December last lying to the credit of a trust account opened by the Board with the Government Savings Bank, being wages received in trust from employers of a number of aboriginal children apprenticed from the stations. On the same date the Association had similar moneys in hand totalling £174 1s. 6d. This was transferred to the Board on the 12th January last.

In conclusion, we desire to acknowledge much valuable assistance cheerfully rendered us by the various local Boards and the police generally in our efforts to ameliorate the condition of the race.

We have, &c.,

EDMUND FOSBERY, Chairman.	}	Members.
W. H. SUTOR,		
R. H. D. WHITE,		
J. M. CHANTER,		
JAMES R. HILL,		
JOHN SEE,		
U. W. CARPENTER,		
G. E. ARDILL,		

APPENDIX A.—continued.

Locality	Full-bloods.							Half-castes.							Grand Total.				
	Men.			Women.			Children.	Total.	Men.			Women.				Children.	Total.		
	Between 20 & 40 years	Between 40 & 60 years	Over 60 years	Between 20 & 40 years	Between 40 & 60 years	Over 60 years			Between 20 & 40 years	Between 40 & 60 years	Over 60 years	Between 20 & 40 years	Between 40 & 60 years	Over 60 years					
Hargraves																			
Harwood	4	3	2	3	1	2	5	20	1	..	..	1	1	..	5	7	7	7
Hay	1			1	..	..	6	8	2	1	..	1	..	..	2	4	10	18
Hill End													1	..	..	1	1	1
Hillgrove	2				1			3	1	1	..	1	..	..	3	6	6	6
Hillston	4	2	2	3	8	2	19	40	1	1	..	..	..	2	4	44	44	44
Inverell	..	1						1	..	..	..	..	..	..	..	..	..	1
Ivanhoe	1	4	2	1	4	4	9	25	..	..	..	..	..	..	..	..	..	25
Katoomba									8	1	1	1	2	..	8	21	21	21	
Kempsey	27	8	5	17	13	10	33	113	16	8	2	16	6	3	43	94	207	207	
Kerrambyng	3	4	5	1	3	3	8	27	6	4	..	5	..	..	27	42	69	69
Kiama					1			1	9	..	..	9	..	..	30	48	49	49
Kookabookra	3	2	3	..	2		8	18	3	..	..	..	..	..	1	4	22	22
Lake Cudgellico	1	2	1	..	2		3	9	1	1	..	1	..	..	4	7	16	16
La Perouse	1	1	1	1	1			5	9	1	1	6	3	..	14	34	39	39	
Lawrence	8	9	1	5	7	..	7	37	1	..	..	1	..	..	3	5	42	42
Leadville	2	1	..	..	..	..		3	..	..	..	..	..	..	..	..	3	3
Lismore	11	7	7	2	2	4	11	44	5	1	..	2	..	..	8	16	60	60
Liverpool									1	1	..	..	..	..	2	3	3	3
Louth	12	6	4	8	2	3	11	46	4	2	..	4	..	..	9	19	65	65
Marrickville	16	6	16	10	2	11	24	85	7	1	..	7	4	1	26	46	131	131	
Maclean	2	..	..	..	..	..		2	2	..	..	1	..	..	4	7	9	9
Maitland																		1	
Manilla									4	1	..	3	1	1	28	38	38	38	
Marsdens									1	1	..	1	1	..	..	3	3	3
Menindie	7	1	..	5	2	..	12	27	1	..	..	1	..	..	1	3	30	30
Meroe	7	2	3	2	3	1	4	22	3	..	..	4	..	..	2	9	31	31
Merriwa	1	..	..	..	..	..		1	..	..	..	..	..	..	..	..	1	1
Milparinka	24	12	..	8	11	..	25	80	3	..	..	2	..	..	15	20	100	100
Milton	2			1		2	5	10	8	3	..	8	1	3	34	57	67	67	
Moama (including Cumerogunga)	8	7		3	4	1	3	26	23	13	..	21	12	..	115	184	210	210	
Mogil Mogil and Collarendabri	12	12	4	10	10	4	16	68	5	..	..	3	..	..	13	21	89	89
Molong									1	..	..	3	1	..	3	8	8	8
Mongarlowe									1	1	..	1	2	..	4	9	9	9	
Moombi	1	..	..	..	..	..		1	..	..	..	..	..	..	..	..	1	1
Moree	7	3	1	7	3	..	8	29	8	1	..	10	1	..	31	51	80	80	
Morpeth	2	..	..	..	..	..		2	..	..	..	..	..	..	..	..	2	2
Moruya	1	3	2	2	..	..	7	15	7	..	..	3	1	..	15	26	41	41
Mossgiel	20	9	4	19	6	3	20	81	4	..	..	2	..	..	11	17	98	98
Moulamein	3	12	2	3	2	2		24	12	7	..	4	3	..	23	49	73	73	
Mullumbimby	3	1	..	3	..	..	2	9	..	..	..	..	..	..	..	..	9	9
Mundooran									1	..	..	..	..	..	..	..	1	1
Mungindi	10	4	3	4	6	2	11	40	3	..	..	5	2	..	22	32	72	72
Murrurundi	1	..	..	..	..	..		2	3	..	..	..	..	..	..	..	3	3
Murwillumbah	10	4	..	4	2	..	5	25	1	..	..	2	..	..	9	12	37	37
Narrabri	2	4	1	1	1	..	3	12	4	1	..	6	..	..	11	22	34	34
Narrandera	5			4	1	..		10	3	..	..	9	..	..	6	18	28	28
Nymboida	4	2	2	5	1	..	9	23	5	..	..	1	1	..	8	31	31	31
Nelligen									2	..	1	2	..	..	9	14	14	14
Newcastle					1	..	2	3	..	1	..	..	..	..	..	1	4	4
Nimitybelle		1	..	..	..	..		1	..	..	..	..	..	..	..	..	1	1
Nowra	2	6	1	..	6	1	5	21	14	2	2	14	4	1	54	91	112	112	
Nundle									..	1	..	1	..	1	10	13	13	13	
Nymagee									..	..	..	..	..	..	..	..	1	1
Nyngan	2	1	..	2	2	1	1	9	2	..	..	1	..	..	..	3	12	12
Obley	6	7	..	4	2	..	2	21	2	3	..	4	3	..	13	25	46	46	
Orange	4	1	..	2	..	..		8	..	..	..	..	..	..	..	..	8	8
Oxley		3	2	..	..	..		5	1	..	..	1	..	..	8	10	15	15
Pallamallawa	1	2	3	1	1	..	1	9	2	..	..	5	..	..	9	16	25	25
Palmer's Island									1	..	..	..	..	..	..	..	1	1
Parkes			1	2	..	..		5	2	..	..	2	1	1	6	12	17	17
Peak Hill	9	3	2	2	1	..	14	31	..	..	..	3	..	..	2	5	36	36
Penrith	1	..	..	..	..	..	3	4	..	..	..	..	..	..	1	1	5	5
Pictou	1	..	..	..	..	..		5	12	1	..	4	2	1	20	40	45	45
Pilliga	9	8	2	5	4	1	4	33	10	2	..	7	1	..	11	31	64	64	
Pooncarie	14	8	3	7	5	2	39	78	1	..	..	1	..	..	7	9	87	87
Port Macquarie	4	6	2	3	4	1	13	33	13	3	1	8	4	1	30	60	93	93	
Quambone	5	9	2	10	5	3	16	50	1	..	..	2	..	..	5	8	58	58
Queanbeyan									2	..	..	1	..	..	4	7	7	7
Rylstone	1	..	..	..	2	..		3	4	..	1	5	1	..	17	28	31	31
Sans Souci		1	..	..	..	..		2	..	..	..	..	..	..	..	..	2	2
Scone	3	1	1	..	..	..		5	..	3	..	..	..	..	..	3	8	8
Singleton	6	1	1	3	4	1	13	29	3	..	..	9	..	1	24	37	66	66
Sofala					1	..		1	1	..	..	..	..	..	..	1	2	2
Stroud	2	..	..	..	..	..		2	..	..	..	1	..	..	1	3	3	3
Swansea									2	1	1	..	..	1	..	5	5	5
Tamworth		1	..	..	1	..	2	4	1	1	..	..	..	..	..	2	6	6
Taree	5	3	1	1	3	..	3	16	5	1	..	5	3	..	21	35	51	51	
Tareena	5	2	..	3	1	..	3	14	1	..	..	1	..	..	1	3	17	17
Tea Gardens	2	1	1	..	1	..	3	8	3	..	1	6	1	..	13	24	32	32	
Tenterfield		1	..	..	..	..		2	..	..	..	..	..	..	..	..	2	2
Tibooburra	32	9	3	25	5	..	10	84	..	..	..	3	..	..	15	18	102	102
Tingha									..	..	..	..	1	..	..	1	1	1

APPENDIX A—continued.

Locality.	Full-bloods.								Half-castes.								Grand Total.
	Men.			Women.			Children.	Total.	Men.			Women.			Children.	Total.	
	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.	Between 20 & 40 years.	Between 40 & 60 years.	Over 60 years.			
Tinonee	...	...	...	...	...	...	1	2	1	...	...	1	...	...	6	8	8
Tooma	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Torrowangee	5	7	1	10	5	3	7	38	5	...	...	...	...	...	2	8	46
Trangie	...	3	1	...	...	...	...	4	3	...	...	1	...	...	2	6	10
Trunkey	...	...	...	...	...	...	...	...	3	...	...	3	...	...	9	15	15
Tuena	2	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	2
Tumbarumba	...	...	...	...	...	...	...	...	...	3	...	1	...	...	3	7	7
Tumbulgum	2	...	1	1	...	...	1	5	...	...	...	...	...	...	...	...	5
Tumut	7	3	4	5	2	1	9	31	9	8	...	8	5	...	34	64	95
Ulmarra	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Uralla	...	...	...	...	1	...	...	1	4	2	...	3	2	...	17	29	30
Urana	...	2	...	1	2	...	...	5	1	...	...	1	1	...	...	3	8
Walbundrie	...	...	...	1	...	...	1	2	...	...	...	...	...	...	...	...	2
Walcha	8	5	...	8	2	...	22	45	11	4	...	12	4	...	56	87	132
Walcha Road	...	...	...	...	...	...	...	...	...	3	...	2	1	...	15	21	21
Walgett, Carinda, and Comborah	14	17	3	18	9	2	23	86	10	6	...	14	1	...	60	91	177
Wanaaring and Yantabulla	20	5	3	10	6	4	10	58	1	...	...	...	...	...	6	7	65
Wardell	8	2	1	3	2	1	6	23	3	1	...	4	...	...	20	28	51
Warialda	...	1	...	...	...	...	...	1	1	...	...	...	...	...	...	1	2
Warren	4	1	...	1	1	...	2	9	...	...	...	1	...	...	4	5	14
Wee Waa	4	1	2	5	1	...	12	25	3	...	...	1	1	...	8	13	38
Wellington	6	2	1	1	...	...	7	17	5	4	1	7	3	...	23	43	60
Wentworth	1	3	...	...	2	...	...	6	...	...	...	...	...	...	...	...	6
Werris Creek	...	1	...	...	1	1	1	4	13	7	2	12	7	...	29	70	74
White Cliffs	3	2	...	3	1	...	1	10	...	...	...	...	...	...	...	...	10
Whitton	...	...	...	1	...	...	1	2	...	...	...	...	...	...	...	...	2
Wilcannia	6	2	3	6	1	1	1	20	...	...	...	1	...	...	2	3	23
Wilson's Downfall	1	5	2	1	4	...	5	18	1	...	...	1	...	...	4	6	24
Windsor	...	...	1	1	1	...	2	5	19	5	4	14	5	...	57	104	109
Wingham	3	...	...	...	1	...	3	7	3	3	...	2	...	...	14	22	29
Wollar	...	3	...	...	2	...	3	8	3	...	...	...	1	...	13	17	25
Wollongong	...	2	1	1	...	...	1	5	3	1	...	1	2	1	8	16	21
Woodburn	1	1	...	...	...	...	...	2	...	...	...	...	...	...	...	...	2
Woodenbong	5	4	4	3	3	2	7	28	4	...	...	3	1	...	6	14	42
Woogoolga	4	4	...	3	2	...	4	17	1	...	...	1	...	...	2	4	21
Yamba	1	1	...	1	...	...	2	5	...	...	...	...	...	...	...	...	5
Yass	4	...	...	...	...	1	4	9	13	7	1	12	10	...	65	108	117
Yetman	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
Young	1	...	...	...	...	...	1	2	...	...	...	...	...	...	...	...	2
Total	710	500	233	488	335	157	999	3,422	580	215	29	544	184	25	2,086	3,663	7,085

APPENDIX B.

CENSUS RETURNS, 1897.

Comparison with year 1896.

	Full-bloods.				Half-castes.				Grand Total.
	Adults.		Children.	Total.	Adults.		Children.	Total.	
	Males.	Females.			Males.	Females.			
By return, 1896	1,442	1,028	1,033	3,503	788	729	1,964	3,481	6,984
Do 1897	1,443	980	999	3,422	824	753	2,086	3,663	7,085
Decrease	...	48	34	81	...	...	...	...	...
Increase	1	...	...	...	36	24	122	182	101

Total Increase, Half-castes..... 182

Less Total Decrease, Full-bloods 81

Net Increase, whole Aboriginal Population 101

BIRTHS and DEATHS, 1897.

Full-bloods.		Half-castes.	
Births reported	77	Births reported	151
Deaths reported	137	Deaths reported	65
Decrease by Deaths over Births	60	Increase by Births over Deaths	86

APPENDIX C.

EXPENDITURE by the Government on behalf of the Aborigines, 1897.

Department.	Particulars.	Amount expended.							
		£	s.	d.	£	s.	d.		
Aborigines Protection Board.....	Rations, clothing, medical comforts, fishing boats and gear, fishing tackle, farming implements, seed, fencing-wire, erection of dwellings, &c., &c. (for aborigines generally).....	8,603	7	7					
	Expenses in connection with the Home for Aborigines, Clarence River—Salary of Manager, wages of aborigines, rations, clothing, medical comforts, seed, building material, harness, and sundries	565	6	0					
	Expenses in connection with the Cumeroogunga, Warangesda, and Brewarrina Aboriginal Stations—Rations, clothing, medical comforts, drugs, building material, farming implements, seed, fencing-wire, wire-netting, water-piping, sheep, harness, salaries of managers, wages of aborigines, and sundries	2,647	17	9					
	Conveyance of aborigines on the railway lines of the Colony	315	19	10					
	Salary of Secretary (six months).....	37	10	0					
Chief Secretary.....	Burial expenses—aborigines				12,170	1	2		
Chief Medical Officer	Medical attendance and medicine					52	6	0	
Government Stores	Blankets, clothing, stationery, &c.					864	1	2	
Public Instruction	Repairs to buildings, salaries of teachers, school-books, fuel and cleaning, in connection with schools specially for aboriginal children					2,658	18	9	
	Total.....						987	5	2
					£16,732	12	3		

APPENDIX D.

EXPENDITURE by the Board on Aborigines generally, 1897.

Locality.	Average monthly number receiving aid.		Period.	Nature of Supply or Service.	Amount expended during the year.
	Adults.	Children.			
Angledool	21	13	12 months...	Rations and clothing	£ 124 14 7
Armidale				Rations	0 9 11
Baan Baa		5	4 months...	Rations and clothing	6 13 6
Ballina	2		12 "	Rations	7 19 11
Balranald	12	2	12 "	Rations and clothing	78 14 2
Barrington.....	4	16	12 "	Rations, clothing, and erection of huts	145 16 5
Bellingen and Fernmount.	27	4	12 "	Rations, clothing, boat and oars	85 11 2
Birrimba	15	11	12 "	Rations and clothing	111 12 9
Boggabilla	7	5	12 "	Rations "	65 14 6
Bonalbo	1		6 "	Rations	2 17 11
Bonshaw.....	3	1	12 "	"	23 12 8
Boola Boolka.....		9	5 "	Rations and clothing	21 1 7
Bowraville.....	22		12 "	"	78 17 7
Breeza	3	5	12 "	Rations	25 10 7
Brewarrina	25	26	12 "	Manager's salary, provisions, clothing, sheep, building material, additions to school room, wages of handyman (aboriginal), and sundries.	265 10 8
Broadwater	2		12 "	Rations	11 2 9
Brungle	48	38	12 "	Rations, clothing, medical comforts, seed wheat, plough fittings, harness, forage, smithing, sundries, superintendent's allowance, and wages of aboriginal.	493 15 6
Bungawalbyn	3		15 "	Rations	16 13 6
Burragorang	7	19	12 "	Rations and fencing-wire	81 16 4
Burrier	1		12 "	Rations	9 10 8
Bushfield	8	10	12 "	Rations, tools, &c.....	59 15 7
Byron Bay.....	1		12 "	Rations	5 9 3
Camira	4		12 "	"	23 11 2
Cabbage Tree Island	4		12 "	"	17 16 10
Calimo	9	12	12 "	"	53 16 1
Casino.....	1		1 "	"	0 12 10
Cobar	1	1	12 "	"	5 5 9
Cobargo				Medical comforts	8 1 8
Collarendabri	6	2	12 months...	Rations	42 8 6
Conoble	4	3	12 "	Rations and clothing	36 8 9
Coolangatta	4	16	12 "	Rations, clothing, and fishing tackle	51 14 9
Coonamble	5	4	12 "	Rations	53 6 6
Copmanhurst.....	3		12 "	"	12 12 5
Coraki.....	1		12 "	"	4 13 10
Coramba.....	6	2	12 "	"	35 2 2
Cowra	8	15	12 "	Rations, clothing, and teacher's allowance.....	93 19 9
Crudine	2	5	12 "	Rations	23 12 0
Cudgen	1		12 "	"	5 2 11

APPENDIX D—continued.

Locality.	Average monthly number receiving aid.		Period.	Nature of Supply or Service.	Amount expended during the year.
	Adults.	Children.			
Cumeroogunga	97	50	12 months...	Rations, clothing, medical comforts, medicine, building material, farming implements, seed, fencing-wire, wire netting, water piping, sheep, harness, smithing, freight, manager's and dormitory matron's salaries, wages of aborigines, buggy hire for doctor and local board, and sundries.	£ s. d. 1,426 12 6
Currowan	1	7	12 ,,	Rations and clothing	24 8 9
Cuttabri	13	6	12 ,,	Rations	149 3 6
Dandaloo	2	3	9 ,,	Rations	10 16 7
Delegate	14	6	12 ,,	Rations	89 13 2
Drake	4	.....	12 ,,	Rations	15 3 0
Dubbo	7	9	12 ,,	Rations	44 0 2
Dungalea	7	18	12 ,,	Rations	112 17 5
Dyraaba	4	.....	12 ,,	Rations	28 11 4
Eden	6	7	12 ,,	Rations and clothing	38 14 6
Euabalong	9	10	12 ,,	Rations	43 0 1
Eugowra	7	11	12 ,,	Rations	42 4 3
Eurabba	16	22	12 ,,	Rations	266 1 7
Forbes	18	6	12 ,,	Rations	90 14 0
Forster	11	17	12 ,,	Rations, clothing, and seed	80 0 9
Gerringong and Kiama	7	13	12 ,,	Rations, clothing, new boat and gear, repairs to old boat, and new sails.	87 4 11
Gilgunnia	2	.....	9 ,,	Rations	13 16 8
Glen Innes	2	6	12 ,,	Rations	22 0 3
Glenorchy	4	5	12 ,,	Rations	46 14 5
Goodooga	11	.....	12 ,,	Rations and clothing	79 9 5
Goonal	4	.....	12 ,,	Rations	25 11 5
Gosford	1	.....	5 ,,	Rations	2 7 10
Grafton	63	22	12 ,,	Rations, clothing, building material, tools, seed, harness, tanks, smithing, salary of manager, wages of aborigines, and sundries.	565 6 0
Grafton South, Orara, and Glenugie.	8	1	12 ,,	Rations	33 10 6
Greenwell Point	5	7	12 ,,	Rations and clothing	59 13 5
Gulgambone	8	20	12 ,,	Rations	134 2 10
Gunnedah	4	.....	12 ,,	Rations	31 6 6
Harwood	1	.....	6 ,,	Rations	0 13 0
Hastings River	23	23	12 ,,	Rations, clothing, medical comforts, tools, &c.	143 13 11
Hillston, Merowie, and Willanthry.	13	19	12 ,,	Rations, clothing, and tools	63 13 6
Hunter Water Hole	11	14	12 ,,	Rations and clothing	79 18 6
Illawarra Lake	6	8	12 ,,	Rations	30 10 8
Ingalba	15	34	12 ,,	Rations, seed, building material, and tools.....	97 6 11
Jervis Bay	3	8	12 ,,	Rations and boat sails	35 6 8
Kajuligah	2	.....	12 ,,	Rations and clothing	15 7 10
Keewoong	4	6	12 ,,	Rations	47 18 8
Kyogle	4	.....	12 ,,	Rations	28 11 4
La Perouse	10	8	12 ,,	Rations, erection of hut, repairs to boat, oars, water rates, twine and rope for fishing net.	114 9 7
Lawrence	6	.....	12 ,,	Rations	25 19 0
Lionsville	3	.....	12 ,,	Rations	17 4 3
Lismore	3	1	12 ,,	Rations	17 0 6
Macleay River	73	52	12 ,,	Rations, clothing, medical comforts, seed, plough, and paint for boat.	330 16 8
Macksville and Nam-bucca Heads.	29	13	12 ,,	Rations, clothing, and medical comforts	111 4 2
Mallara	2	5	12 ,,	Rations and clothing	26 19 0
Marfield	4	4	12 ,,	Rations	40 8 0
Maryland	2	.....	12 ,,	Rations	12 8 3
Manilla	1	10	8 ,,	Rations	18 11 3
Millera	1	.....	12 ,,	Rations	6 2 6
Milparinka	24	.....	.....	Rations	13 4 0
Milrea	4	.....	12 months ..	Rations	23 9 8
Megalong	6	5	12 ,,	Rations	52 0 11
Mogil Mogil	8	11	12 ,,	Rations	103 10 6
Mole River	2	.....	12 ,,	Rations	2 8 8
Moree	7	10	12 ,,	Rations	58 5 5
Moolah	2	1	12 ,,	Rations and clothing	18 7 10
Mungindi	11	4	12 ,,	Rations	61 1 2
Murrumbong	5	7	12 ,,	Rations and clothing	68 5 7
Murwillumbah	6	1	12 ,,	Rations	24 17 8
Narrabri	3	3	12 ,,	Rations and clothing	38 8 2
Narrandera and Grong Grong.	12	14	12 ,,	Rations, fencing-wire, and tools.....	65 5 11
Newcastle	1	2	6 ,,	Rations	2 19 9
Nymboida	6	2	12 ,,	Rations	20 14 9
Nyngan	3	.....	12 ,,	Rations	11 5 11
Oban	10	7	12 ,,	Rations	71 5 2
Parkes	3	6	12 ,,	Rations and clothing	34 18 8
Pilliga	17	7	12 ,,	Rations	98 12 4
Poolamacca	10	1	12 ,,	Rations	67 12 1
Port Stephens	7	6	12 ,,	Rations, clothing, seed, repairs to boat, rope and paint for boat, fishing net.	82 14 4
Pretty Gully	4	1	12 ,,	Rations	21 15 6
Quambone	15	12	12 ,,	Rations and clothing	110 6 2
Rivertree	3	.....	12 ,,	Rations	15 19 1
Runnymede	1	.....	1 month ..	Rations	0 7 4

APPENDIX D—continued.

Locality.	Average monthly number receiving aid.		Period.	Nature of Supply or Service.	Amount expended during the year.	
	Adults.	Children.			£	s. d.
Rylstone.....	2	8	12 months...	Rations	28	9 1
Singleton	25	32	12 ,, ..	Rations, clothing, medical comforts, seed, tent, and sundries.	220	9 8
Stuart Town	1	.....	4 ,, ..	Rations	2	12 6
Sturt's Meadow	4	.....	12 ,, ..	"	23	17 8
Swansea	1	1	12 ,, ..	Rations, and repairs to hut.....	12	9 3
Tabulam	5	.....	12 ,, ..	Rations	16	9 8
Taree	21	30	12 ,, ..	Rations, clothing, and medical comforts.....	111	15 2
Tatalla	19	9	12 ,, ..	Rations and clothing	212	8 1
Terembone.....	17	12	12 ,, ..	Rations	210	4 1
Terry-hie-hie.....	18	17	12 ,, ..	Rations, clothing, and building material.....	246	6 0
Toooloon	3	6	12 ,, ..	Rations	46	10 8
Trangie	11	6	12 ,, ..	"	57	11 11
Tumbulgum	1	1	6 ,, ..	"	2	8 11
Turlingah	11	12	12 ,, ..	Rations, clothing, and new boat and gear	84	7 10
Ulladulla	7	11	12 ,, ..	"	105	14 5
Unumgar	6	1	12 ,, ..	Rations	50	9 4
Uralla	5	10	12 ,, ..	Rations, clothing, building materials, and tools ..	57	18 5
Walcha	6	15	12 ,, ..	Rations, farming implements, seed, harness, building material, and fencing wire.	47	3 9
Walcha Road	6	15	7 ,, ..	Rations and clothing	29	16 8
Walgett	5	10	12 ,, ..	Rations	77	19 3
Walhallow	3	5	6 ,, ..	"	10	5 3
Wallaga Lake	49	26	12 ,, ..	Rations, clothing, boat sails, and allowance to Superintendent.	299	9 11
Wanaaring.....	5	.....	12 ,, ..	Rations	29	4 8
Warangesda	60	48	12 ,, ..	Provisions, clothing, medical comforts, building material, ironmongery, drugs, seed, wire netting, plough-shares, tools, harness, forage, sheep, freight, manager's and dormitory matron's salaries, wages of aborigines, and sundries.	955	14 7
Wee Waa	1	.....	5 ,, ..	Rations	3	16 8
Weilmoringle	3	.....	12 ,, ..	"	19	11 9
Weinteriga	1	.....	3 ,, ..	"	1	8 5
Wellington	10	20	12 ,, ..	Rations, clothing, building material, and fencing wire	176	4 8
Wilcannia	2	2	12 ,, ..	Rations, clothing, and tents	17	15 8
Windsor	37	60	12 ,, ..	Rations, repairs to boat, tools, &c.	181	14 4
Wingham	3	10	12 ,, ..	Rations	22	11 3
Wollar	7	7	12 ,, ..	Rations and clothing	54	2 10
Wollomumbi.....	2	.....	12 ,, ..	Rations	14	8 5
Wyangarie.....	3	2	12 ,, ..	"	29	7 10
Wyrallah	9	.....	12 ,, ..	"	53	4 7
Yass, Pudman and Blakney Creeks.	21	52	12 ,, ..	Rations, farming implements, and seed	189	2 10
Yugilbar.....	1	2	12 ,, ..	Rations and clothing	10	17 6
Incidental Expenses...	.....	.....	12 ,, ..	.....	15	13 11
Railway fares of aborigines.	.....	.....	12 ,, ..	.....	315	19 10
Salary of Secretary ...	.....	.....	6 ,, ..	.....	37	10 0
					12,170	1 2

APPENDIX E.

AMOUNTS paid for Medical Attendance on Aborigines, 1897.

Locality.	Amount.	Locality.	Amount.
	£ s. d.		£ s. d.
Armidale	4 10 0	Brought forward	461 9 6
Ballina	0 10 0	Macksville	1 6 2
Bellingen and Fernmount.....	7 10 0	Macleay River	50 0 0
Bodalla	18 4 0	Moree	6 0 0
Bourke	1 12 0	Mungindi	1 5 0
Bowraville	0 14 6	Narrabri	13 17 0
Brungle	57 10 0	Narrandera	12 11 0
Burraborang	1 17 6	Nyngan	0 15 0
Burrowa	0 10 0	Poolamacca	8 6 0
Cabbage-tree Island	9 17 6	Port Macquarie	25 8 0
Casino	45 5 0	Singleton	40 0 0
Cobar	0 10 0	Stroud	0 10 0
Cobargo	60 10 0	Sydney	0 10 0
Condobolin	0 10 0	Taree.....	40 0 0
Coolangatta	5 9 0	Torrawangee	0 10 0
Cowra	40 5 0	Turlingah	1 0 0
Cumeroogunga	50 0 0	Ulladulla	18 13 6
Forbes	37 3 0	Uralla	12 0 0
Gerrington and Kiama	40 0 0	Walcha.....	13 3 0
Grafton	60 0 0	Wallaga Lake	19 12 6
Greenwell Point	11 7 0	Wellington	19 0 0
Hillgrove	1 0 0	Wilcannia	1 10 0
Hillston	1 0 0	Wingham	25 0 0
Inverell.....	1 0 0	Woogoolga	5 15 0
Katoomba	2 15 0	Yass	81 9 6
Lismore	2 0 0	Young	4 10 0
Forward.....	£ 461 9 6	Total	£ 864 1 2

APPENDIX I.

STATEMENT of Receipts and Expenditure on account of Sale Stores at the Cumeroogunga and Warangesda Aboriginal Stations, 1897.

RECEIPTS.			EXPENDITURE.		
Station.	Amount.		Station.	Amount.	
	£	s. d.		£	s. d.
Cumeroogunga	271	5 0	Cumeroogunga	250	8 3
Warangesda	80	19 1	Warangesda	100	7 0
			Balance	1	8 10
	£	352 4 1		£	352 4 1

APPENDIX J.

CENSUS Returns, Brewarrina, Brungle, Cumeroogunga, Grafton, and Warangesda Aboriginal Stations, 1897.

Stations.	Population, 31st December, 1897.							Daily average population throughout the year.						
	Full-bloods.			Half-castes.			Grand Total.	Full-bloods.			Half-castes.			Grand Total.
	Adults.	Children.	Total.	Adults.	Children.	Total.		Adults.	Children.	Total.	Adults.	Children.	Total.	
Brewarrina	15	8	23	3	17	20	43	14	8	22	4	17	22	44
Brungle	19	10	29	30	30	60	89	18	9	27	30	30	60	87
Cumeroogunga	17	2	19	82	92	174	193	21	4	25	64	82	146	171
Grafton	21	20	41	8	1	9	50	31	18	49	6	4	10	59
Warangesda	23	13	36	35	43	78	114	12	9	21	26	43	69	90
	95	53	148	158	183	341	489	96	48	144	130	177	307	451

APPENDIX K.

REPORTS OF LOCAL BOARDS.

Dear Sir,

Home for Aborigines, Grafton, Clarence River, 28 January, 1898.

We have the pleasure to report that during the year ending 31st December, 1897, very satisfactory progress has been made at the Home in every way.

The popularity of the Home has been well sustained, as will be seen by the average of the inmates as given by the manager, their general health is good, and we are extremely pleased to note that they are very contented. At present, the young men have a cricket team, which is of much interest to them. During the winter football was indulged in, and your Local Board have encouraged these sports as it keeps down gambling.

At present there is a very fine crop of maize, consisting of over 20 acres, which should bring in a good return if no flood takes place.

Last year the different crops returned, according to our manager's report, over £40 after allowing for consumption at the Home, which is very large—particularly in respect to potatoes.

A fine school-house has been erected at the Home, which is now constituted as a Public School. This was duly opened by the Chairman of the Grafton Public School Board (Mr. Thomas Page, J.P.) in company with the Local Board.

A large tank has been excavated at the Home, and when cemented and completed will give ample supply to the inhabitants.

Some new buildings have been erected, others improved, and a good deal of clearing and burning off done, which gives the Home a more civilised appearance.

Taken generally, and considering the difficulty experienced in keeping aborigines at work, the manager deserves much credit for works accomplished.

The Home is recognised by visitors as an interesting sight, and many have paid visits during the year and expressed their satisfaction and pleasure at the appearance of the inhabitants and place.

The matron (Mrs. Curry) has done much to assist the Board and to make the people comfortable.

Yours faithfully,

THOMAS PARKER, Chairman.
 GEORGE CRISPIN, }
 JAS. C. WILCOX, } Members.

The Chairman, Aborigines' Protection Board, Sydney.

REPORT on the Home for Aborigines, Clarence River, for Year ended 31st December, 1897.

Number of people (Aborigines) settled in houses at the Home—men, 9; women, 16; children, 27; total, 52. There are also a number of people (Aborigines) who make the Home their headquarters, and live here whenever they are out of work, sick, or want a rest, making up the number who really belong to the Home to over 70. The aborigines from the Upper Clarence also come here for food and shelter whenever near Grafton.

Average daily population for the year, 50.1.

Number of aboriginal children ordinarily attending school—boys, 10; girls, 15.

A very fair crop of maize, potatoes, onions, vegetables, &c., was gathered from the farm, the return from produce sold—over the requirements of the Home—amounting to nearly £44.

Permanent improvement.—A school-house, 16 ft. x 27 ft. x 10 ft., with skillion, 27 ft. x 8 ft. x 7 ft., was completed. Value, about £75. A tank, 16 ft. x 16 ft. x 16 ft., was excavated in the stone; when completed, it will be an asset worth about £60.

The farm land worked last year was cleared of many stumps, cultivated, and re-planted. About 2 acres of new ground were broken up and planted, and clearing continued of the remaining land. A substantial two-rail fence was erected on the farm side line, about $\frac{1}{4}$ -mile. Two new dwellings were built, and a number of minor improvements effected.

F. C. CURREY, Manager.

The Chairman, Local Board.

Sir, Aborigines' Protectorate, Local Board, Darlington Point, 2 March, 1898.

In compliance with your request, we beg to report as follows:—Improvements made during the past year consist of the erection of three new cottages, and a hut for single men, repairs to fences, alterations to stores and other buildings, scrub clearing, rabbit destruction.

About 83 acres were ploughed and put under wheat, the return from which being 30 tons of hay and 30 bags of wheat.

The station suffered greatly from terrible drought which wrought such great havoc throughout Riverina. The rainfall for the year was under 9 inches. From the end of January to the end of June no rain fell at all, and as a consequence there was no grass and many of the cattle died. The spring rains, although light, came at the right time and sufficiently for grass, of which there is still a good supply, but not sufficiently for the crop as the poor yield mentioned above will show.

The stock are in splendid condition. There are 750 sheep, 20 cattle, 12 horses. In addition to the station stock many of the residents have cattle and horses of their own, not more than two head being allowed to a family except under special circumstances.

The village has always presented a clean and orderly appearance; and the extreme care taken of all the station property by the manager has been most praiseworthy.

The store has been kept and conducted in a thoroughly satisfactory manner, cleanliness, perfect order, and arrangement pervading it throughout.

The health of the residents has been good, and their conduct, with but few exceptions, has been satisfactory.

In cases of grave misconduct the Local Board instructed the manager to take severe measures in meting out punishment to the offenders, and we are pleased to be able to say that in every instance the result has been thoroughly satisfactory.

In view of the small amount of useful work done in proportion to the number of strong, able-bodied men (the majority of whom are half-castes) who are always to be seen about the station, and who often do no work at all, the Local Board towards the end of the year gave instructions to the manager not to supply rations to any of these men until they have earned it by doing a fair amount of work.

The school continues to make satisfactory progress. At the last examination the inspector expressed himself as being well pleased with the results.

During the year there were 8 births, 1 marriage, 5 deaths.

HERMAN KOOK,
Chairman.
G. R. F. NOBBS,
Hon. Secretary.

The Secretary, Aborigines Protection Board, Sydney.

Sir, Aborigines' Protectorate, Local Board, Brewarrina, 7 March, 1898.

I have the honour to herewith submit the report of the Local Board for the year 1897.

Apart from the ordinary duties of the station the principal work has been suckering ringbarked timber, and although the workmen have only been on the station at intervals of short period, the whole of the ringbarked country, consisting of about 3,000 acres, has been suckered during the year.

There were 43 people (23 full blood and 20 half-castes) sleeping on the station the last night of the year, the weekly average for the whole year being 49.

There were 3 births, 2 deaths, and 1 marriage during the year. The health of the people was generally very good.

The average attendance of children at school was 10 girls and 8 boys, and when examined in June last the classification of the first-class was moderate, second-class tolerable, and third-class fair.

At the end of the year there were 6 boys and 5 girls apprenticed out, and, generally speaking, they were giving satisfaction.

The stock at the end of the year consisted of 683 sheep, 33 cattle, 23 horses, and 15 pigs, all in splendid condition.

There were 474 sheep shorn, yielding 3,986 lb. wool, giving a net return of £81 11s. 1d., and in addition to this, sheepskins and oddments of wool realised £13 3s. 1d.

Four hundred and one sheep were killed for rations during the year.

Two small paddocks were let for grazing during the year, each for three months, at £26 and £20 respectively. The sum of £4 10s. was also received for agistment of sundry stock.

The

The present season is a particularly good one, and all the stock should remain fat for a considerable time. The Board feel they cannot speak too highly of the manager and his wife (Mr. and Mrs. Hopkins), who still continue to give every attention to their duties, the place is kept thoroughly clean, and the aborigines are well satisfied. The children improve considerably under Mrs. Hopkins' care.

The improvements on the station are also well looked after.

I have, &c.,

H. LORAINÉ CATHIE,
Chairman, Local Board.

The Secretary, Aborigines' Protection Board, Sydney.

Sir,

Aborigines' Station, Brungle, January, 1898.

Subjoined I beg leave to submit my report for the year 1897.

1. *School*.—This has been in operation every school-day throughout the year. The average attendance for the year has been slightly over 20, the total enrolment for that period being 27, and the average quarterly enrolment 24. The Inspector's last report showed that it was in an efficient condition under the management of Miss Ussher, who was appointed to the sole charge by the Minister for Education in June last.

2. *Cultivation*.—Little was done last year, in consequence of the dry weather, in the ploughing season. About 5 acres were sown for hay, but as the crop looked unusually good, it was decided to keep about half for seed. Afterwards, owing to labour troubles and the difficulty of getting a machine, as previously explained by Mr. M'Gruer, only 1 acre was cut for hay, the remainder being harvested for seed. It is stacked waiting for the threshing machine, and has been thatched with reeds, no straw being obtainable.

Corn.—About 3 acres at present in good order.

Medical.—Births: Males, 2; female, 1—all half-castes. Deaths: Female, 1—adult full-blood. Marriage, 1.

For the first three quarters the general health was fair; during the last quarter several serious cases have caused a very heavy increase in the doctor's account.

General Conduct.—Has not been so good as last year. Drinking has been on the increase, and lately the practice of bringing in liquor has caused much trouble. It is very difficult to catch them with it in their possession; but on one occasion, having information of what was going on, I notified Sub-Inspector Jones, who sent out a trooper who succeeded in capturing a man on his way back from Gundagai with a quantity of liquor in his possession that he was bringing to the camp; and in another case evidence was obtained against the publican, who was convicted and fined.

Ex School Children.—I desire again to draw the attention of the Board to the necessity for finding employment for the boys and girls as they leave school. Could not the State Children's Act be made to apply to enable them to be apprenticed? It is useless to find places for them unless they are bound to their employers, as they will either desert or the others will entice them away.

If left in the camp their education will only assist to make them rather worse than the present generation, whose laziness, vice, and immorality cannot be comprehended by anyone who is not brought constantly into contact with them.

Rules.—Following your instructions I have prepared a draft code of rules which I annex. I would suggest that the Central Board be asked to affix their seal to the code finally agreed upon.

I have, &c.,

J. G. USSHER,
Superintendent.

Noted and forwarded for Central Board's serious consideration.—(Signed) A. M'GRUER, Acting Chairman, 21/1/98. The Secretary A. P. Board, Sydney.

APPENDIX L.

BOARD FOR PROTECTION OF ABORIGINES, 31ST DECEMBER, 1897.

Chairman.....	Edmund Fosbery, Inspector-General of Police.....	5 June, 1883.
Members	Hon. Philip Gidley King, M.L.C.	5 June, 1883.
	Hon. W. H. Suttor, M.L.C.	25 July, 1890.
	Hon. R. H. D. White, M.L.C.	16 Feb., 1894.
	J. M. Chanter, M.L.A.	31 Aug., 1894.
	James R. Hill	20 Sept., 1895.
	John See, M.L.A.	25 June, 1897.
	Unni William Carpenter	19 Oct., 1897.
	George Edward Ardill	19 Oct., 1897.
Secretary.....	A. Berckelman.....	30 April, 1888.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

COAST HOSPITAL, LITTLE BAY.
(REPORT FOR 1896.)

Presented to Parliament by Command,

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

The Chief Medical Officer of the Government to The Principal Under Secretary.

Sir,

Sydney, 25 November, 1897.

I have the honour to submit, for the information of the Chief Secretary, the Annual Report on the working of the Coast Hospital at Little Bay for the year 1896, with appendices containing the usual returns.

The following general statement shows the number of patients under treatment during the year, with results :—

Remaining in hospital on 31st December, 1895	...	...	...	...	175
Admitted during the year	...	...	...	...	2,213
					2,388
	Total	...	...	...	2,388
Discharged well or convalescent...	...	...	...	...	1,641
" relieved	...	...	...	...	388
" unrelieved	...	...	...	...	40
Died	...	...	...	...	120
					2,189
	Total	...	...	...	2,189
Remaining in hospital on 31st December, 1896	...	...	...	...	199
Average number resident daily throughout the year	...	...	...	...	204.06
Mean residence of each patient in days...	...	...	...	...	31.3
Rate of mortality over all cases...	...	...	...	...	5.4

The number of patients admitted during 1896 shows a decrease of 238 over the previous year. The average daily number resident throughout the year was 204.06, as against 176.3 for the year 1895, the residence in hospital of each patient being lengthened from 24.6 days in 1895 to 31.3 in 1896. The average rate of mortality was 5.4, as against 3.7 for 1895.

RETURN No. 1.—Showing the channels through which the Patients admitted during the year reached the Hospital.

	Hospital Admission Depôt.	Medical Adviser's Office.	Medical Superintendent.	Total.
Number of patients.....	1,571	447	195	2,213

From the following returns relating to typhoid fever, it will be seen that 236 cases were admitted, being 140 more than in 1895, and that the mortality from this disease was 8.05 per cent. as against 6.25 per cent. in the preceding year.

RETURN No. 2.—Showing the number of cases of Typhoid Fever, distributed under sex and age, and the deaths at each age, which were admitted during 1896.

(Average stay in Hospital, 39 days; mortality, per cent., 8'05.)

	0-5.		5-10		10-15.		15-20.		20-30.		30-40.		40-50.		50-60.		60-70		Total.
	M	F	M.	F	M.	F	M.	F.	M.	F.	M.	F	M	F.	M	F.	M.	F.	
Admissions	7	5	19	14	26	24	23	20	23	20	24	15	10	4	2	.	..	...	236
Deaths	1	.	1	.	2	1	2	1	4	2	3	1	...	1	.	...	...	..	19

RETURN No. 3.—Showing the number of persons suffering from Typhoid Fever who were removed to the Coast Hospital for treatment from each district during the twelve months ending 31st December, 1896, and the deaths occurring therein during the same period.

District.	Admissions	Deaths	District.	Admissions	Deaths.
METROPOLIS—			SUBURBS— <i>continued.</i>		
Sydney.....	38	3	Eastern {		
Balmain	9	...	Paddington	2	1
Glebe	3	...	Randwick	10	2
North- {			Woollahra	2	.
Western {			Petersham	2	1
Leichhardt ...	26	2	Marrickville	2	..
Annandale	2	...	Strathfield	1	..
West {			Hurstville	2	..
Newtown ..	3	.	Ashfield	1	..
Central. {			North Sydney	1	..
St. Peter's ..	3	1	Ryde	1	..
Alexandria	70	6	Country	3	..
Botany	17	.	Address not fixed	5	..
Botany, North	8	.			
Redfern	12	1			
Waterloo	13	2			
			Total	236	19

RETURN No. 4.—Showing localities, whence and how many cases of Infectious Fevers, &c., were admitted in 1896.

Locality.	Scarlet Fever		Diphtheria.		Measles		Erysipelas		Whooping-cough		Chicken pox.	
	Admissions	Deaths	Admissions	Deaths.	Admissions	Deaths	Admissions	Deaths	Admissions	Deaths	Admissions	Deaths
Sydney	17	...	4	1	2	..	26	.	2	...	1	..
Not fixed							9	..	..	..	..	..
Glebe	3	1	1	..	..	..	3	..	1	..	..	..
Redfern	4	.	1	..	..	..	3	..	..	..	..	..
Camperdown	2	.	..	..	..	..	3	..	..	..	..	..
Marrickville .....			..	..	..	..	5	..	..	..	..	..
Newtown	4	..	..	..	..	..	1	..	..	..	..	..
Leichhardt	2	..	2	..	..	..	1	..	..	..	..	..
St. Peters	2	..	..	..	..	..	3	..	..	..	..	..
Waverley	4	..	..	..	..	..	1	..	..	..	..	..
Waterloo	5	..	..	..	..	..	1	..	..	..	..	..
Balmain	2	..	..	..	..	..	1	..	..	..	..	..
Burwood	2	1	1	..	..	..	..	..	..	..	..	..
Ashfield	3	.	..	..	..	..	..	..	..	..	..	..
Country	2	..	..	..	..	..	1	..	..	..	..	..
Paddington	2	..	..	..	..	..	1	..	..	..	..	..
North Sydney	1	..	..	..	..	..	1	..	..	..	..	..
Randwick	1	..	1	..	..	..	..	..	..	..	..	..
Strathfield	2	..	..	..	..	..	..	..	..	..	..	..
Alexandria	1	..	..	..	..	..	..	..	..	..	..	..
Botany	1	..	..	..	..	..	1	..	..	..	..	..
Erskineville	1	..	..	..	..	..	..	..	..	..	..	..
Kogarah . . . . .	..	..	1	..	..	..	..	..	..	..	..	..
Enfield	1	..	..	..	..	..	..	..	..	..	..	..
Lane Cove . . . . .	..	..	..	..	..	..	1	..	..	..	..	..
Parramatta . . . . .	..	..	..	..	..	..	1	..	..	..	..	..
Vaucluse . . . . .	..	..	..	..	..	..	1	..	..	..	..	..
Total	61	2	11	1	2	.	63	.	3	..	1	..
Mortality	32 %		9 %		0 00 %		0 00 %		0 00 %		0 00 %	

RETURN No. 5.—Showing the general cases, distributed under sex and age, and the deaths at each age during the year 1896.

(Average stay in hospital, 30 days; mortality, per cent., 5.3.)

	0-5.		5-10.		10-15.		15-20.		20-30.		30-40.		40-50.		50-60.		60-70.		70-80.		80-90.		90-100.		Total.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Admissions.....	34	33	24	29	16	20	66	95	330	201	302	114	223	80	124	38	62	23	15	5	2	...	...	...	1,836
Deaths	6	4	...	1	2	2	4	4	9	4	13	7	11	4	8	4	9	1	4	1	...	...	...	...	...

Returns Nos. 6 and 7 show the expenditure of the hospital in detail. The working expenses have increased from £11,403 13s. 7d. to £11,646 16s. 4d., and the cost of maintenance and treatment, exclusive of ambulance service and cost of repairs, has been £48 4s. 3½d. per head per annum, as against £51 1s. 11½d. for 1895.

RETURN No. 6.—Working Expenses of the Coast Hospital for the year 1896.

1896.	Total.		Average per head per annum.					
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
MAINTENANCE AND TREATMENT OF PATIENTS.								
Salaries :—								
Hospital Staff			2,979	11 10			14	12 1½
Provisions :—								
Meat	643	9 6			3	3 1		
Bread	454	14 11			2	4 7		
Butter	238	14 6			1	3 4½		
Vegetables	260	16 1			1	5 6½		
Potatoes.....	87	16 0			0	8 7½		
Groceries	1,066	10 7			5	4 6½		
Milk and Ice	960	3 7			4	14 1½		
Eggs	547	18 1			2	13 8½		
Poultry	33	8 8			0	3 3½		
Wine, beer, and spirits	248	3 0			1	4 4		
Sundries :—			4,541	14 11			22	5 3
Drugs and disinfectants	736	9 3			3	12 2½		
Fuel and lighting.....	548	7 0			2	13 9½		
Drapery, bedding, uniforms, &c.....	482	8 7			2	7 3½		
Furniture, ironmongery, brush, glass, and crockery-ware.	329	5 8			1	12 3½		
Coffins and funeral expenses.....	75	19 8			0	7 5½		
Stationery and printing.....	56	18 7			0	5 7		
Petty expenses.....	84	12 6			0	8 3½		
			2,314	1 3			11	6 10½
Total, Maintenance and Treatment of Patients.....							48	4 3½
Ambulance :—								
Salaries and rations.....	472	0 0			2	6 3¼		
Forage	461	11 5			2	5 3		
Repairs and remounts, &c.	247	4 7			1	4 3		
Repairs :—			1,180	16 0			5	15 9½
Salaries and rations	404	0 0			1	19 7¼		
Materials, &c.	226	12 4			1	2 2¾		
			630	12 4			3	1 10
Total.....			11,646	16 4			57	1 10

RETURN No. 7.—Statement of the Total Expenditure, Coast Hospital, 1898.

Expenditure.	Amount.	How paid.	Amount.		
	£ s. d.		£ s. d.		
To working expenses, as per table.....	11,646	16 4	By amount paid from Hospital Vote by Chief Medical Officer of the Government ...	10,153	10 3
„ cost of draining, fencing, tanks, and water rates, by Government Architect.....	445	4 10	„ amount paid from vote under the control of Works Department	484	11 4
„ proceeds of sales of horses, bones, fat, &c., paid to Treasury.....	20	8 3	„ amount paid from Stores Vote by Controller General of Stores	1,597	8 0
„ value of stores, &c., transferred to Leper Lazaret.....	146	1 9	„ amount paid by Government Printer ...	24	1 7
Total	£ 12,258	11 2	Total	£ 12,258	11 2

Return No. 4, which deals with the infectious cases admitted, shows the various forms of such disease which were under treatment. The total number of such cases was 141, and they included scarlet fever, diphtheria, whooping-cough, chicken-pox, measles, and erysipelas; three of them proved fatal. The hospital is doing most valuable work in receiving and isolating cases of infectious character. It is being availed of by the public for the purpose more and more as time goes on, and there is no doubt segregation of these patients effectively retarded the spread of infection in many instances.

The

The treatment of infectious cases of several different diseases taxes the resources of the nursing staff far more than an equivalent number of patients suffering from non-infectious maladies; and partly for this reason, but also partly because the average daily number of total patients rose from 176 to 205, it became necessary to increase the nursing staff from 26, which was its strength at the end of 1895, to 30. In this necessity an increase of enteric fever admissions from 96 to 236 had its share; for although the subjects of this disease do not require such strict isolation as those of the other communicable diseases mentioned above, yet they do require much more continuous attention, and during a greater number of days.

Dr. George Henry Taylor performed the duties of Medical Superintendent to June, 1896, when he was transferred to the position of Pathologist and Second Government Medical Officer for Sydney, his place being taken by Dr. Robert Usher Russell. Miss McMaster continued to act as Matron, and the House Surgeons and Dispensers, Drs. Shaw and Fordyce, having completed their term of engagement on the 31st March, were replaced by Drs. Conlon and Dunlop.

The treatment of surgical cases has been continued, and particulars of the operations performed during the year will be found in Appendix B. The delivery of lectures to the nurses by the Medical Superintendent and the Matron has also had close attention, and during the year examinations were held at which those nurses who showed themselves proficient were granted certificates of having undergone a full course of training.

A convenient room has been fitted up for the carrying on of bacteriological work, and it is considered that this will prove a valuable assistance in the treatment of the cases admitted.

Indigent and deserving patients have, upon their discharge, continued to receive relief from the Samaritan Fund to give them an opportunity of seeking work or of returning to their friends in the country.

In Appendices A and C will be found the usual classification of the diseases treated, and particulars relative to the patients who died in hospital.

I have, &c.,

J. ASHBURTON THOMPSON,
Chief Medical Officer of the Government.

APPENDIX A.

RETURN of the Number of Persons under Treatment, the Order of Disease for which they were treated, and the Number of Deaths in each Order during the year 1896.

COAST HOSPITAL.	Discharged during the Year.				Remaining in on 31st December, 1896.	Total.	COAST HOSPITAL.	Discharged during the Year.				Remaining in on 31st December, 1896.	Total.
	Cured.	Relieved.	Unrelieved.	Died.				Cured.	Relieved.	Unrelieved.	Died.		
CLASS 1.—SPECIFIC FEBRILE OR ZYMOTIC DISEASES.						CLASS 6.—LOCAL DISEASES—continued.							
<i>Order 1.—Miasmatic Diseases.</i>						<i>Order 2.—Diseases of the Organs of Special Sense.</i>							
Chicken Pox	1	...	...	...	1	a. Diseases of the Ear	1	...	...	...	1	
Measles	2	...	...	...	2	b. Diseases of the Nose	2	...	...	...	2	
Scarlet Fever	52	...	...	2	68	c. Diseases of the Eye... ..	9	4	1	1	15	
Influenza	4	1	...	...	5	Conjunctivitis	5	5	...	...	11	
Whooping Cough	3	...	...	...	3	<i>Order 3.—Diseases of the Circulatory System.</i>						
Diphtheria	13	...	...	1	15	Valvular Disease	2	20	4	4	5	35
Typhoid, Enteric Fever... ..	215	...	...	19	247	Endocarditis	1	...	...	...	...	1
Febricula	24	...	...	2	26	Hypertrophy of the Heart	15	1	4	...	20	
Diphtheria, Convalescent	35	...	...	...	35	Syncope ... ..	...	...	...	1	1	
Scarlet Fever, Convalescent	8	...	...	...	8	Aneurism	1	1	3	...	5	
<i>Order 2.—Diarrhœal Diseases.</i>						Senile Gangrene	3	1	1	...	5		
Diarrhœa	9	1	...	...	11	Embolism, Thrombosis	1	...	...	...	1	
Dysentery... ..	10	...	...	...	10	Phlebitis	3	2	...	1	6	
<i>Order 3.—Malarial Diseases.</i>						Varicose Veins	10	2	1	...	3	16	
Intermittent Fever (Ague)	9	5	1	...	16	<i>Order 4.—Diseases of the Respiratory System.</i>							
Beri Beri	1	9	...	...	3	Laryngitis	2	1	...	...	3	
<i>Order 4.—Septic Diseases.</i>						Other Diseases of Larynx and Trachea ... ..	...	...	1	...	1	
Erysipelas... ..	65	...	...	...	8	Asthma, Emphysema	4	...	...	...	5	
Pyæmia, Septicæmia ... ..	...	...	...	4	1	Bronchitis	67	8	1	2	5	83
Leprosy ... ..	...	...	3	...	3	Pneumonia	28	...	...	8	4	40
<i>Order 6.—Venereal Diseases.</i>						Pleurisy	8	4	...	...	1	13
Syphilis	113	24	...	1	10	148	Phthisis Pulmonalis	42	1	12	3	58	
Gonorrhœa	87	4	1	...	8	100	<i>Order 5.—Diseases of the Digestive System.</i>						
Stricture of Urethra	25	10	...	...	4	39	Stomatitis	2	...	...	...	2
Total, Class 1	676	54	5	27	66	828	Sore Throat, Quinsy	21	1	1	23
CLASS 3.—DIETETIC DISEASES.						Dyspepsia	37	5	...	...	3	45
Intemperance—Chronic Alcoholism	51	4	...	1	2	58	Hæmatemesis	1	2	...	...	3
Total, Class 3	51	4	...	1	2	58	Gastritis	15	6	...	1	3	25
CLASS 4.—CONSTITUTIONAL DISEASES.						Ulcer of Stomach	3	1	...	...	2	6
Rheumatic Fever, Rheumatism of Heart	7	2	...	...	9	Other diseases of Stomach	3	...	...	...	3	
Rheumatism, Chronic	144	47	...	13	204	Enteritis... ..	6	...	3	2	11		
Gout	2	2	...	...	5	Ulceration of Intestine	1	2	...	...	3	
Cancer, Malignant Disease	4	1	1	6	12	Hernia	1	...	...	...	1	
Tubercular Meningitis (Acute Hydrocephalus.)	...	...	2	...	2	Fistula	7	2	...	...	2	11
Tuberculosis, Scrofula, &c. ... ..	...	...	2	4	3	Piles	15	3	...	...	1	19
Purpura, Hæmorrhagic Diathesis	3	...	...	...	3	Other diseases of the Rectum... ..	...	1	1	...	1	3
Anæmia Chlorosis, Leucocythæmia	40	8	...	2	4	54	Peritonitis ... ..	...	...	3	...	3
Diabetes Mellitus ... ..	...	3	1	2	1	7	Ascites ... ..	...	...	...	1	1
Marasmus	2	...	...	4	1	7	Cirrhosis of Liver	5	...	2	2	9
Strumous glands	2	...	...	...	2	9	Hepatitis	1	1	...	...	2
Total, Class 4	204	63	4	20	23	314	Jaundice... ..	4	2	1	7
CLASS 5.—DEVELOPMENTAL DISEASES.						Typhlitis... ..	1	...	...	1	...	2
Atelectasis	2	...	...	...	2	<i>Order 6.—Diseases of the Lymphatic System and Ductless Glands.</i>						
Cyanosis	1	...	...	...	1	Diseases of Lymphatic System	4	...	...	...	...	4
Total, Class 5	3	...	...	...	3	Addison's Disease ... ..	...	...	...	1	...	1
CLASS 6.—LOCAL DISEASES.						<i>Order 7.—Disease of Urinary System.</i>							
<i>Order 1.—Diseases of the Nervous System.</i>						Nephritis ... ..	...	5	...	5	1	11
Inflammation of the Brain or its Membranes	1	...	...	...	1	Bright's Disease (Nephria) ... ..	...	7	...	8	2	17
Apoplexy ... ..	...	...	1	2	3	Suppression of Urine ... ..	...	1	...	...	...	1
Softening of Brain ... ..	...	...	...	1	1	Hæmaturia ... ..	...	1	...	...	...	1
Hemiplegia, Brain Paralysis ... ..	...	1	1	...	2	Disease of Bladder ... ..	...	1	...	...	...	1
Paralysis Agitans ... ..	...	9	...	...	3	Disease of Prostate ... ..	...	1	...	...	1	2
Insanity ... ..	...	2	6	...	8	<i>Order 8.—Disease of the Organs of Generation.</i>						
Chorea	5	3	...	...	3	Disease of Uterus and Vagina	29	7	...	...	5	41
Chorea	5	3	...	...	3	Pelvic Abscess	1	...	...	...	...	1
Epilepsy ... ..	...	7	...	...	7	Perineal Abscess	1	...	...	...	...	1
Convulsions ... ..	...	...	...	1	1	Diseases of Testes, Penis, Scrotum, &c.	4	...	...	...	1	5
Neuritis	2	10	...	...	3	Phimosiis	4	...	...	...	...	4
Hysteria	8	2	...	...	5	Hydrocele	10	3	...	...	2	15
<i>Order 2.—Diseases of the Nervous System.</i>						<i>Order 9.—Diseases of Parturition.</i>							
Inflammation of the Brain or its Membranes	1	...	...	...	1	Abortion, Miscarriage	7	...	...	...	1	8
Apoplexy ... ..	...	...	1	2	3	Puerperal Mania ... ..	...	...	...	1	...	1
Softening of Brain ... ..	...	...	...	1	1							
Hemiplegia, Brain Paralysis ... ..	...	1	1	...	2							
Paralysis Agitans ... ..	...	9	...	...	3							
Insanity ... ..	...	2	6	...	8							
Chorea	5	3	...	...	3							
Chorea	5	3	...	...	3							
Epilepsy ... ..	...	7	...	...	7							
Convulsions ... ..	...	...	...	1	1							
Neuritis	2	10	...	...	3							
Hysteria	8	2	...	...	5							

COAST HOSPITAL.	Discharged during the Year.				Remaining in on 31st December, 1896.	Total.	COAST HOSPITAL.	Discharged during the Year.				Remaining in on 31st December, 1896.	Total.
	Cured.	Relieved.	Unrelieved.	Died.				Cured.	Relieved.	Unrelieved.	Died.		
CLASS 6.—LOCAL DISEASES—continued.						CLASS 7.—VIOLENCE.							
Order 10.—Diseases of the Organs of Locomotion.													
Caries, Necrosis ...	5	1	...	...	2	8	Fractures ...	2	...	...	...	2
Arthritis, Ostitis, Periostitis ..	4	2	...	...	...	6	Dislocations ...	11	3	...	...	15
Synovitis ...	7	1	...	...	2	10	Cuts, &c....	15	1	...	...	18
Morbus Coxæ ...	...	6	...	...	2	8	Contusions ...	5	...	...	...	6
Order 11.—Diseases of the Integumentary System.													
Carbuncle ...	9	...	...	...	2	11	Burns, Scalds ...	7	...	...	...	9
Phlegmon, Cellulitis ...	26	2	...	1	4	33	Injury to Knee ...	3	...	...	...	3
Ulcer ...	60	7	...	...	8	75	Bursitis ...	8	2	...	...	11
Eczema ...	35	3	1	...	6	45	Plumbism ...	4	1	...	...	5
Pemphigus ...	4	...	...	...	...	4	Suffocation ...	...	...	...	1	1
Erythema ...	7	1	...	...	...	8	Total, Class 7 ...	55	7	...	1	70
Scabies ...	5	2	...	...	...	7	CLASS 8.—ILL-DEFINED AND NOT-SPECIFIED CAUSES.					
Psoriasis ...	3	...	1	...	1	5	Debility, Atrophy, Inanition ...	40	22	5	2	3	72
Impetigo ...	6	6	Tumour ...	8	1	...	1	...	10
Herpes Zoster ...	2	2	Abscess ...	30	3	1	34
Total, Class 6 ...	509	223	24	68	96	920	Not Specified ...	65	11	1	...	2	79
							Total, Class 8 ...	143	37	7	3	5	195

SUMMARY.

	Discharged during the Year.				Remaining in on 31 December, 1896.	Total.
	Cured.	Relieved.	Unrelieved.	Died.		
Total, Class 1.—Specific, Febrile, or Zymotic Diseases ...	676	54	5	27	66	828
„ 2.—Parasitic Diseases ...	...	...	...	...	...	...
„ 3.—Dietetic Diseases ...	51	4	...	1	2	58
„ 4.—Constitutional Diseases ...	204	63	4	20	23	314
„ 5.—Developmental Diseases ...	3	...	...	...	...	3
„ 6.—Local Diseases ...	509	223	24	68	96	920
„ 7.—Violence ...	55	7	...	1	7	70
„ 8.—Ill-defined and not-specified causes ...	143	37	7	3	5	195
Grand Total...	1,641	388	40	120	199	2,388

APPENDIX B.

RETURN of Operations performed at the Coast Hospital, Little Bay, during the year 1896.

Nature of Operations.	Number operated upon.	Result of Operations.	Nature of Operations.	Number operated upon.	Result of Operations.
Removing uterine fibroid	1	Cured.	Stretching sciatic nerve.....	1	Cured.
Curetting uterus	8	„	Ligature of Ulnar artery	1	„
Amputation of thumb	1	„	Operation for hydatid of liver ...	1	„
„ of thigh	1	„	Wiring fracture of jaw	1	Still in Hospital
„ of toe	1	„			31st Dec., 1896.
Removal of lipoma	3	„	Circumcision.....	9	Cured.
Dissecting sebaceous cyst	3	„	Hydrocele.....	8	„
Incisions into large abscesses ...	1	„	Varicocele.....	2	„
„ into deep mammary abscess.	1	„	Curetting bubo	2	„
Incisions for cellulitis.....	1	„	Exploratory incision into scrotum	1	„
„ into suppurating knee-joint.	1	„	Internal urethrotomy.....	5	„
Excision of varicose veins	6	„	Plastic operation on penis.....	1	„
„ of bone of great toe..	1	„	Fistula in ano	2	„
Tracheotomy	2	Died.	Hæmorrhoids	2	„
Tenotomy	1	Cured.	Hernia	1	Still in Hospital
					31st Dec., 1896.

SUMMARY.

Total number of operations performed	69
Number of patients cured.....	65
„ „ died	2
„ „ remaining on 31st December, 1896	2

APPENDIX C.

SHOWING the names, &c., of all Patients who died at the Coast Hospital during the year 1896.

No.	Name.	Date of Admission.	How admitted.	Age.	Disease.	Complications.	Date of Death.	No. of days in Hospital.	Cemetery No.
1710	Charlie Mitchell	1895. 5 Sept.	Med. Supt.	37 yrs.	Acute general tubercu- losis.	.....	1896. 3 Jan.	111	712
2317	Michael Hockett.	10 Dec.	H. A. Depôt. ..	28	Asthma.....	Chronic bron- chitis and asthma.	7 " ..	28	713
2097	Allan Thompson	11 Nov.	" ..	20	Acute general tubercu- losis.	.....	10 " ..	61	714
2365	David Batchelor	17 Dec.	" ..	42	Phthisis	Asthenia.....	11 " ..	25	715
2413	Thomas Carroll	24 Dec.	" ..	29	Chronic nephritis ...	" ..	13 " ..	20	Removed.
52	Frederick Wilson	1896. 7 Jan.	" ..	14	Pneumonia	Meningitis	17 " ..	10	"
69	Lucy Warbrick	9 " ..	Med. Adv.	20	Enteric fever	Exhaustion	18 " ..	9	"
142	Thomas Kelsey	20 " ..	" ..	70	Malignant disease of throat.	Asthenia	26 " ..	6	716
213	John M. Brown	30 " ..	H. A. Depôt. ..	18	Abscess of liver	Peritonitis	1 Feb.	2	Removed.
33	William Webb	6 " ..	" ..	64	General tuberculosis	Asthenia.....	8 " ..	33	717
80	Margaret Carter	11 " ..	" ..	30	Alcoholism	" ..	12 " ..	33	718
66	Annie Conway.....	9 " ..	" ..	41	Paraplegia and alco- holism.	" ..	14 " ..	36	Removed.
283	Cecil Spencer	12 Feb.	" ..	15 mths.	Marasmus	" ..	14 " ..	2	719
1732	Charles Endle	1895. 18 Sept.	" ..	38 yrs.	Chronic cirrhosis of kidney.	" ..	15 " ..	150	720
153	Francis Bowers	21 Jan.	Med. Adv.	70	Senile decay.....	Chronic cystitis	17 " ..	27	Removed.
171	John Clements Gibson	23 Jan.	" ..	25	Enteric fever .....	.....	18 " ..	26	721
334	Mary C. Barrow	18 Feb.	" ..	6 mths.	Congenital heart disease.	Pericarditis ..	20 " ..	2	Removed.
325	Elizabeth Ellen Maloney	18 " ..	H. A. Depôt. ..	8	Marasmus	Exhaustion ...	21 " ..	3	722
101	Joseph Parkinson	14 Jan.	" ..	26	Diabetes	Phthisis	21 " ..	38	723
230	James Murphy	3 Feb.	Med. Adv.	24	Enteric fever	Asthenia.....	24 " ..	21	Removed.
362	Florence Franklin	23 " ..	" ..	4	Tubercular meningi- tis.	.....	25 " ..	3	724
229	Jane Ring.....	3 " ..	" ..	31	Chronic septicæmia	Pneumonia and endocarditis.	27 " ..	24	Removed.
372	James Nolan	23 " ..	" ..	18	Enteric fever	Intestinal hæmorrhage.	28 " ..	4	725
348	Mary Monteith	20 " ..	" ..	35	" ..	" ..	28 " ..	8	726
293	John Bodin	13 " ..	H. A. Depôt. ..	60	Malignant disease of liver.	Asthenia.....	2 March..	18	727
16	William Pouch	3 Jan.	" ..	31	Cirrhosis of liver.....	Phthisis	11 " ..	68	728
180	William Simpson	25 " ..	Med. Adv.	37	Enteric fever	Asthenia	12 " ..	47	Removed.
510	Pearl Davel	15 March..	Med. Supt.	17	Diphtheria	Heart failure..	17 " ..	2	"
365	Sarah Chappell	22 Feb.	H. A. Depôt. ..	50	Chronic nephritis ...	Bronchitis	19 " ..	26	"
321	Martin Nolan	17 " ..	" ..	56	Suppurative pyelitis	Pyæmia	24 " ..	36	"
408	George Munro.....	28 " ..	Med. Adv.	15	Enteric fever	Peritonitis	25 " ..	26	"
2431	Frank Tarpey	1895. 28 Dec.	H. A. Depôt. ..	32	Phthisis	Asthenia.....	5 April ..	99	732
595	Kate Somers	29 March..	Med. Adv.	3	Acute gastritis	Diarrhœa	8 " ..	10	Removed.
614	William Jeremiah Mercer.	2 April ...	" ..	35	Chronic nephritis ...	Cardiac throm- bosis.	8 " ..	6	"
515	Emily Andrews	17 March..	" ..	22	Heart disease	Acute bron- chitis.	9 " ..	23	"
149	Patrick Cleary.....	21 Jan.	H. A. Depôt. ..	32	Chronic nephritis ...	Heart failure..	11 " ..	81	733
567	George McGregor	25 March..	" ..	48	Peritonitis	Exhaustion	13 " ..	19	734
398	Louis Pearce	28 Feb.	" ..	38	Phthisis	" ..	13 " ..	45	735
675	George Macleay	13 April ...	Med. Adv.	33	Pneumonia	Pleurisy and jaundice.	17 " ..	4	Removed.
666	Helena Mary McCarthy	11 " ..	" ..	28	Enteric fever	Intestinal hæmorrhage.	21 " ..	10	736
305	John Donohue.....	14 Feb.	" ..	48	Chronic nephritis ...	Heart disease..	22 " ..	68	737
729	Eliza Tomlin	21 April ...	H. A. Depôt. ..	75	Enteritis	Asthenia.....	27 " ..	6	738
678	Alice Dempsey	14 " ..	" ..	16	Exophthalmic goitre	Heart failure..	29 " ..	15	Removed.
771	Thomas Ward.....	28 " ..	Med. Adv.	40	Pneumonia .....	.....	1 May ...	3	739
713	Albert Carr	19 " ..	Med. Supt.	7	Enteric fever	Acute peri- tonitis.	3 " ..	14	740
537	William Ferguson	20 March..	H. A. Depôt. ..	38	Heart disease	Syncope	3 " ..	44	742
520	James Morey	18 " ..	" ..	33	Enteric fever	Asthenia.....	4 " ..	47	741
752	Mary Ellen Thompson	25 April ...	Med. Adv.	19	" ..	Peritonitis	9 " ..	14	Removed.
736	John Brennan	23 " ..	H. A. Depôt. ..	52	Phthisis	Asthenia.....	14 " ..	21	743
727	James Foster	21 " ..	" ..	20	Chronic nephritis and phthisis.	" ..	17 " ..	26	744
379	Catherine Wilson	25 " ..	" ..	46	Secondary æmia.....	" ..	18 " ..	83	745
795	Lottie Somville	2 May ...	Med. Adv.	2	Gastro-enteritis	Heart failure..	20 " ..	18	Removed.
872	Edward Griffin	18 " ..	H. A. Depôt. ..	40	Cerebral apoplexy ..	.....	22 " ..	4	"
2380	Peter McLaren	1895. 18 Dec.	Med. Adv.	45 wks.	Abdominal aneurism	Exhaustion ...	30 " ..	164	746
901	Joseph Roy Nelson	1896. 22 May ...	H. A. Depôt. ..	4	Infantile atrophy ...	Asthenia.....	4 June ...	13	747
904	Francis Devlin	22 " ..	" ..	6	Peritonitis .....	.....	5 " ..	14	748
791	Margaret Anderson	1 " ..	" ..	11 yrs.	Enteric fever	Peritonitis	6 " ..	36	Removed.
882	Lucy Parsons	19 " ..	Med. Adv.	40	" ..	Asthenia.....	8 " ..	20	749
1008	Maud Callaghan	10 June ...	Med. Supt.	8	Scarlet fever	Exhaustion ...	20 " ..	10	Removed.
1065	Maud de Lacey	21 " ..	" ..	15	Cerebro-spinal, men- ingitis.	Cardiac failure.	25 " ..	4	"

No.	Name.	Date of Admission.	How admitted.	Age.	Disease.	Complications.	Date of Death.	No. of days in Hospital.	Cemetery No.
1012	James Shalloe	1896. 11 June ...	Med. Adv. ...	yrs. 53	Chronic Bright's disease.	Exhaustion ...	1896. 28 June ...	17	750
1066	William Sydney Spanswick.	21 ,, ...	"	12	Enteric fever	Hæmorrhage ...	6 July ...	15	Removed.
1098	James Bradley	27 ,, ...	"	45	Heart disease	Exhaustion ..	7 ,, ...	10	"
987	Patrick Sullivan	7 ,, ...	Med. Supt. ...	17	"	Asthenia	10 ,, ...	33	"
1185	Jacob Broderson	13 July ...	H. A. Depôt... 74	74	Senile decay	Exhaustion ...	19 ,, ...	6	751
1082	Samuel Sharpe	25 June ...	"	34	Malignant endocarditis.	Infaction of lung	21 ,, ...	26	752
1223	James Jennings	20 July ...	"	49	Acute pneumonia ...	Heart failure...	25 ,, ...	5	753
1250	Mary Brennan	25 ,, ...	"	33	Phthisis	Exhaustion ...	28 ,, ...	3	754
1212	Robert Nuckey	15 ,, ...	"	35	"	Asthenia	11 Aug. ...	37	Removed.
1160	Mary Cronin or Dillon.	9 ,, ...	"	38	Brain disease	"	11 ,, ...	33	"
1255	Elizabeth Grace Jones.	25 ,, ...	Med. Adv. ...	51	Tuberculosis	Asthenia	12 ,, ...	18	"
1257	Sarah Ponsonby	27 ,, ...	H. A. Depôt... 65	65	Diabetes mellitus ...	Gangrene	12 ,, ...	16	"
1277	James Anderson	29 ,, ...	"	60	Chronic nephritis ...	Coma	12 ,, ...	14	755
1176	William Norman Anderson.	12 ,, ...	Med. Supt. ...	days 32	Acute bronchitis.....	Heart failure...	13 ,, ...	32	756
1362	William Parsley	13 Aug. ...	H. A. Depôt... 45	45	Addison's disease ...	Asthenia	14 ,, ...	1	757
1341	Owen Smith	8 ,, ...	Med. Adv. ...	1½	Scarlet fever	Heart failure...	15 ,, ...	7	Removed.
1217	Emma Stewart	18 July ...	"	39	Multiple abscess of liver.	"	18 ,, ...	31	758
1320	William Moltby	5 Aug. ...	"	52	Chronic nephritis ...	Asthenia	22 ,, ...	17	Removed.
1253	John Williamson	25 July ...	H. A. Depôt... 52	52	Malignant endocarditis.	Exhaustion ...	23 ,, ...	29	759
1397	Leslie Albert Pemberton	21 Aug. ...	Med. Supt. ...	mth. 1	Lobular pneumonia..	Cardiac thrombosis.	24 ,, ...	3	760
1480	Thomas Ramsay	25 ,, ...	H. A. Depôt... 37	37	Hydronephrosis	Exhaustion ...	27 ,, ...	2	761
988	Annie Mantell	8 June ...	"	28	Phthisis	Asthenia	27 ,, ...	80	762
1492	James Reynolds	5 Sept. ...	"	41	Asphyxia from ether, administered as an anæsthetic.	"	5 Sept. ...	8 hours	763
1502	Stephen Lock	7 ,, ...	"	45	Lobular pneumonia..	Heart failure...	10 ,, ...	3	764
1263	Henry Hill	27 July ...	Med. Adv. ...	30	Enteric fever	Peritonitis ...	13 ,, ...	48	765
1337	Leah Grace	8 Aug. ...	H. A. Depôt... 29	29	Phthisis	Exhaustion ...	16 ,, ...	39	Removed.
1630	George Wyndeyer	26 Sept. ...	"	63	Pneumonia	Heart failure...	28 ,, ...	2	"
1678	William Swancott	1 Oct. ...	"	37	Rheumatism	Acute bronchitis.	6 Oct. ...	5	"
1497	Mary Thompson	7 Sept. ...	"	24	Phthisis	Asthenia	7 ,, ...	50	"
1586	Elizabeth Armstrong ...	21 ,, ...	"	33	Hepatic cirrhosis ...	Exhaustion ...	9 ,, ...	18	"
1720	Sam Welsh	9 Oct. ...	"	17	Cellulitis of face and neck.	Septicæmia	16 ,, ...	7	"
1543	Mina Jacobson	14 Sept. ...	"	53	Stenosis of the larynx	Asphyxia	17 ,, ...	33	766
1759	Governor Dugoon	17 Oct. ...	Med. Supt. ...	67	Phthisis	Exhaustion ...	19 ,, ...	2	767
1645	William Stratton	29 Sept. ...	Med. Adv. ...	20	Enteric fever	Asthenia	23 ,, ...	24	Removed.
1615	Michael Martin	24 ,, ...	H. A. Depôt... 22	22	Aneurism of aorta ...	Hæmorrhage ...	27 ,, ...	33	768
1523	Catherine Thompson ...	10 ,, ...	Med. Adv. ...	54	Mitral disease	Chronic enteritis.	28 ,, ...	48	Removed.
1683	Harriett Hoekings	2 Oct. ...	H. A. Depôt... 40	40	Simple anæmia	Exhaustion ...	29 ,, ...	27	"
1495	Larry Murphy	6 Sept. ...	Med. Supt. ...	64	Phthisis	Asthenia	30 ,, ...	54	769
1851	John Jones	4 Nov. ...	H. A. Depôt... 60	60	Chronic nephritis....	Cystitis	6 Nov. ...	2	770
1783	Arthur Gibson	21 Oct. ...	"	43	Chronic Bright's disease.	Cerebral hæmorrhage.	6 ,, ...	16	Removed.
1831	James Read	30 ,, ...	"	55	Aneurism of aorta ...	Rupture of aneurism.	8 ,, ...	9	772
1926	James Wardrop	17 Nov. ...	"	27	Syphilitic laryngitis.	Asphyxia	22 ,, ...	6	Removed.
1847	Timothy Foley	4 ,, ...	"	27	Acute tuberculosis ...	Exhaustion ...	24 ,, ...	20	"
1960	Rose Manty	19 ,, ...	Med. Adv. ...	12	Pyæmia	Exhaustion ...	26 ,, ...	7	773
1844	Sydney Henry Read ...	3 ,, ...	H. A. Depôt... 7	7	Convulsions	"	29 ,, ...	26	774
1958	William Harrop	19 ,, ...	"	45	Pneumonia	Heart failure...	3 Dec. ...	14	Removed.
2021	Henry Campbell	1 Dec. ...	"	3	Enteric fever	Exhaustion ...	3 ,, ...	2	776
1950	Arthur Pampillonia ...	21 Nov. ...	Med. Adv. ...	14	"	"	4 ,, ...	13	Removed.
1916	James Ferrier	14 ,, ...	H. A. Depôt... 62	62	Enlarged prostate and cystitis.	Secondary Bright's disease	8 ,, ...	24	"
1988	Harriott Madden	24 ,, ...	Med. Adv. ...	15	Tubercular meningitis.	Paralysis of respiration.	9 ,, ...	15	777
2042	Reuben Pollitt	5 Dec. ...	H. A. Depôt... 64	64	Chronic Bright's disease.	Renal asthma..	11 ,, ...	6	778
1447	Edward Kelly	28 Aug. ...	Med. Adv. ...	50	Malignant disease of kidney.	Exhaustion	17 ,, ...	111	Removed.
2099	Herbert Percy Smith..	14 Dec. ...	H. A. Depôt... 8	8	Gastritis	"	18 ,, ...	4	779
2081	Robert Curtin	10 ,, ...	Med. Adv. ...	26	Enteric fever	"	19 ,, ...	9	Removed.
2134	George Burrowes	18 ,, ...	"	14	Pneumonia	Cardiac failure.	21 ,, ...	3	780
1761	Thomas Moore	17 Oct. ...	H. A. Depôt... 63	63	Intra-thoracic tumor	Syncope	22 ,, ...	66	781
1994	Kathleen Oliver	25 Nov. ...	Med. Adv. ...	19	Phthisis	Asthenia	22 ,, ...	27	Removed.
2113	Charles Gray	15 Dec. ...	H. A. Depôt... 63	63	Enteritis	"	24 ,, ...	9	782
2168	William Taylor	26 ,, ...	Med. Supt. ...	16	Appendicitis	Peritonitis ...	28 ,, ...	2	Removed.
2126	Margaret Dwyer	17 ,, ...	Med. Adv. ...	45	Carcinoma of uterus.	Exhaustion	30 ,, ...	13	"

The following deceased leper patients were buried in the Little Bay cemetery during 1896 :—A. M., grave No. 729 ; R. W., grave No. 730 ; N. G., grave No. 731 ; W. F., grave No. 771 ; and W. H. A., in grave No. 775.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

COAST HOSPITAL, LITTLE BAY.

(REPORT FOR 1897.)

Presented to Parliament by Command.

Printed under No. 2 Report from Printing Committee, 6 July, 1898.

The Chief Medical Officer of the Government to The Principal Under Secretary.

Sir,

Sydney, 16 June, 1898.

I have the honor to submit to the Minister the Annual Report on the working of the Coast Hospital at Little Bay for the year 1897, with tables containing the usual particulars (see Appendix A).

I believe the time has now come to consider this institution anew, and, accordingly, I have the honor to offer the following remarks upon it.

The Coast Hospital was hurriedly designed and hurriedly built on a site which was hastily selected in 1881. It was intended to serve as a quarantine station for cases of small-pox occurring ashore, and was arranged (as to disposition of its buildings) with that object in view. The site is 9 miles distant from the General Post Office, 5 miles of the road running through uninhabited country; and it is 3 miles or more from the terminus of the Botany tram-line, and of regular communication with Sydney by public conveyance. Its buildings are very widely scattered; they were constructed in the simplest manner of wood and iron; the water-supply was from a dam, filled by natural drainage of the reserve; there were no sewers. It may have been suited well enough to the purpose for which it was built, but to call such an establishment a hospital would be a misuse of words.

After some incomplete occupation and some changes of purpose, which were fully described in the Annual Report for the year 1884, the institution was opened at the end of 1883 as a place to which convalescents might be removed from the metropolitan hospitals to complete their cure. For this purpose it would be expected to answer tolerably well; such persons, when chosen with due care, requiring only shelter, warmth, good food, and rest in order to re-establish them. This use of the place, though connected with hospitals, could not be called hospital use; and, consequently, construction, situation, and arrangement were not matters of the first consequence.

But, almost immediately, an epidemic of typhoid fever threw the metropolitan hospitals into embarrassment again. They had been relieved by getting rid of their convalescents, and so making room for acute cases of general illness; but now they were called upon to admit so large a proportion of typhoid cases that their general work was seriously embarrassed or even crippled. They had to seek further relief. In this difficulty, it was suggested that cases of fever should be provided for at the Coast; this was agreed to, and from that time the institution began to be used (*a*) as a convalescent hospital; (*b*) as a hospital for the destitute chronic sick; and (*c*) as a hospital for treatment not merely of typhoid fever but of cases of all the infectious diseases.

For several years the main body of patients was constituted by the destitute chronic sick for whom active medical treatment might still do something to relieve them; but with them were inevitably mingled from the first a proportion of cases of acute illness occurring to poor persons who could not be placed in the class alluded to as destitute, because, although *de facto* destitute as soon as overtaken with illness, they would again support themselves successfully on recovery. The proportion of such cases steadily increased as time went on, so that while it had been found necessary to appoint an assistant to the resident medical officer as early as 1886, in the middle of 1893 it became necessary to appoint a second assistant. This change in the character of cases admitted continued and became more marked. Whereas in the earlier years no surgery was attempted, this gradually became requisite; the proportion of acute medical cases continued to increase; the number of fever cases varied only with the epidemic conditions of the season, and was almost always much above 200, in one year rising to near 400; while the number of infectious cases of other sorts rose to more than 500 in one year (1893), and, as to kinds, seldom included less than five, all of which, of course, required isolating, not merely from the general cases, but also from each other.

A moderate number of out-patients, being poor people living in the neighbourhood of the hospital, have always been advised and supplied with medicines on application. During latter years this number increased, until this attendance became an appreciable addition to the sum of the day's work. No record was kept, however, until August 22nd of the year now reported on. It was found that the number of out-patients so attended during the remaining four months of the year amounted to 430; all were of the working classes; all resided at the village of Botany, 3 miles away, where no medical man is established. They paid for medicines when able to do so, but in small proportion to the total relieved.

The aboriginals' camp at La Perouse was frequently visited by the Medical Superintendent during the year, and necessary prescriptions were dispensed at the hospital.

Members of the garrison at Bare Island occasionally requisitioned the services of the medical staff, no medical man residing within sufficiently easy reach of this fort.

Another duty must be mentioned which falls on the medical staff, which is performed in connection with the Lazaret—an institution which stands within the extensive reserve attached to the hospital, but which is under control of the Minister at the Treasury. This department of the establishment has its own nursing and general staff, entirely separate from the Coast staff, and paid from a different Vote; supervision of it, however, is a duty of the matron of the Coast Hospital, just as medical attendance is a duty thrown on its medical staff, for which neither receive additional pay. It might be supposed that care of a number of chronic sick, who have but the slenderest chances of recovery, would be a matter involving very little trouble; but, apart from other considerations, it is the case that such patients require a good deal of attention, and that a considerable amount of time is devoted to them. Besides that, they suffer from chronic sores, which are often of a serious character, and which require frequent dressings, while some of them are so affected that almost constant watchfulness is necessary, in order that medical relief may be promptly available when certain complications arise. On the whole, the Lazaret is a special hospital, which involves much serious responsibility, much actual labour, and a constant exercise of tact to compose differences among the inmates (who are isolated under the law for the public good, and who are not all of them in destitute circumstances), and which forms a very important item in the tale of daily duty done by the medical staff and by the matron.

In short, the Coast Hospital has now become a general hospital, to the daily work of which the major operations of surgery are alone wanting.

The development indicated in the foregoing paragraphs can be illustrated by the following figures (see Appendix B). The total number of patients admitted in successive years increased from 1,132 in 1884 to 2,307 in 1897, the year now reported on, but the increase of work thus entailed on the staff is better shown by the average daily number of persons under treatment; this increased from 104 in 1884 to 224 in 1897. Nevertheless, the increase of work is far from being fully shown by these figures, for in that relation very much indeed depends on the kind and variety of cases admitted. The fever, and other infectious cases of different kinds, are of most importance, and for further information on this and some other points, reference may be made to the tables appended hereto.

Here is the proper place to point out, also, that while the results obtained during this series of years, as regards recovery or relief, have not being inferior to those of other large hospitals of New South Wales, the cost of maintenance and treatment compares very favourably with the cost elsewhere. The total cost per bed and per annum has varied between the following extremes:—£59 1s. 11d. in 1895, and £41 13s. 2d. in 1888. But this hospital has, from its situation and functions, to support the expense of a large ambulance service, from which other hospitals are free. This item, therefore, may be deducted from the total cost for purposes of comparison, and when that is done the two extremes become £53 10s. 11d. and £35 16s. 2d. respectively. These charges, in which repairs but not structural additions are reckoned, are extraordinarily low, and by way of indicating the methods by which such economy may be attained, I mention one item which often does not receive the attention it deserves. The cost of beer, wine, and spirits per bed per annum has varied between £2 3s. 2d. and 5s. 11d. under different Medical Superintendents. It is, in my opinion, quite impossible to trace any effect on the mortality from the different allowances thus represented; and in the year preceding that quoted in which this cost just exceeded 5s. 11d. (6s. 4d.) 342 cases of typhoid fever were treated (being the largest number for any year but one) with the highly satisfactory percentage of recoveries of 93. The table in Appendix B furnishes all the data available for further study of this point; for my own part I have formed an opinion that the cost of alcoholic stimulants varies with the individual views or custom or feeling of medical attendants rather than with any rational rule or sound experimental teaching, and that it should not exceed more than 5 or 6 shillings a year on an average of occupied beds.

From all the circumstances which have now been referred to, increases in the medical, nursing, and general staffs have, of course, from time to time become necessary. Thus, in the years 1884 and 1885 a single resident medical superintendent sufficed; from 1886 to 1893 a junior resident medical officer was added; in 1893 two junior medical officers were necessary, making a medical staff of three, but they were also charged with the dispensing; in 1896 I was obliged to recommend appointment of a qualified dispenser, in order that their whole time might be devoted to their professional duties. So also the nursing staff increased gradually from 17 in 1884 to 21 in 1888, to 25 in 1895, to 31 in 1896, while in 1897 the variety and number of cases of infectious disease, and an increase of 20 in the average daily number of patients, rendered a further increase to 37 indispensable. For another reason, to be mentioned below, a further addition of 2 was made to this staff about the middle of the year, and was continued throughout its remainder, making a total nursing staff of 39. Lastly, the general staff—ambulance service, wardsmen, yardsmen, and servants—increased during this series of years from 23 to 35.

From the circumstance of the original construction having been unsuited to hospital purposes, it follows that material improvements of an expensive character have also been required from time to time. It is scarcely necessary to do more than mention this, because the details have been given in earlier reports. The institution, however, has been sewered, and supplied with water from the public service.

This review, and the appended tables on which, together with my personal knowledge of the place almost since the date of its opening, it is founded, show, I submit, that the Coast Hospital has been successfully managed under very serious difficulties, and at a remarkably small cost. It shows, also, that from a camp for convalescents it has developed, on the same economical and successful lines, into a general hospital of not less importance either in size or in the class of cases treated than any other in the country. But it shows more than this; it is clear that the time has come when the medical staff must be still further increased, and perhaps when the future of the institution should be carefully considered.

It is neither just nor suitable that an institution which has an average daily number of 224 beds, occupied by cases of which a large majority are acute, should be in charge of a staff of only three medical men. If all of them were at all times on duty, they might possibly manage without excessive labour; but they must occasionally have leave; and in this connection the remote and inaccessible position of this hospital must again be mentioned, which, while it renders change desirable for those whose work confines them within its boundaries, makes it necessary that that leave should be somewhat longer than is customary, since much of it is necessarily consumed in travelling by road towards any place it may be desired to visit. When, therefore, one of the staff is absent on leave, the whole of the work has to be done by the remaining two; and it need not be pointed out that it is scarcely possible for two to transact all the business of a day, or even of an afternoon. As a matter of fact, the present Medical Superintendent has never felt able to take the leave to which, by the rules of the Service, he is entitled.

The following recommendations have accordingly been already made:—A third junior resident should be appointed without delay, thus raising the medical staff to four; but provision should be made on the Estimates for a fourth junior, who should not be appointed until he is found necessary after trial; these appointments to be made, as heretofore, from the best of the students annually attaining to their degrees at the University. Secondly, while these gentlemen should severally be engaged for the term of one year only, one among them should be selected for a second year, in order that the Medical Superintendent should have at command a deputy to whom he could entrust more important matters, and who might to some extent be charged with supervision of the juniors. The junior members should receive a smaller honorarium than they do at present, while the senior among them should receive something more.

In the second place, the post of Medical Superintendent should be so increased in value that some gentleman who has practical familiarity with hospital management, and who has proved his competency therein, may be attracted and retained. Here, again, the situation of the hospital must be insisted upon in connection with its remoteness, or, rather, with the time consumed in reaching it, from the department. I have thus far kept it under supervision; but I am obliged to say that my increasing duties render it difficult for me to devote as much time to visiting it as would be necessary for efficient control. It is desirable that the Medical Superintendent should for the future be entirely responsible for conduct of this establishment, in a sense which would render such visits of inspection as I shall alone have time for sufficient to my efficient control and departmental administration.

Certain other matters are involved in these recommendations. It will be necessary to increase the accommodation at the quarters occupied by the junior medical staff, and it will be necessary either to increase the accommodation at the present quarters occupied by the Medical Superintendent, or to erect a new dwelling for him, with a view to using his present quarters for another purpose.

In the third place the outdoor staff is no longer able to attend to the duties to which they were appointed, and in consequence the extensive roads and grounds have fallen into a state of disorder which, while unavoidable, is not creditable. This same difficulty has arisen before, and in the same way; attendants appointed to outdoor work have gradually been withdrawn therefrom by increase of number of patients, and have not been promptly replaced. The men referred to, besides attending to minor road-mending and some gardening, are responsible for cleanliness and tidiness of yards and the extensive verandahs, and are necessary.

During the year the Public Service Board, perceiving some inequality between the leave granted to members of the nursing and female serving staffs of this and of other Government institutions, appointed a sub-board to consider and recommend an uniform plan. This sub-board, which consisted of the Chief Medical Officer of the Government, the Inspector-General of the Insane, the Comptroller-General of Prisons, and the Director of Government Asylums, recommended a regulation to the Board by which fifty-two days clear leave per annum should be secured to nurses in the Service; and, in the case of this hospital, that the times at which that leave should be taken should be left to departmental regulation. After consideration and consultation with the superior officers of the institution, by whom the wishes of the nursing staff were ascertained, I decided that twenty-eight of the days should be taken as annual leave, and that the other twenty-four should be devoted to granting two days' leave a month.

In order to carry out this arrangement, however, it was necessary to increase both the nursing and the female serving staffs—the former by nine members, the latter by three. This it was impossible to do until new buildings to accommodate them should have been erected. You approved the proposed arrangement, provided salaries for the increased staff, and appropriated a sum to the erection of the required buildings; but the latter were not erected during the year, and, consequently, neither were all the new members of staff appointed, nor was it possible to allow the increased leave authorised. The matron, however, voluntarily found room for two additional nurses by giving up to them a portion of her private quarters, and those two were appointed. The nursing staff for part of the year thus amounted to thirty-nine, as already mentioned above.

During the year a new infectious ward was erected, to hold twenty beds, in the best position which offered, but it did not begin to be occupied. This increase was rendered necessary by the number, and even more by the variety of kinds and combinations, of infectious cases so fully occupying the available parts of the institution, that many cases for which isolation was sought had to be refused; especially cases of diphtheria had to be refused. Convalescents from diphtheria, whom it is customary to admit from the only other hospital at which such cases are regularly treated,—the diphtheria branch of the Children's Hospital at the Glebe—also had to be excluded. This latter hospital can accommodate only twelve patients. After introduction of the antitoxin treatment of that disease, it began to be largely occupied with convalescents (who before that treatment would in all likelihood have died); and, since a hospital which is near the homes of those who are compelled to send their children away for treatment is always preferred to one which, like the Coast, is so situated as to be practically inaccessible to such people, it was necessary to devise some means of so relieving the Glebe hospital of its convalescents that it might be kept available for receipt of new and acute cases. Refusal, for want of room, to take over further convalescents (who, though in course of recovery, were still infective, and, therefore, could not be discharged to their homes) was a very serious matter to the sick poor and to the country, since failure to admit to hospital too often means death of the patients in the case of this fatal disease. The addition mentioned was, therefore, urgently required; and, as far as it goes, will afford most useful accommodation during the ensuing year.

No institution for relief of the treatment of disease in any place can be considered apart from all other such institutions in the same place, nor apart from those which are designed to house the infirm poor. Broadly speaking, they all have one object, and, though their managements may be differently constituted, they all subserve each other in ways which are more or less direct. This, which is always the case, is especially clear in this country, where almost all of such institutions are supported in large measure from public moneys regularly granted them. A reason for increasing the number and status of the medical staff, which has not yet been mentioned, furnishes another illustration of this interdependence than that just given above. This is the increasing need there is that those operations of surgery which are called "minor" should be performed there. The greater operations, which never are performed except in the presence of several competent surgeons, can never be done there; because the distance of the place is such that it cannot enjoy the advantage of a large honorary staff, nor, indeed, of any other than the resident staff. But the lesser operations may, and should be, done there; and the reason is the following. The diseases which necessitate them are incapacitating, and the patient cannot resume work, be it household or outdoor, until relieved; they are often not progressive, and most often merely incapacitate those who suffer from them until some operation shall have been performed. Now the metropolitan hospitals are usually full, and, at all events, have many beds occupied by those persons who require major operations. When, therefore, some of the less severe cases apply to them for admission, they are too often of necessity refused; but, when the applicants are poor, they must be provided for somewhere, since, until they are operated on, they cannot work. Such persons, therefore, are often transmitted to the Coast, and are retained there until a vacancy for them at a metropolitan hospital occurs. But, since all that these persons require to re-establish them is the operation, it follows that their stay in bed where no operation can be done is a sheer waste of time and unnecessary expense to the country, it might, and in future must, be avoided. By increasing the medical staff, a portion of it will be at liberty to devote the time to these cases which, for the present, they are ill able to spare; and, though at first sight this expansion appears to be a mere increase of expense, it will, by enabling the cases referred to to be dealt with immediately and discharged soon, in reality be an economy.

As to use of a part of this institution as a hospital for isolation of cases of infectious disease, it may be pointed out, first of all, that the number received has very largely increased during the past four or five years, and that the total number of such cases admitted during 1897 was nearly 500. This was due, mainly, to prevalence of epidemics of scarlet fever and diphtheria; partly also, no doubt, to better understanding of the uses of isolation by the public. Secondly, it must be mentioned that the buildings which alone are available for isolation of such diseases are entirely unsuitable in point of construction and arrangement, and that successful management of this branch reflects great credit on the Medical Superintendent. Thirdly, though it may be true that freer use of this hospital for isolation purposes—there being no other devoted to this work in the country—is due, in part, to improved knowledge on the part of the public, yet I am of opinion that it has been chiefly due to prevalence of diseases in epidemic form, and, therefore, I point out that it is entirely unsuited to that purpose, not merely by construction, but also by remote position. It is most important that the early cases of infectious disease in any epidemic, and in any household, should be at once isolated, but universal experience shows that the public will not willingly or freely send their children to a place at such a distance from their homes that they are, practically, precluded from at least calling at the gates frequently to inquire after them. And, in fact, this hospital cannot be reached except at a real expense for travelling, and, which is perhaps more important, the loss of a day's work. It is, therefore, not nearly as useful as it might, or should, be, and, probably, the isolation work done by it is, for that reason, not fully commensurate with its cost. It is necessary that isolation hospitals should be erected at certain points of the metropolitan area which are near the houses whose inhabitants are to be served by them, and, were this done, not only would they furnish an important means of controlling infectious diseases, but also they would set free about eighty beds at the Coast Hospital, which are much wanted for general cases. The hospital accommodation for Sydney is once more becoming reduced below what is required.

At beginning of the year some effort began to be made to introduce the eight-hours' system into this hospital, and, in short, to regulate it in accordance with the recently-enacted Factories and Workshops Act. The agitation was carried into Parliament, where its impracticability was recognised in a protracted debate, and it fell, consequently, to the ground. No particular reason for selecting the Coast Hospital as the subject of this proposal appeared; and it is due to the members of the nursing staff to say that they had never at any time invited it, nor did they at any time join in it. In short, the result, before the discussion (which was conducted with much freedom of assertion on one side) was brought to a close, was that the nursing staff became much irritated and offended at what they regarded as a gratuitous and unwarranted intrusion on their private affairs.

Dr. R. U. Russell continued to discharge the duties of medical superintendent during the year; Miss MacMaster continued in the position of matron; Drs. Higgins and Farrell, of the temporary medical staff, were replaced on termination of their engagement, by effluxion of time, by Drs. Cooley and Dey; Mr. Willman continued in the post of storekeeper. I am happy to be able to report that all these officers, and the staff as a whole, performed their duties entirely to my satisfaction.

I have, &c.,

J. ASHBURTON THOMPSON,

Chief Medical Officer of the Government.

APPENDIX A.

TABLE I.—General Statement showing Total Admissions, Transfers, Discharges, Deaths, Average Daily Number, and Average Stay of each Patient during the year 1897.

Remained in from previous year.			Admitted.			Discharged.			Transferred.				Died.			Average Daily Number.	Average Stay in Days.
Male.	Female.	Total.	Male.	Female.	Total.	Well.	Better.	Unchanged.	To Government Asylums.	To Public Hospitals.	To Hospitals for Insane.	To Convalescent Homes.	Removed by Friends.	Buried in Hospital Cemetery.	Mortality.		
130	69	199	1,471	836	2,307	1,757	366	33	14	2	1	0	64	62	5.4	224	32.6

(Remaining in 31st December, 1898, 207.)

TABLE II.—Showing the Channel through which the Patients admitted during the year 1897 reached the Hospital.

	Hospital Admission Depot.	Chief Medical Officer.	Medical Superintendent.	Total.
Number of patients	1,389	608	310	2,307

TABLE III.—Showing Admissions and Deaths of General Cases during the year 1897, distributed under sex and age.

	0-5.		5-10.		10-15.		15-20.		20-30.		30-40.		40-50.		50-60.		60-70.		70-80.		80-90.		90-100.		Total.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Admissions ...	41	31	23	17	28	39	59	60	331	160	315	135	221	78	144	32	55	22	7	8	2	...	...	...	1,813
Deaths.....	4	3	3	2	4	1	2	2	6	5	16	11	11	6	12	4	5	4	1	2	1	...	...	...	105

(Average stay in hospital, 35.1 days; mortality, 5.7 per cent.)

TABLE IV.—Showing the number of Typhoid Fever admissions and deaths during the year 1897, distributed under sex and age.

	0-5		5-10		10-15		15-20		20-30		30-40		40-50		50-60		60-70		Total.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Admissions.....	4	2	9	7	18	10	10	7	18	11	10	7	12	1	1	1	...	...	128
Deaths .....	...	...	...	...	...	...	...	1	2	2	2	...	3	...	...	1	...	...	11

One patient who died during 1897 was admitted in 1896. Average stay in Hospital, 37.5 days. Mortality, 8.5 per cent.

TABLE V.—Showing Districts from which cases of Typhoid Fever were admitted during the year 1897.

District.	Admissions.	Deaths.	District.	Admissions.	Deaths.
METROPOLIS—			SUBURBS—		
Sydney	14	1*	Ashfield.....	7	.....
SUBURBS—			Burwood	1	.....
Balmain	7	2	Enfield	7	.....
North { Leichhardt	10	1	Western { Five Dock	1	.....
Western { Annandale	2	.....	Marrickville	7	3
Glebe	2	1	Petersham	6	.....
West { Newtown	4	.....	Strathfield	1	.....
Central { St. Peters	2	.....	Southern { Canterbury	1	.....
Erskineville	3	.....	North { North Sydney	1	.....
Redfern	7	.....	Shore { Willoughby	1	.....
Darlington.....	1	.....	Country	1	.....
East { Waterloo	9	1	No fixed address.....	5	2
Central { Alexandria..	12	.....		
North Botany	2	.....		
Botany	12	.....		
Eastern { Paddington	1	.....		
Waverley	1	.....	Total	128	11

* Admitted in 1896.

TABLE VI.—Showing Districts from which cases of Infectious Disease (other than Typhoid Fever) were admitted during the year 1897; with number of admissions and deaths.

Districts.	Scarlet-fever.		Diphtheria.		Erysipelas.		Chicken-pox.	
	Admissions.	Deaths.	Admissions.	Deaths.	Admissions.	Deaths.	Admissions.	Deaths.
Sydney	53	.....	9	.....	51	3	3	.....
Glebe	20	.....	6	.....	4	.....	.....	.....
Newtown	21	1	.....	.....	4	.....	.....	.....
Redfern	15	1	.....	.....	3	.....	.....	.....
North Sydney	13	.....	1	.....	1	.....	.....	.....
Botany	9	.....	3	.....	2	.....	.....	.....
Burwood	12	.....	.....	.....	.....	.....	.....	.....
Leichhardt	11	.....	.....	.....	.....	.....	.....	.....
Annandale	6	.....	.....	.....	2	1	.....	.....
Camperdown	11	.....	.....	.....	7	.....	.....	.....
Five Dock	8	.....	.....	.....	.....	.....	.....	.....
Marrickville	5	.....	.....	.....	2	.....	.....	.....
Paddington	5	.....	1	.....	1	.....	.....	.....
Willoughby	3	.....	.....	.....	.....	.....	.....	.....
Balmain	2	.....	.....	.....	2	.....	1	.....
Hurstville	4	.....	1	.....	.....	.....	.....	.....
North Botany	4	.....	.....	.....	1	.....	.....	.....
Woollahra	3	.....	.....	.....	2	.....	.....	.....
Ashfield	4	.....	.....	.....	.....	.....	.....	.....
Darlington	3	.....	.....	.....	.....	.....	1	.....
Petersham	5	.....	.....	.....	1	.....	.....	.....
Randwick	2	.....	.....	.....	1	.....	1	.....
Waterloo	2	.....	1	.....	1	.....	.....	.....
Alexandria	1	.....	.....	.....	1	1	.....	.....
Canterbury	3	.....	.....	.....	.....	.....	.....	.....
Erskineville	2	.....	.....	.....	1	.....	.....	.....
Hunter's Hill	1	1	.....	.....	1	.....	.....	.....
Rockdale	1	.....	2	.....	.....	.....	.....	.....
Waverley	3	.....	.....	.....	.....	.....	.....	.....
Enfield	1	.....	.....	.....	.....	.....	.....	.....
Rookwood .....	.....	.....	1	.....	.....	.....	.....	.....
St. Peters	1	.....	.....	.....	.....	.....	.....	.....
No fixed address	1	.....	.....	.....	12	2	.....	.....
Total	235	3	25	.....	100	7	6	.....
Mortality	1.27%		.....		7%		.....

TABLE VII.—Working expenses of the Coast Hospital for the year 1897.

1897.	Total.		Average per head per annum.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
MAINTENANCE AND TREATMENT OF PATIENTS.				
Salaries:—				
Hospital Staff	2,444 15 5	2,444 15 5	.....	10 17 10 ³ / ₄
Provisions:—				
Meat	625 5 6		2 15 8 ³ / ₄	
Bread	555 16 3		2 9 6 ³ / ₄	
Butter	335 15 4		1 9 11	
Vegetables	489 17 2		2 3 7 ³ / ₄	
Potatoes	127 7 11		0 11 4 ³ / ₄	
Groceries	1,383 3 6		6 3 3 ³ / ₄	
Milk and Ice	1,296 15 0		5 15 6 ³ / ₄	
Eggs	504 6 1		2 4 11 ³ / ₄	
Poultry	67 17 10		0 6 0 ³ / ₄	
Wine, Beer, and Spirits	334 16 11		1 9 10 ³ / ₄	
Sundries—		5,721 1 6		25 9 8 ³ / ₄
Drugs and disinfectants	723 2 6		3 4 5 ³ / ₄	
Fuel and lighting	661 14 7		2 18 11 ³ / ₄	
Water rates	144 19 10		0 12 11	
Drapery, bedding, uniforms, &c.	668 7 5		2 19 6 ³ / ₄	
Ironmongery and furniture	136 12 9		0 12 2 ³ / ₄	
Brush, glass, and crockery-ware	141 10 3		0 12 7 ³ / ₄	
Coffins	40 16 0		0 3 11 ³ / ₄	
Stationery, printing	37 4 5		0 3 3 ³ / ₄	
Petty expenses	148 8 1		0 13 2 ³ / ₄	
		2,702 15 10		12 1 1 ³ / ₄
Total:—Maintenance and treatment of patients .....	.....	10,868 12 9	.....	48 8 8 ³ / ₄
*Ambulance—				
Salaries and rations	692 0 0		3 1 8 ³ / ₄	
Forage	373 7 3		1 13 3 ³ / ₄	
Repairs, remounts, &c.	315 11 1		1 8 1 ³ / ₄	
Repairs—		1,381 8 4		6 3 1
Salaries and rations	410 0 0		1 16 6 ³ / ₄	
Materials, &c.	156 10 8		0 13 11 ³ / ₄	
		566 10 8		2 10 5 ³ / ₄
Total	12,816 11 9	12,816 11 9	.....	57 2 3 ³ / ₄

* In Ambulance computation two nurses are charged.

TABLE VIII.—Statement of the Total Expenditure, Coast Hospital, 1897.

Expenditure.	Amount.	How Paid.	Amount.
	£ s. d.		£ s. d.
To working expenses, as per Table VII.....	12,816 11 9	By amount paid from Hospital Vote by Chief Medical Officer of the Government.....	9,048 4 7
„ erection of Infectious Ward, and supplying stores by Government Architect.....	2,157 14 3	„ amount paid from vote under control of the Works Department	3,270 4 1
„ proceeds of sale of horses, bones, fat, &c., paid into Treasury	1 18 4	„ amount paid from Stores Vote	1,911 5 4
„ value of stores, and services, transferred to Leper Lazaret	278 10 7	„ amount paid by Government Printer.....	25 0 11
Total.....	£ 13,254 14 11	Total.....	£ 13,254 14 11

TABLE IX.—Showing the Number of Persons under Treatment, the Order of Disease for which they were treated, and the Number of Deaths in each Order during the year 1897. (Includes cases brought forward from previous year.)

COAST HOSPITAL.	Discharged during the year.				Remaining in on 31st December, 1897.	Total.	COAST HOSPITAL.	Discharged during the year.				Remaining in on 31st December, 1897.	Total.
	Cured.	Relieved.	Unrelieved.	Died.				Cured.	Relieved.	Unrelieved.	Died.		
CLASS 1.—SPECIFIC FEBRILE OR ZYMOTIC DISEASES.						CLASS 4.—CONSTITUTIONAL DISEASES.							
<i>Order 1.—Miasmatic Diseases.</i>						Leprosy 1 1							
Chicken-pox	5	1	6	Rheumatic Fever, Rheumatism of Heart.	1	3	...	1	...	5	
Scarlet Fever	232	3	249	Rheumatism, Chronic... ..	142	39	7	...	27	215	
Influenza	18	18	Gout	5	2	...	2	...	9	
Diphtheria	25	1	26	Cancer, Malignant Disease	5	...	5	...	10	
Typhoid, Enteric Fever	108	11	141	Tabes Mesenterica	1	1	
Febricula	18	18	Tubercular Meningitis (Acute Hydrocephalus).	1	...	1	
Diphtheria, Convalescent	3	3	Tuberculosis, Scrofula, &c.	1	3	...	4	
<i>Order 2.—Diarrhæal Diseases.</i>						Purpura, Hæmorrhagic Diathesis							
Diarrhœa	6	6	Anæmia Chlorosis, Leucocythæmia	28	3	...	1	8	40	
Dysentery	3	2	5	Diabetes Mellitus	1	1	1	...	3	
<i>Order 3.—Malarial Diseases.</i>						Marasmus							
Intermittent Fever (Ague)	11	4	15	Total, Class 4	180	54	9	15	36	294	
Beri Beri	1	12	...	1	2	CLASS 5.—DEVELOPMENTAL DISEASES.							
<i>Order 4.—Septic Diseases.</i>						Premature Birth							
Erysipelas	96	1	...	7	3	107	Atelectasis	2	2	4	
Pyæmia, Septicæmia	1	1	2	Cyanosis	1	1	
<i>Order 5.—Venereal Diseases.</i>						Total, Class 5							
Syphilis	155	36	5	1	21	218	4	2	...	6	
Gonorrhœa	99	45	1	...	6	151	CLASS 6.—LOCAL DISEASES.						
Stricture of Urethra	16	7	...	1	4	28	<i>Order 1.—Diseases of the Nervous System.</i>						
Total, Class 1	796	105	6	27	75	1009	Inflammation of Brain or its Membranes.	3	2	...	5	2	12
CLASS 2.—PARASITIC DISEASES.						Apoplexy							
Thrush	1	1	1	Softening of Brain	2	1	2
Hydatids	1	1	1	Hemiplegia, Brain Paralysis	8	1	9
Total, Class 2	1	1	2	2	Paralysis Agitans	1	1	2
CLASS 3.—DIETETIC DISEASES.						Insanity							
Scurvy	1	1	1	Chorea	7	3	3	13
Intemperance—							Epilepsy	2	2	1	5
<i>a.</i> Chronic Alcoholism	32	...	1	...	4	37	Paraplegia, Diseases of the Spinal Cord.	2	9	...	3	...	14
<i>b.</i> Delirium Tremens	1	1	1	Neuritis... ..	9	6	4	19
<i>c.</i> Opium Smoking	1	1	1	Hysteria	7	4	1	...	1	13
Total, Class 3	35	...	1	...	4	40	<i>Order 2.—Diseases of the Organs of Special Sense.</i>						
CLASS 4.—CONSTITUTIONAL DISEASES.						Diseases of the Eye							
Leprosy	1	1	1	<i>Order 3.—Diseases of the Circulatory System.</i>						
Rheumatic Fever, Rheumatism of Heart.	1	3	...	1	...	5	Valvular Disease	2	2	
Rheumatism, Chronic... ..	142	39	7	...	27	215	Endocarditis	7	1	4	2	
Gout	5	2	7	Pericarditis	1	1	
Cancer, Malignant Disease	5	10	Hypertrophy of the Heart	29	1	3	4	
Tabes Mesenterica	1	Syncope	2	2	
Tubercular Meningitis (Acute Hydrocephalus).	1	...	1	Aneurism	1	3	4	
Tuberculosis, Scrofula, &c.	1	3	...	4	Phlebitis	3	3	
Purpura, Hæmorrhagic Diathesis	40	Varicose Veins	9	2	13	
Anæmia Chlorosis, Leucocythæmia	28	3	...	1	8	40	Senile decay	6	6	
Diabetes Mellitus	1	1	1	...	3							
Marasmus	3	1	...	1	...	5							
Total, Class 4	180	54	9	15	36	294							
CLASS 5.—DEVELOPMENTAL DISEASES.													
Premature Birth	2	2	...	4							
Atelectasis	1	1							
Cyanosis	1	1							
Total, Class 5	4	2	...	6							
CLASS 6.—LOCAL DISEASES.													
<i>Order 1.—Diseases of the Nervous System.</i>													
Inflammation of Brain or its Membranes.													
Apoplexy													
Softening of Brain													
Hemiplegia, Brain Paralysis													
Paralysis Agitans													
Insanity													
Chorea													
Epilepsy													
Paraplegia, Diseases of the Spinal Cord.													
Neuritis... ..													
Hysteria													
<i>Order 2.—Diseases of the Organs of Special Sense.</i>													
Diseases of the Eye													
<i>Order 3.—Diseases of the Circulatory System.</i>													
Valvular Disease													
Endocarditis													
Pericarditis													
Hypertrophy of the Heart													
Syncope													
Aneurism													
Phlebitis													
Varicose Veins													
Senile decay													

COAST HOSPITAL.	Discharged during the year.				Remaining in on 31st December, 1897.	Total.	COAST HOSPITAL.	Discharged during the year.				Remaining in on 31st December, 1897.	Total.							
	Cured.	Relieved.	Unrelieved.	Died.				Cured.	Relieved.	Unrelieved.	Died.									
CLASS 6.—LOCAL DISEASES—continued.						CLASS 6.—LOCAL DISEASES—continued.														
<i>Order 4.—Diseases of the Respiratory System.</i>						<i>Order 9.—Diseases of Parturition.</i>														
Laryngitis	6	1	...	...	1	8	Abortion, Miscarriage...	17	2	...	...	19	Other Accidents of Childbirth ...	17	1	...	3	2	23	
Asthma, Emphysema	3	6	...	2	1	12	<i>Order 10.—Diseases of the Organs of Locomotion.</i>													
Bronchitis	36	7	...	2	4	49	Caries, Necrosis	6	4	...	...	2	12	Arthritis, Ostitis, Periostitis ...	5	2	...	...	2	9
Pneumonia	15	3	...	8	1	27	Morbus coxae	3	...	...	1	...	4	Synovitis	11	3	1	...	2	17
Pleurisy... ..	20	2	...	...	4	26	<i>Order 11.—Diseases of the Integumentary System.</i>													
Phthisis Pulmonalis ... ..	...	38	1	11	5	55	Carbuncle	15	...	...	1	...	16	Phlegmon, Cellulitis	42	3	...	1	6	52
<i>Order 5.—Diseases of the Digestive System.</i>						<i>Order 11.—Diseases of the Integumentary System.</i>														
Stomatitis	4	1	...	...	...	5	Ulcer	70	6	1	...	8	85	Eczema	21	2	...	...	2	25
Dentition	1	...	...	...	...	1	Scabies	3	...	...	...	1	4	Psoriasis	8	2	...	...	...	10
Sore Throat, Quinsey	27	...	...	...	...	27	Sycosis	1	...	...	...	...	1	Impetigo	7	...	...	...	...	7
Dyspepsia	16	...	...	...	3	19	Herpes Zoster	2	...	...	1	1	4	Total, Class 6 ...						
Haematemesis	1	...	...	...	...	1	...	545	208	12	79	77	921							
Gastritis	40	...	...	1	2	43	CLASS 7.—VIOLENCE.													
Enteritis	15	1	...	5	2	23	Fractures	14	1	...	...	...	15	Dislocations	19	1	...	...	1	21
Hernia	3	2	...	...	...	5	Cuts, &c.	7	...	...	...	...	7	Contusions	31	...	...	...	...	31
Fistula	6	1	...	...	...	7	Burns, Scalds	3	1	...	1	1	6	Sunstroke	1	...	...	...	...	1
Piles	6	...	...	...	1	7	Poison	5	...	...	...	...	5	Bite of Snake or Insect	1	...	...	...	...	1
Other diseases of the Rectum ...	1	...	...	...	...	1	Injury to Back	1	...	...	...	1	2	Injury to Knee... ..	2	3	...	...	...	5
Peritonitis	3	...	...	...	...	3	Attempted Suicide ... ..	...	1	...	...	...	1	Bursitis	3	1	...	...	...	4
Ascites	5	...	...	...	...	5	Total, Class 7 ...													
Gall-stones	2	...	...	...	...	2	...	87	8	...	1	3	99							
Cirrhosis of Liver ... ..	...	5	1	1	2	9	CLASS 8.—ILL-DEFINED AND NOT-SPECIFIED CAUSES.													
Hepatitis	3	...	...	...	...	3	Debility, Atrophy, Inanition ...	32	2	3	1	7	45	Tumour... ..	4	1	...	1	...	6
Jaundice	3	1	...	...	...	4	Abscess	26	...	1	...	...	27	Not specified	50	...	2	...	5	57
Appendicitis ... ..	...	...	...	1	...	1	Total, Class 8 ...													
Typhilitis	1	...	...	...	...	1	...	112	3	6	2	12	135							
Vermes... ..	2	...	...	...	...	2	CLASS 8.—ILL-DEFINED AND NOT-SPECIFIED CAUSES.													
<i>Order 6.—Diseases of the Lymphatic System and Ductless Glands.</i>						<i>Order 8.—Disease of the Organs of Generation.</i>														
Diseases of Lymphatic System ...	1	1	...	...	...	2	Ovarian Disease	1	1	...	...	...	2	Disease of Uterus and Vagina ...	18	1	1	...	1	21
<i>Order 7.—Diseases of Urinary System.</i>						<i>Order 8.—Disease of the Organs of Generation.</i>														
Nephritis	1	9	...	9	2	21	Pelvic Abscess	1	...	...	...	...	1	Perineal Abscess	6	...	...	...	1	7
Bright's disease (Nephria) ... ..	...	17	...	6	...	23	Diseases of Testes, Penis, Scrotum, &c.	5	1	...	...	6	Phimosi	3	...	...	...	...	3	
Uraemia	2	...	...	...	...	2	Hydrocele	6	2	...	...	1	9							
Calculus	3	...	...	...	...	3	SUMMARY OF TABLE IX.													
Disease of Bladder	1	...	...	...	...	1	Discharged during the year.						Remaining in on December 31, 1897.	Total.						
Disease of Prostate ... ..	...	2	...	1	...	3	Cured.	Relieved.	Unrelieved.	Died.										
Abscess of Kidney ... ..	...	...	...	1	...	1	796	105	6	27	75	1,009								

SUMMARY OF TABLE IX.

	Discharged during the year.				Remaining in on December 31, 1897.	Total.
	Cured.	Relieved.	Unrelieved.	Died.		
Total, Class 1.—Specific, Febrile, or Zymotic Diseases	796	105	6	27	75	1,009
„ 2.—Parasitic Diseases	1	1	...	...	...	2
„ 3.—Dietetic Diseases	35	...	1	...	4	40
„ 4.—Constitutional Diseases	180	54	9	15	36	294
„ 5.—Developmental Diseases	4	...	...	2	...	6
„ 6.—Local Diseases... ..	545	208	12	79	77	921
„ 7.—Violence	87	8	...	1	3	99
„ 8.—Ill-defined and not-specified causes	112	3	6	2	12	135
Grand Total	1,760	379	34	126	207	2,506

TABLE X.—Operations performed under anæsthetics at the Coast Hospital during the year 1897.

Nature of Operation	Male.	Female.	Cured.	Relieved	Unrelieved.	Died.	Total
Gynæcological Operations—							
Curettage		22	22				22
Unspecified		3	3				3
Eye Operation—							
Necrosed orbital plate	1		1				1
Amputations—							
Finger	3	2	5				5
Toe	1		1				1
Thigh	1					1	1
Bone Operations—							
Scraping necrosed	7		7				7
Wiring fractured jaw	1				1		1
Operations on New Growths—							
Excision of fibroma		1	1				1
Abscesses	3	1	3	1			4
Abdominal Operations—							
Strangulated hernia	1	2	3				3
Radical cure	1		1				1
Miscellaneous—							
Extraction of teeth	1		1				1
Removal of foreign body	1		1				1
Fistula in ano	2		2				2
„ recto-vagina		1		1			1
Circumcisions	10		10				10
Scraping bubo	5		5				5
Hydrocele, radical cure	4		4				4
Toenails, evulsion of		1	1				1
Stricture	11		11				11
Sinus, curetting	5		4		1		5
Hæmorrhoids	1		1				1
Opening knee joint		3	1	2			3
Dislocation, reduction of	1		1				1
Ankylosis of knee-joint	1	1	1		1		2
Calculus in urethra	1		1				1
Varicose veins	1		1				1
Tracheotomy	1		1				1
Unspecified	2	1	3				3
Total	66	38	96	3	4	1	104

TABLE XI.—SHOWING the names, &c, of all Patients who died at the Coast Hospital during the year 1897.

No	Name	Date of Admission	How admitted.	Age	Disease	Complications	Date of Death	No. of days in Hospital.	Cemetery No.
2133	Price, John	28 Dec, 1896	H. A. Dépôt ..	yrs. 55	Erysipelas of the face	Septicæmia...	1897. 2 Jan.	5	783
2117	Gough, Richard	15 „ „	„	78	Senile decay	Exhaustion ..	2 „	18	Removed.
2195	Bain, Alexander	29 „ „	„	41	Enteric fever	Pneumonia .. .	5 „	7	„
1962	Thomas, Francis	20 Nov., „	Chf. Med. Off	67	Post-erysipelatus suppuration.	Exhaustion ..	6 „	47	784
1939	Goobra, Joseph	20 „ „	Med. Supt. ...	50	Chronic Bright's disease.	Heart failure ..	9 „	50	785
43	Lister, Alfred	6 Jan, 1897	Chf. Med Off	43	Cerebral apoplexy ..	Paralysis	13 „	7	Removed.
55	Jones, Thomas	8 „ „	„	30	Enteric fever .. .. .	.....	14 „	6	786
343	Hanford, William	20 Feb, 1896	„	33	Tropho-neurosis and spinal compression.	Exhaustion ..	19 „	334	Removed.
74	Frawley, Myra	11 Jan, 1897	„	16	Enteric fever	Hæmorrhage ..	21 „	10	„
66	Crozier, Margaret	9 „ „	„	23	„	„	21 „	12	„
1262	Brown, John	27 July, 1896	H. A. Dépôt ..	17	Chronic Bright's disease.	.....	8 Feb	196	„
102	Edie, Hannah	25 Jan., 1897	Chf. Med. Off	35	Malignant disease of abdomen.	Exhaustion ..	10 „	25	787
1921	Langven, Daniel	16 Nov, 1896	H. A. Dépôt...	19	Acute enteritis	Peritonitis .. .	15 „	91	788
301	Moorehead, Mary (or Clements).	17 Feb, 1897	Chf. Med. Off	40	Nephritis	Bronchitis ..	27 „	10	789
344	Campbell, Michael	25 „ „	H. A. Dépôt	24	Stricture of urethra	Post-operative sæpæmia.	5 Mar	8	Removed.
52	Bailey, William	5 Jan., „	Med. Supt.	32	Tuberculosis	Asthænia	6 „	57	790
355	Marsh, Thomas	27 Feb., „	H. A. Dépôt ...	42	Pneumonia	Exhaustion ..	6 „	7	791
361	Morgan, Walter	28 „ „	Med. Supt.	16	Cerebral tumour ..	Convulsions ..	11 „	11	Removed.
483	O'Laughlin, John J. ...	16 Mar., „	Chf. Med. Off	23	Aortic regurgitation	Asphyxia	18 „	2	„
131	Goddard, Elizabeth (or Standring, Rachel).	22 Jan, „	H. A. Dépôt ..	40	Chronic nephritis ..	Coma	22 „	59	792
541	Logan, David	26 Mar, „	Med. Supt.	47	Cardiac disease .. . .	.....	27 „	14	793
539	Saunders, Kate	25 „ „	Chf. Med. Off.	10	Tubercular men- ingitis.	Cardiac failure	3 April	9 hours	794
561	Murray, Esther	29 „ „	„	31	Acute nephritis	Uraemia	4 „	6	Removed.
593	Willman, Annie	5 April „	Med. Supt.	33	Premature labour ...	Sapræmia	8 „	3	„
624	Winnett, Thos. Medcalf	9 „ „	H. A. Dépôt	52	Pneumonia	Cardiac failure	11 „	2	„

No.	Name.	Date of Admission.	How admitted.	Age	Disease.	Complications	Date of Death	No. of days in Hospital	Cemetery No.
576	Miller, Daniel ...	1 April, 1897	H. A. Depôt...	40 yrs.	Enteric fever . . .		14 April, 1897	13	795
677	Tregent, Selma ..	15 " "	Med. Supt.	45	Chronic nephritis .	Uræmia	16 " "	1	Removed.
702	Smith, Francis ..	21 " "	H. A. Depôt...	75	Pneumonia	Asthemia	24 " "	3	796
678	Levey, Amelia ..	15 " "	Chf. Med. Off.	66	Chronic nephritis ...	Cardiac failure	25 " "	10	797
630	Hughes, Jack ..	10 " "	H. A. Depôt ..	35	Phthisis ...		27 " "	17	798
535	Jenkins, Frederick ..	25 Mar., "	Chf. Med. Off.	49	Enteric fever		30 " "	36	Removed.
728	Allen, William ..	23 April, "	" "	25	" "	Heart failure ..	3 May ..	10	"
777	Breen, James ...	1 May, "	" "	22	Pneumonia	" "	5 " "	4	"
798	Kurkin, John.....	4 " "	H. A. Depôt...	55	Erysipelas of face ...	Meningitis	6 " "	2	799
823	Lacey, James	8 " "	Chf. Med. Off.	4 mths	Broncho-pneumonia	Cardiac failure	8 " "	2 hours	800
2073	Tuckey, Albert	9 Dec., 1896	H. A. Depôt...	5 yrs.	Tubercular disease of hip.	Meningitis	10 " "	151	Removed.
830	Ready, Francis B. ...	10 May, 1897	Med. Supt. ...	1 day	Premature birth ...		11 " "	1	801
694	Cardie, James	30 April, "	Chf. Med. Off.	65 yrs.	Senile decay ...	Bronchitis ...	12 " "	22	Removed.
793	Thomas, John	3 May "	H. A. Depôt	46	Chronic nephritis ...	Pneumonia ..	15 " "	13	802
848	Power, Sarah	12 " "	Chf. Med. Off.	59	Rheumatic fever ..	Cardiac disease	15 " "	3	Removed.
772	Waterford, Kate ..	30 April, "	H. A. Depôt ..	51	Degeneration of spinal cord.	Cardiac failure	17 " "	17	"
877	Gardener, Charles ...	16 May, "	Chf. Med. Off.	52	General paralysis	Peritonitis	22 " "	6	"
950	Chum, Ah ..	27 " "	" "	45	Bronchitis	Cardiac failure	29 " "	2	"
915	Bath, Emily ...	21 " "	" "	40	Malignant disease of uterus.	" "	31 " "	10	804
296	Smith, Norah	16 Feb., "	" "	75	Diabetes ..	Gangrene	2 June.	106	Removed.
986	Watt, Marion	3 June, "	" "	14	Enteric fever	Meningitis ...	3 " "	5 hours	"
831	Cuthbert, John	18 May, "	H. A. Depôt...	39	Malignant disease of stomach.	Cardiac failure	7 " "	20	805
992	Harding, William	5 June, "	" "	42	Erysipelas of scalp...	Edema ..	7 " "	2	806
997	Chapman, William E. ...	7 " "	Chf. Med. Off	20	Pneumonia	Cardiac failure	11 " "	4	Removed.
944	Hughes, Emily.....	26 May, "	" "	29	Pernicious anæmia	Diarrhoea ..	13 " "	18	"
1044	Hill, Christina	13 June, "	" "	9	Broncho-pneumonia	Cardiac failure	17 " "	4	"
1051	On, Gee ..	5 " "	Med. Supt. .	57	Cardiac disease	Asthemia ..	18 " "	3	"
1073	Wright, William J....	17 " "	Chf. Med. Off	41	Erysipelas of foot	Meningitis ...	20 " "	3	"
764	Mortimer, Samuel ..	28 April, "	" "	60	Phthisis	Exhaustion ...	22 " "	55	"
736	Angrove, John	24 " "	" "	67	" "	Asthemia	26 " "	63	"
809	Willis, Henrietta	6 May, "	H. A. Depôt	35	Cirrhosis of liver ...	Cardiac failure	5 July	60	808
1031	McIntosh, Henrietta	11 June, "	Chf. Med. Off.	37	Phthisis	Exhaustion	6 " "	25	Removed.
2068	Haw, Alfred	9 Dec., 1896	H. A. Depôt...	40	Aortic disease	Cardiac failure	8 " "	216	809
1076	Young, William	19 June, 1897	" "	46	Abscess of lung	Hæmoptysis ...	13 " "	24	810
955	Shepherd, Lucy	28 May, "	" "	32	Chronic gastritis	Asthemia	14 " "	47	811
1180	Banks, Annie	8 July, "	Chf. Med. Off.	64	Malignant disease	" "	18 " "	10	Removed.
1221	Eland, Roselta	15 " "	" "	32	Septic endometritis	Sapraemia ..	18 " "	3	"
1244	Brown, Florence ...	18 " "	Med. Supt. .	55	Scarlatina ..	Cardiac failure	19 " "	12 hours	"
1264	Hamond, Arthur ...	22 " "	" "	5	Bright's disease ...	Convulsions ...	23 " "	8 hours	"
1319	Henderson, George	30 " "	Chf. Med. Off.	47	Erysipelas of face .	Cardiac failure	31 " "	13 hours	"
1258	Harding, John	21 " "	H. A. Depôt ..	62	Anthrax of neck	" "	3 Aug.	13	813
998	Wilson, Catherine ..	7 June, "	" "	60	Senile decay ...	Asthemia	3 " "	57	814
962	Ecles, Alfred	29 May, "	" "	58	Chronic nephritis	Uræmia	10 " "	73	815
1026	Fitzalbon, John	11 June, "	" "	29	Endocarditis	" "	10 " "	60	816
1107	Power, Michael	26 " "	" "	64	Valvular disease of heart	Cardiac failure	15 " "	50	817
1443	Scair, John	19 Aug., "	" "	10 wks	Marasmus ...	" "	23 " "	4	818
844	Craig, Herbert	11 May, "	Chf. Med. Off.	31 yrs.	Recurrent sarcoma	" "	26 " "	107	819
1520	Newton, Esther	30 Aug., "	" "	32	Septic endometritis	Peritonitis	1 Sept.	2	Removed.
1534	Bros, Arthur	1 Sept., "	" "	37	Meningitis ...	Paralysis ...	2 " "	1	"
1337	Kalucy, Peter	3 Aug., "	H. A. Depôt ..	49	Phthisis ...	Asthemia	2 " "	30	"
1219	McKenna, Catherine ..	15 July, "	" "	5	Tumour of brain	" "	3 " "	50	"
1399	Moore, Mary	13 Aug., "	" "	35	Colitis ..	Exhaustion	9 " "	28	820
1501	Essery, William	27 " "	Chf. Med. Off.	56	Cerebral disease...	Paralysis ...	15 " "	19	Removed.
1575	Richards, Arthur	7 Sept., "	H. A. Depôt ..	22	Bright's disease	Convulsions	16 " "	9	821
1378	Sullivan, James ...	9 Aug., "	Chf. Med. Off.	4 mths	Enteritis	Asthemia ..	22 " "	44	822
1114	Bryan, Archie	28 June, "	H. A. Depôt...	27 yrs.	Phthisis	Exhaustion ..	22 " "	86	823
1428	Wright, Jane	17 Aug., "	" "	63	Erysipelas of face ..	Cardiac failure	2 Oct.	46	Removed.
1628	Kenny, Henry	16 Sept., "	" "	33	Hyperpyrexia	" "	3 " "	17	824
1598	Robinson, Alexander ...	11 " "	" "	59	Phthisis	Cardiac failure	5 " "	24	Removed.
1633	Upton, Henry	24 " "	Chf. Med. Off.	28	Enteric fever	" "	8 " "	14	825
1763	Herbert, Richard...	9 Oct., "	" "	30	Acute Bright's Disease	Convulsions ...	11 " "	2	Removed.
1578	Davis, Richard...	8 Sept., "	" "	50	Bright's disease ...	" "	13 " "	35	826
1789	Muratani	14 Oct., "	" "	39	Beri-beri	Cardiac failure.	15 " "	1	Removed.
762	Preston, George	28 April, "	H. A. Depôt...	54	Pyæmia ..	Exhaustion ..	18 " "	173	827
1591	Dickson, Charles	10 Sept., "	" "	52	Abscess of lung ...	" "	24 " "	44	828
1608	Greenwood, Charles ...	13 " "	Chf. Med. Off	80	Senile decay	Cardiac failure	29 " "	46	829
1879	Murrell, May	28 Oct., "	" "	35	Cardiac disease ...	Exhaustion ..	1 Nov..	4	830
1202	Taylor, Beatrice	13 July, "	H. A. Depôt	19	Malignant endocarditis	" "	1 " "	111	831
1795	Peterson, Victor ...	15 Oct., "	Chf. Med. Off.	30	Cerebral hæmorrhage	Hyperpyrexia	1 " "	17	832
1852	Duffy, Matilda.....	25 " "	" "	33 days	Septic endometritis.	Sapraemia ...	3 " "	9	834
1756	Samuels, Edith Mary ..	8 " "	Med. Supt.	26	Enteritis	Asthemia ...	3 " "	26	833
1743	Callaghan, George ...	7 " "	H. A. Depôt	28 yrs	Meningitis	Cardiac failure	3 " "	27	Removed.
1972	Rolfe, Anne	11 Nov., "	Chf. Med Off	37	Phthisis	Hyperpyrexia	15 " "	4	836
1614	Gillespie, Mary Ann	14 Sept., "	H. A. Depôt	62	Senile decay	Cardiac failure	19 " "	66	Removed.
2030	Carter, Emily	19 Nov., "	Chf. Med. Off	21	Pericarditis	" "	23 " "	4	837

No.	Name.	Date of Admission.	How admitted.	Age.	Disease.	Complications.	Date of Death.	No. of days in Hospital.	Cemetery No.
1888	Price, Rupert	30 Oct., 1897	Chf. Med. Off.	19 mths.	Scarlatina	Bronchitis	1897. 26 Nov.	27	Removed.
1511	Cornford, Henry	30 Aug., "	Med. Supt. ...	56 yrs.	Asthma	Respiratory failure.	29 " ...	91	838
1960	Hollis, Lilian	10 Nov., "	Chf. Med. Off.	25	Malignant disease of uterus.	Exhaustion ...	29 " ...	19	839
1433	Flett, Alexander	17 Aug., "	H.A. Dépôt ...	57	Phthisis	"	30 " ...	105	840
2072	Hannon, Ernest	25 Nov., "	"	24	Erysipelas of face ...	Hyperpyrexia	30 " ...	5	Removed.
2038	Gardener, Mary	20 " "	Chf. Med. Off.	78	Senile decay	Asthemia	30 " ...	10	841
2032	Smith, Thomas	19 " "	"	35	Gout	Renal disease...	1 Dec. ...	12	842
2017	Pabuky, Pauline	18 " "	"	43	Appendicitis	Hyperpyrexia	2 " ...	14	Removed.
1147	Hill, James	3 July, "	H.A. Dépôt ...	51	Chronic nephritis ...	Uraemia	6 " ...	156	"
1919	Ray, George	3 Nov., "	Chf. Med. Off.	38	Asthemia after enteric fever.	Diarrhœa	8 " ...	35	"
2041	Lapsthorpe, Robert	21 " "	"	36	Phthisis	Exhaustion ...	10 " ...	19	"
2085	Wildman, Theresa	26 " "	"	29	"	Asthemia	10 " ...	14	"
2120	Davis, Edith O'Linda ...	1 Dec., "	"	26	Enteric fever	Cardiac failure	11 " ...	10	"
1861	Burnham, Alfred	26 Oct., "	H.A. Dépôt ...	32	Phthisis	Exhaustion ...	12 " ...	47	"
2115	Earnshaw, Violet Mary	1 Dec., "	"	3 mths.	Enteritis	Asthemia	15 " ...	14	843
2149	Hatton, Jane	6 " "	Chf. Med. Off.	18 yrs.	Traumatic abscess of kidney.	Uraemia	15 " ...	9	Removed.
563	Smith, William	29 Mar., "	"	47	Tubercular disease of hip.	"	17 " ...	263	"
2226	Wood, Clarice	19 Dec., "	Med. Supt. ...	5 mths.	Enteritis	Asthemia	19 " ...	8 hours	844
2218	Edwards, Hilda	17 " "	Chf. Med. Off.	9 yrs.	Scarlatina	Cardiac failure	25 " ...	6	Removed.
2207	Riley, Michael	16 " "	H.A. Dépôt ...	51	Dysentery	Exhaustion ...	24 " ...	8	845
2229	Wilson, Eunice	19 " "	Chf. Med. Off.	55	Enteric fever	Cardiac failure	25 " ...	6	Removed.
2127	Cussen, William	3 " "	H.A. Dépôt ...	35 mths.	Bright's disease	Convulsions ...	26 " ...	23	846
2065	Gunning, Mary	24 Nov., "	Med. Supt. ...	6 yrs.	Bronchitis	Asthemia	27 " ...	33	Removed.
2209	Larson, Neil	16 Dec., "	Chf. Med. Off.	44	Dysentery	Exhaustion ...	28 " ...	12	"
2279	Chambers, Elizabeth ...	28 " "	"	36	Pneumonia	Respiratory failure.	29 " ...	1	847
1739	Buckley, Thomas	6 Oct., "	H.A. Dépôt ...	36	Malignant disease of pylorus.	Asthemia	30 " ...	85	848

Aboriginal, George Davis, buried in grave No. 803.
 F.R. (leper patient), buried in grave No. 807.
 M.E.K. (leper patient), buried in grave No. 812.
 J.T. (leper patient), buried in grave No. 835.

APPENDIX B.

SUMMARY TABLE showing the work of the Coast Hospital, and its cost in each year, from 1884 to 1897.

Year.	Total cases admitted.			No. and kinds of communicable diseases included in foregoing columns.					Total cases admitted.				
	No. of patients.	Average stay of each patient in days.	Mortality.	Typhoid fever.	Mortality per cent.	Erysipelas.	Diseases requiring strict isolation.	No. of kinds of such diseases dealt with.	Average daily number.	Total cost per head.	Ambulance service, cost per head.	Cost per head, less ambulance.	Wines, spirits, &c., cost per head (included in foregoing columns).
1884	1,132	29.33	4.04	235	10.63	...	12	2	104.33	£ s. d. 58 1 1¼	£ s. d. 6 0 3½	£ s. d. 52 0 9¾	£ s. d. 2 3 2½
1885	1,204	37.06	7.05	285	17.54	...	17	4	150.05	51 16 8	3 18 10¼	47 17 9¾	1 11 2¾
1886	1,278	41.03	9.38	392	13.52	...	48	4	146.33	52 0 8	6 12 10	45 7 10	1 10 0¾
1887	1,726	42.05	9.21	286	11.08	...	63	3	198.56	42 14 1½	5 4 3½	37 9 10	0 10 9¼
1888	1,694	42.23	5.55	241	5.81	...	89	4	197.12	41 13 2	5 17 0	35 16 2	0 8 8
1889	1,813	39.09	5.44	342	7.01	...	76	5	198.09	44 17 4¾	7 2 1¾	37 15 3	0 6 4¼
1890	1,529	42.00	7.03	140	15.00	...	46	5	178.00	55 7 5	7 4 5	48 3 0	0 5 11
1891	1,748	40.00	3.23	88	9.00	...	59	5	193.00	50 2 6	6 0 6	44 2 0	0 5 2¾
1892	1,644	44.06	4.04	61	16.39	...	24	5	200.03	44 17 11¼	5 13 7½	39 4 3¾	0 7 6½
1893	2,274	32.08	4.05	83	12.00	...	36	5	193.05	47 8 0	6 15 10	40 12 2	0 10 1
1894	2,158	27.06	4.03	143	8.03	...	36	5	176.04	55 7 4¼	6 16 1¾	48 11 2½	1 3 6¾
1895	2,451	24.06	3.07	96	6.02	...	51	5	176.03	59 1 11	5 11 0	53 10 11	1 1 6¾
1896	2,213	31.03	5.04	236	8.05	...	63	5	204.06	51 6 1¾	5 15 9¼	45 10 4½	1 4 4
1897	2,307	32.06	5.05	128	8.05	...	100	3	224.04	50 19 2½	6 3 1	44 16 1½	1 9 10

3.44

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT
OF THE
ROYAL COMMISSION

APPOINTED TO MAKE

A diligent and full inquiry into the Home-teaching Society for the Blind, and the Industrial Home for Blind Women and Retreat for the Aged Female Blind, Strathfield, and other matters connected therewith.

(APPOINTED 22ND DECEMBER, 1897.)

Printed under No. 1 Report from Printing Committee, 30 June, 1898.



SYDNEY: WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER.

Commission.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen,
Defender of the Faith, and so forth,—

To Our Trusty and Well-beloved—

JOSEPH BARLING, Esquire, Chairman of the Public Service Board, and one of Our Justices of the Peace of Our Colony of New South Wales, Associate of the Institution of Civil Engineers ;

GEORGE ALEXANDER WILSON, Esquire, a Member of the Public Service Board, and one of Our Justices of the Peace of Our said Colony ; and

JAMES POWELL, Esquire, Deputy Member of the Public Service Board, and one of Our Justices of the Peace of Our said Colony,—

Greeting :—

KNOW ye, That We, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do, by these presents, authorise and appoint you, or any two of you, as hereinafter mentioned, to make a diligent and full inquiry into the "Home-teaching Society for the Blind" and the "Industrial Home for Blind Women and Retreat for the Aged Female Blind," Strathfield, and other matters connected therewith : And We do, by these presents, grant to you, or any two of you, at any meeting or meetings to which all of you shall have been duly summoned, full power and authority to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth in the premises, and to require the production of all such books, papers, writings, and all other documents as you may deem expedient, and to visit and inspect the same at the offices or places where the same or any of them may be deposited, and to inquire of the premises by all lawful ways and means : And We do give you power, at your discretion, to procure such clerical and other assistance as you may deem necessary for enabling you duly to execute this Our Commission : And Our further will and pleasure is that you do, within three months after the date of this Our Commission, certify to Us, in the office of Our Chief Secretary, under your or any two of your hands and seals, what you shall find touching the premises : And We hereby command all Government Officers and other persons whomsoever within Our said Colony, that they be assistant to you and each of you in the execution of these presents : And We appoint you, the said JOSEPH BARLING, Esquire, to be President of this Our Commission, which said Commission We declare to be a Commission for all purposes of the Act 44 Victoria No. 1, intituled "*An Act to regulate the taking of Evidence by Commissioners under the Great Seal.*"

In testimony whereof, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Colony of New South Wales to be hereunto affixed.

Witness Our Trusty and Well-beloved the Honorable SIE FREDERICK MATTHEW DARLEY, Knight Commander of Our most distinguished Order of Saint Michael and Saint George, Our Lieutenant-Governor of Our Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this twenty-second day of December, in the year of Our Lord one thousand eight hundred and ninety-seven, and in the sixty-first year of Our Reign.

(L.S.)

FREDK. M. DARLEY, Lieutenant-Governor.

By His Excellency's Command,

JAMES N. BRUNKER.

Entered on Record by me, in REGISTER OF PATENTS No. 19, page 179, this twenty-fourth day of December, one thousand eight hundred and ninety-seven.

For the Colonial Secretary and Registrar of Records,

CRITCHETT WALKER,
Principal Under Secretary.

ROYAL COMMISSION OF INQUIRY INTO THE INSTITUTION FOR THE
BLIND, STRATHFIELD.

REPORT.

To His Excellency The Right Honorable Henry Robert, Viscount Hampden,
Governor and Commander-in-Chief of the Colony of New South Wales
and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY:—

We, your Commissioners, appointed on the 22nd December, by letters patent, to make a “diligent and full inquiry into the Home-teaching Society for the Blind,” and the “Industrial Home for Blind Women and Retreat for the Aged Female Blind,” Strathfield, have now the honor to submit our Report.

Amongst the papers which were submitted to us by the Honorable the Chief Secretary was a report of the late Director of Government Asylums on the affairs of this Institution, together with minutes of evidence which that officer had taken and on which his report was based. The allegations contained in these minutes have formed the basis of our inquiry.

We were anxious to avoid printing the documents above referred to, because the statements therein have been to a great extent repeated before the Commission, but inasmuch as they formed the foundation of our investigation we felt compelled, though with some reluctance, to include them in the report of our proceedings, especially as they were often referred to in the course of our inquiry, and throw considerable light on the subject.

The Commission suggested to Mr. Bruncker that it would facilitate their work if Mr. Maxted were authorised to appear before them and conduct the case on behalf of the Government, and this the Minister was pleased to give his consent to.

In carrying out the inquiry we decided to allow the members of the two Committees of the Institution and also Mr. H. S. Prescott, one of their officers, who is blind, the privilege of calling witnesses and of cross-examining all witnesses brought before the Commission, and this privilege, it will be seen from the evidence, was availed of to the fullest extent.

We propose to deal with the subject under three distinct heads ;

1. The financial administration and general management of the Institution as an organisation in receipt of subsidy from the Government ;
2. The utility of its work in meeting a public requirement ; and
3. The conduct of Mr. Prescott.

We will first, however, give a brief account of the Institution and the circumstances which led to its formation.

It has two distinct branches—one known as the “Industrial Home for Blind Women and the Retreat for the Aged Female Blind” and the other as “The Home-teaching Society for the Blind.”

Until recently there have been two committees of management ; a committee of ladies had charge of the conduct and internal economy of the Home, and a committee of gentlemen controlled the work of the Home-teaching Department and the finances of both branches. At a recent date, and at a late stage in our inquiry, it was decided by the committees to have one general committee, from which sub-committees responsible to it should be appointed to control the two branches of the Institution.

In

In the year 1877, through the instrumentality of Mr. H. S. Prescott, who had come from Melbourne to Sydney, the work of the home-teaching department was initiated under a committee of management, with Mr. Prescott in the position of "Teacher and Missionary."

In March, 1884, steps were taken by Mrs. Prescott, with the assistance of her husband, towards the formation of a home for indigent blind women, where industries of a nature suitable to blind persons might be conducted. No such institution for the accommodation and employment of women was at that time in existence in the Colony, and Mrs. Prescott having been successful in equipping a home at Alexandria (in which at the end of that year there were seven inmates), a committee of ladies interested in the work was formed for its control, Mrs. Prescott occupying the position of Hon. Corresponding Secretary and Honorary Collector.

At the end of 1884, the finances of the two branches, of what was then termed the New South Wales Mission to the Blind, were amalgamated, all receipts being placed to the credit of one general fund, and no complete separation of the expenditure under each head was made. This system has continued to the present time.

In 1886, the Home was removed to Petersham, and the need having been felt for more suitable premises, a "building fund" was established in the following year.

In 1887, a change was made in the name of the institution, which was henceforward known as "The New South Wales Home Teaching Society for the Blind and the Industrial Home for Blind Women," with the addition to the title, in 1891, of the words "and Retreat for the Aged Female Blind. From the latter year it has been styled for general purposes as the "Institution for the Blind." In 1891 premises were erected at Strathfield and occupied at the close of that year.

(I) THE FINANCIAL ADMINISTRATION AND GENERAL MANAGEMENT OF THE INSTITUTION.

Government Assistance.

The assistance which this Institution has received from the State has been of a most liberal character. Early in its career Government aid was sought and obtained, and for several years past its funds have been supplemented by subsidies at the rate of £2 per pound on a portion of the subscriptions collected from private sources, and £1 per pound on another portion, with a limit of subsidy of £500 per annum in each case.

The former subsidy has been obtained from the Public Instruction Department under a Parliamentary vote taken for "Instruction to the Blind," and the latter has been paid by the Chief Secretary from a vote taken in aid of the "Home for Indigent Blind Women."

From the year 1884 to 1897 the amounts of Government subsidies so received have been as under:—

For the Home-teaching Department	...	...	...	...	£6,356
For the Industrial Home	...	...	...	...	4,845
Total	...	...	...	...	£11,201

and there has been in addition a Government grant of £1,650 made to enable the institution to purchase the site on which the present Home was erected in 1891. Besides the assistance rendered in this direction, the Government have, since 1894, paid at the rate of £10 per head per annum for the maintenance of inmates transferred to the Home from Newington Asylum, and the officers of the Home-teaching branch have been granted free railway passes for themselves and guides, the cost of which, amounting in 1897 to £177 (before which it was considerably higher), has been borne by the Chief Secretary's Department.

Finances.

As before stated, the finances of the Institution have been under the control of the Committee of gentlemen which also administered the Home-teaching Department. The expenses of the Home were defrayed by that Committee placing to the credit of the Home Committee, in a local bank, amounts periodically certified to by the latter as being required.

It

It has been already mentioned that a building fund was started in 1887, to the credit of which were placed at the end of every subsequent year unexpended portions of revenue, supplemented by collections raised specially for that fund. The following table, taken from the "Abstracts of Receipts and Expenditure" in the Annual Reports, shows to what extent the Institution was able to utilise its funds for building purposes.

Year.	Government Subsidies.	All other receipts, excluding subscriptions received for special objects.	Total.	Expenditure.	Balance transferred to Building Fund.
	£	£	£	£	£
1887	389	830	1,219	927	250
1888	650	861	1,511	1,111	350
1889	1,144	988	2,132	1,146	900
1890	1,000	1,150	2,150	1,192	900
1891	1,150	1,620	2,770	1,603	1,100
1892	1,000	1,800	2,800	1,547	1,200
1893	1,500	1,467	2,967	1,397	1,500
1894	1,000	1,229	2,229	1,381	800
1895	500	1,279	1,779	1,597	150
1896	1,000	1,254	2,254	1,589	650
1897	1,000	1,037	2,037	1,702	400
	10,333	13,515	23,848	15,192	8,200

These abstracts do not give the entire financial operations of the Institution; but, after reference to other portions of the reports, the following statement has been prepared, covering the period mentioned in the foregoing table.

Revenue and Expenditure of period 1887 to 1897.
(Since inception of Building Fund.)

<i>Revenue.</i>				<i>Expenditure.</i>			
	£	£		£	£		£
Balance from 1886		376	Cost of building, fencing, &c. ...	9,588			
Government subsidies	10,333		" land	2,150		11,738	
" grant for land	1,650						
		11,983					
General subscriptions		9,492					
Subscriptions for Building Fund		574					
" " Endowment Fund..	1,001						
" " perpetual subscribers	471						
		1,472*					
Government allowance for support of inmates	206		Other expenses		16,374		
Other receipts	3,537						
		3,743					
		27,640					
Dr. balance at end of 1897		472					
		£28,112					£28,112
		£					
Outstanding accounts	45						
Stock and material in hand	326†						
		£371					
Chief Secretary's subsidy for year 1897, paid in 1898	£450						
Government allowance for support of inmates in 1897, paid in 1898	£60						
		£510					

I certify that I have compared this Statement with an Abstract of Receipts and Expenditure compiled from the Accounts in the Annual Reports of the Institution for the Blind, Strathfield, from 1887 to 1897 inclusive, and found the same to be correct.

Department of Audit,
21st March, 1898.

G. E. BRODIE,
Chief Inspector of Public Accounts.

* These funds having been expended interest must be allowed on them out of revenue until they are restored.
† The stock and material were valued by a Government official on the 19th March, 1898, at about £215.

It will be seen from this that the moneys received from the Government more than equal the total cost of the building and the land.

The propriety of expending Government subsidies in the erection of buildings has been questioned, but as we find the subsidies are granted free of conditions as regards expenditure, we cannot attach any blame to the Committee of the Institution for appropriating them in that way.

It may be doubted, however, whether it was clearly before the minds of the Government and Parliament that so large a portion of the annual income was used for such a purpose.

No Government control is exercised in the expenditure of these subsidies after they have left the hands of the Colonial Treasurer, and that such is the case your Commission think indicates a grave defect in the administration of the large amounts granted by the bounty of Parliament for charitable objects.

INDUSTRIAL HOME FOR BLIND WOMEN AND RETREAT FOR THE AGED FEMALE BLIND.

The Commission visited the Home at the outset of their inquiry.

It is a plain brick structure of two storeys, with a frontage to the Albert-road, Strathfield, of about 120 feet, and provides accommodation for about 50 inmates. A wing of the building is occupied by Mr. and Mrs. Prescott, who pay an annual rental of £55. The land upon which the building is situated is about $4\frac{3}{4}$ acres in extent, including an allotment recently purchased.

In 1894 a wing was erected at the rear of the building at a cost of about £300, for the separate treatment of infirm inmates. It contains twelve beds, but nine only were in occupation when your Commissioners visited the Home.

When proposing the erection of the present building the Committee had naturally in view a probable expansion of their operations and provision was made accordingly; how far this anticipation has been borne out will be seen from the following table of the number of inmates in the Home at the end of each of the years named:—

1890	...	15			
1891	...	13	The new building was occupied at the end of this year.		
1892	...	23			
1893	...	27	Includes 6 transferred from Newington Asylum.		
1894	...	27	„	7	„
1895	...	31	„	8	„
1896	...	29	„	6	„
1897	...	31	„	6	„

In arriving at the average annual cost per head of the inmates during the period 1892 to 1897, we are met with the difficulty of not being in possession of figures showing the separate expenditure on account of the Home, owing to the amalgamation of the accounts, but it is estimated at about £23 14s., made up as follows:—

Provisions, clothing, medicine, &c., fuel and gas	...	£10	2	0
Salaries and wages	...	8	6	0
Travelling	...	1	16	0
Furniture, repairs, and general expenses	...	3	10	0
		<hr/>		
		£23	14	0

This is exclusive of any charge for rent.

As the name of the Institution implies, it is one in which industries are carried on. These consist in the main of brush and broom making, chair-caning, halter-making, netting, and the manufacture of clothes-lines. The inmates also make and repair their own clothing, and do a large portion of the housework under the guidance of sighted officials.

The

The Annual Report for 1897 contains the following information as to the articles made during the year :—

4,268 brushes of different descriptions.
 1,691 halters.
 132 chairs re-caned.
 4 netted articles.
 7 pairs of stockings knitted.
 391 undergarments.
 20 yards tatted lace.
 16 horse nets.

It will be seen that the first item is of by far the most importance. A portion only of the brush-work, however, is performed by the inmates. The preparation of the wood-work for the reception of the hair, fibre, &c., and the final finishing off of the rough articles for the market are done by a salaried instructor. Through the recent resignation of this latter official the industry has for the present ceased.

The following table shows the ages of the inmates and the work in which they are now mainly engaged during the hours of employment, which are from 9 o'clock a.m. to 6 o'clock p.m., with an interval of one and a half hours in the middle of the day :—

No.	Age.	Occupation.	No.	Age.	Occupation.
1*	16	Learning to knit.	16	61	Needle-work and chair-caning.
2*	21	Chair-caning and knitting.	17	62	Needle-work.
3*	22	Knitting.	18	63	Needle-work and learning to knit.
4*	29	Knitting.	19	66	Needle-work.
5*	29	Knitting.	20	50	} Do not work.
6*	30	Chair-caning and knitting.	21	57	
7	33	Housework.	22	60	
8	35	Previously in the Home, recently returned.	23	69	
9	39	Housework.	24	71	
10	48	Mending.	25	72	
11	48	Chair-caning and netting.	26	74	
12*	52	Chair-caning and learning to knit.	27	77	
13*	53	Brush-work only.	28	78	
14	54	Housework.	29	81	
15	55	Halter-making.	30	82	
			31	88	

* Engaged in brush-making before the resignation of the instructor.

Two of the inmates now in the Home were for some years maintained at the cost of the Colony of Tasmania from whence they came. The payments on their behalf have been withdrawn since the beginning of the year 1897, and your Commission suggests that these persons should not be allowed to become a permanent charge upon the charities of New South Wales, but that the Government of Tasmania should be asked to continue the support before given, or provide for their return and maintenance in that Colony.

During the period 1884–91, the profit to the credit of the manufacturing account was £441, since then (*i.e.*, since the erection of the present building) to the end of 1897, the net earnings have been £174, excluding from the expenditure a portion of the salaries of the officials for time occupied in the supervision of the work, other than brushmaking, and the disposal of the goods, and assuming that the value of the stock and material on hand at the 31st December last was as stated in the Annual Report of the Institution.

The following statement shows how this latter profit has been arrived at:—

Manufacturing Account—1892–1897.

Sale of work	£1,339	Outstanding Accounts at end of 1891	£114
Outstanding Accounts at end of 1897	45	Stock and material at end of 1891	76
Stock and material at end of 1897	*326	Wages of officials	389
		Material and tools	890
		Cartages	41
		Premiums	26
		Profit on work	174
	<hr/>		<hr/>
	£1,710		£1,710
	<hr/>		<hr/>

I certify that I have compared this statement with an Abstract of Receipts and Expenditure compiled from the accounts in the Annual Reports of the Institution for the Blind, Strathfield, and found the same to be correct.

Department of Audit,
21st March, 1898.

G. E. BRODIE,
Chief Inspector of Public Accounts.

It will be seen that were this manufacturing account dealt with as a business concern, it would have to be debited with the cost of maintenance of the workers and a charge for rent.

The amount £26, for premiums paid during the last six years, is the sum which has been given to the working inmates in consideration of the goods which have been made by them; and is so small, being under 2 per cent. of the total sales, divided amongst several persons, that it can not be regarded as remuneration for labour. It need hardly be said that the small amount of premiums is a cause of dissatisfaction to the workers, but we propose to deal with this subject more at length when we come to report on the question of charities generally.

The Home since its inception has been under the active guidance of Mrs. Prescott, who has given her services gratuitously, aided by a small staff of servants.

Of the interest which Mrs. Prescott has exhibited in the work evidence is not lacking, but it has been stated by some of the inmates and ex-inmates that her general treatment of them has been of a somewhat harsh character. The Commission does not express any opinion on this matter, but if such has been the case, it has in all probability been confined to recent years, as the life of the inmates of the Home since its removal to Strathfield has been unfavourably contrasted with their condition, which has been described as happy, before that time. Evidence has been given which shows that in some respects Mrs. Prescott has been a severe sufferer in health, and this may have given rise to general irritability.

Mrs. Prescott is at present away from the Colony, and for many reasons it is unfortunate that we have not had an opportunity to obtain her sworn evidence.

During Mrs. Prescott's absence her place has been filled by a paid matron—Mrs. Gordon—who appears to be much appreciated by the inmates. Mrs. Gordon's authority, however, over the other servants of the Home seems for some time to have been greatly restricted, in consequence of instructions left by Mrs. Prescott before her departure, and misunderstandings have arisen which have been prejudicial to good management and discipline. This, however, has now been set right by the action of the ladies' committee.

A rigid economy has evidently been exercised at the Home, as a reference to the items of expenditure for provisions and clothing (Appendix No. 6) will show. Though no serious complaint in regard to the food is made, the clothing of the inmates has not been of so good a character as it should have been, old garments having been made to do service beyond the period of neatness. The evidence points, however, to a great improvement in the diet and general treatment having taken place since the inquiry instituted by Mr. Brunner.

The

* The stock and material were valued by a Government official on the 19th March, 1898, at about £215.

The wing before referred to at the rear of the premises, designated "The Retreat," is in reality a dormitory only, and contained at the time of the visit of the Commission, as before stated, twelve beds, nine of which were occupied.

It was clearly apparent that this room provides inadequate accommodation, even for the latter number. Two of the occupants of this portion of the premises were found to be suffering from physical infirmities which rendered an immediate change imperatively necessary.

Strong reasons have for some time past existed for providing a night attendant for the proper care of these unfortunate persons and it is to be much regretted that steps in this direction have not been taken. One, and the most afflicted of these inmates has, since our visit, we are glad to learn, been removed to Newington Asylum, where she had been prior to entering the Home. The inmates of this division are all too infirm for work of any kind, and it appears to us that their lives would be more endurable if they were associated with elderly women, who, enjoying sight, would be eyes to the blind and convey to the sightless, impressions and ideas to which unassisted they must be strangers. At present they seem to have little enjoyment beyond tobacco smoking, and have not the pleasurable excitement of a larger range of acquaintanceship which might be opened up to them in other Asylums. The impression made on the minds of your Commissioners on their visit to this portion of the Institution was a painful one.

With a view to gaining a closer knowledge of the internal management of the Home, the services of Miss McMaster, the Matron of the Coast Hospital, were availed of, and her report, which forms part of her evidence, is of an interesting nature. From this it will be seen that, as one of the consequences of the conflict in the management just referred to, strict cleanliness in regard to the inmates of "The Retreat" was not secured. The many defects pointed out by Miss McMaster are, in her opinion, such as may be easily remedied. They exist, Miss McMaster says, "because they have existed," and are due to a conservative disposition to continue a mere routine irrespective of daily wants and changing conditions. The inmates are reported as patient and reasonable under their infirmities. Miss McMaster's report is, however, a serious indictment against the management of the Strathfield Home. The old women have been neglected, there has been neglect of the sick, disloyalty of servants, and troubles which a competent, resolute, firm but withal kind supervision, would soon surmount.

HOME-TEACHING DEPARTMENT.

As we have before pointed out, the formation of this branch of the Institution was the work of Mr. Prescott, who has since been its chief salaried officer, and who is also an ex-officio member of the Committee.

The objects of this department are stated in the annual reports of the Institution, as follows :—

1. To employ teachers to visit the blind at their homes throughout the province; teach them embossed reading, writing, music, type-writing, mat-making, halter-making, chair-caning, netting, knitting, and such other handicraft as shall appear practicable; lend embossed books, visit those unable to read for themselves, and by reading, music, or other means, do all in their power to relieve the tedium of their lives.
2. To administer pecuniary aid from a benevolent fund in times of sickness and in other cases of special need; the income of this fund to be derived from an annual grant from the maintenance fund.
3. With the interest from an endowment fund to purchase materials or goods, which shall be given to the blind, to be used by them at their homes, with a view of supporting themselves by their own industry; the income of this fund to be derived from an annual grant from the maintenance fund, the principal to be invested, the interest only to be expended.

In the carrying out of these objects two officers have since 1888 been employed, prior to which time Mr. Prescott was alone engaged in the work. Both of these officials are blind. Mr. Prescott's duties are now confined to the metropolitan district, and those of his assistant mainly to the country.

With

With a view to ascertaining what benefit resulted to the blind from the operations of this branch, the subject has received close attention on the part of the Commissioners, one of whose number has visited several of the blind persons mentioned as receiving the ministrations of the Society, and whose report appears as Appendix No. 25 hereto.

Detailed reports of the work of each of the teachers were sought to be obtained, but it was ascertained that no complete diary had been kept by Mr. Prescott, and in the case of his assistant, such a record had only been kept since July, 1897, *i.e.*, since Mr. Maxted's inquiry. (*See Appendices 28 and 29.*)

An analysis of the latter's diary reveals the fact that during the greater portion of his time he has been engaged in collecting subscriptions for the Institution as a whole; and he has admitted in his evidence that, of his year's work, about seven or eight months is devoted to collecting (Questions 1572-3.) Until the last few years visits to the country were also made by Mr. Prescott, and collecting undertaken by him.

Appendix No. 30 affords particulars regarding the work of the Home-teaching Department for the years 1892 to 1897. Of the 259 persons (180 males and 79 females) at the end of last year who were visited by the teachers, 81 resided in the country and 178 in Sydney, 63 of the latter being in Government and other institutions.

During that year 44 persons only received instructions as under:—

Taught to read	...	...	...	...	...	17
„ write Braille type	...	...	...	...	...	6
„ read and write embossed music	...	...	...	...	...	1
„ use typewriter	...	...	...	...	...	10
„ write with pencil and card	...	...	...	...	...	2
						<hr/> 36
Taught chair-caning	...	...	...	...	...	3
„ halter-making	...	...	...	...	...	3
„ netting	...	...	...	...	...	2
						<hr/> 8
						<hr/> 44

This number is much above the average for the past six years. The benefit which the remaining 215 individuals received from the Institution is of a very doubtful character, especially when it is considered that those in the country were visited not more than two or three times in the year. Those in the metropolitan district have been visited by Mr. Prescott about once a month.

Appendix No. 26 contains a report by one of your Commissioners in reference to the library of the Institution, from which books in embossed type are distributed on loan to blind persons free of charge.

The second object of the Society is, as stated, to administer pecuniary aid in times of sickness and in other cases of special need, and for five years of the past six the sum of £50 has been expended in each year for this purpose. The amount spent in the other year was £27. It has been admitted in evidence that, apart from interrogating the recipients of this relief, no steps were taken to ascertain whether they were helped by other charitable organisations.

The third object is to enable indigent blind persons to support themselves by their own labour, upon material supplied gratuitously to them by the Institution.

The interest on the endowment fund is utilised for the purchase of such material; but, as all available credit balances upon the operations of the Institution have gone to reduce the debt on the property, this object of the Home-teaching Department has been much restricted. For the past six years an average of only £51 per annum has been so spent, which clearly could only have been of limited assistance to very few persons.

Mr. Powell has dealt more particularly with this branch of our subject, and his conclusions are that the work done appears to be very small for the amount shown in the general account of expenditure. No person cares to learn the arithmetic board; mat-making is entirely neglected, also knitting; and in twenty years only one skewer-maker has been instructed.

(2.) THE UTILITY OF THE WORK OF THE INSTITUTION.

The Industrial Home and Retreat.

Irrespective of the personal and serious charges made against Mr. Prescott, we are, after very careful consideration, forced to the conclusion that the Strathfield Institution for the Blind has not realised the expectations of its promoters and supporters.

The inmates of the Home may be divided into two classes—those capable of earning or partially-earning a livelihood from their labour, and those who from old age and infirmity are incapable of so doing.

There are at present thirty-one inmates, about fifteen of whom may be classed under the latter head. Towards the maintenance of five of these the Government is at the present time contributing £10 per head per annum.

As a retreat or refuge for the old women we believe that the Newington Asylum, as now managed and conducted, is likely to prove a far better and more comfortable home for them than the Strathfield Institution, where, evidence is not wanting to show, they have been neglected. They will be better taken care of at Newington at a less cost, and they will enjoy greater comforts in addition to a wider range of companionship.

The two inmates from Tasmania, before referred to, should be immediately returned, or their cost of maintenance here be borne by the Government of that Colony. The remaining fourteen are, it is believed, capable of working sufficiently to earn a means of livelihood with, perhaps in a few cases, some slight assistance from the State.

The industrial work of the Home has not been a success. The profits are exceedingly doubtful and the premiums to workers so insignificant as to be unworthy of notice. It may of course be urged that the work has furnished employment for the inmates; but even in this respect, as regards the brush-making, the facts dispel the illusion, because the work upon which the blind have been engaged has been small compared with that done by the instructor to turn out the goods in a manner suitable for the market.

Home-teaching Department.

The Home-teaching Department has fallen far short of the objects set forth in the Annual Reports of the Institution. The visits to the blind at their homes have been few in numbers and the meagre records furnished indicate that very few blind persons have received the educational and industrial training referred to in the Annual Reports. A reference to Appendix 30 will show that the teaching of embossed reading, writing, music, typewriting, mat-making, &c., &c., has been subordinated to the business of collecting money.

With a comparatively limited field for its operations, we fail to see the necessity of the continuance of this branch in its present form, the benefits it affords being entirely incommensurate with the large expenditure of money involved.

We are of opinion that assistance required by the blind in the country would be more economically afforded by local charitable bodies. Where instruction in any particular industry is desired, the aid of the Industrial Blind Institution might be sought; and the assistance of the Institution for the Deaf and Dumb and Blind might be obtained for purposes of education. The blind might be either visited as occasion required by an officer of either of those institutions, or be brought to Sydney temporarily to receive instruction.

As a result of our inquiries as to the utility of this institution we have reluctantly come to the conclusion that under the present conditions no further aid should be extended to it by the Government. We, as the Royal Commission on Public Charities, propose, when dealing generally with the institutions for the blind, to make definite recommendations in regard to the future of the inmates employed in industrial occupations.

(3.) THE CONDUCT OF MR. PRESCOTT.

At the inquiry held by the late Director of Government Asylums in 1897, charges of a serious nature were preferred against Mr. Prescott, teacher and librarian of the Strathfield Institution, in regard to his conduct towards certain of the inmates of the Home. These charges have been substantially re-stated on oath before this Commission.

Mr.

Mr. Prescott, who, as before stated, is blind, has, ostensibly, no voice in the management of the Home; but it is evident that he has exercised a great deal of influence in its conduct, and as he has resided, with his wife, on the premises, and has his office in the building, he has been brought into daily contact with the inmates. This control has now ceased, the Ladies' Committee having found it necessary to inform him that the responsibility of management rested with Mrs. Gordon, the matron.

The accusations preferred against Mr. Prescott may be summarised as follows:—

1. Illicit intercourse with two of the inmates;
2. Indecent assault upon the same two inmates;
3. Immoral conduct with a third;
4. Indecent conversation with several of the inmates and other conduct of a compromising character.

With regard to the charges which may involve indictable offences, the Commission refrain from expressing any opinion which might prejudice the case in the event of it being found necessary to submit it to the decision of a jury. Your Commissioners, therefore, recommend that the evidence be referred to the Crown Law Officers with a view to a determination being arrived at as to what further action, if any, shall be taken. It should be stated that Mr. Prescott emphatically denies the truth of these charges.

Some of the less serious allegations have, to a certain extent, been admitted, either directly or inferentially, by Mr. Prescott, and the evidence in connection therewith your Commissioners think is sufficient to justify their coming to the conclusion that he is not fit to be longer continued in the position he occupies. Of the many instances which might be quoted, the following, your Commissioners think, fully establish the justice of this conclusion.

An inmate, a little over 16 years of age, was alone on one occasion with Mr. Prescott in his office. He asked her to place her feet up on the couch at the head of which she was sitting. She refused to do so and when he said he would make her, she ran away. He followed, took her up in his arms and laid her upon the couch. She struggled, and freeing herself, left the room. She was so much alarmed at his conduct that she avoided his company for some weeks after. She thought at the time he meant to do her a wrong; and though, when before the Commission, she said that, as a woman, looking back on the occurrence, she considered his intentions to have been playful, the circumstances of the case, particularly in the light of other evidence, lead us to the conclusion that the promptings of her instincts at the time led her to a correct course of action. It is significant that this occurrence followed on a conversation which Mr. Prescott had with her in regard to an act of immorality that took place between another inmate and a man employed about the grounds, who has since been discharged. The following are a few extracts from the evidence bearing on this subject:—

5118. *Mr. Prescott to witness Miss* — Have I a tendency or a weakness if I hear a person say they won't do a thing, to make them do it in a playful manner? Yes, you have.

5119. So, if I said to you, "Put your feet on the couch," and if you said you would not, and ran away from the couch, and I put you on the couch, would that be my usual method of making a person do a thing in play? Yes.

5123. While you know that you absented yourself from me, you don't know that I did inform other persons, Mrs. Prescott among them, that you having so misunderstood me and become so frightened, I, for your own sake and for my own, would not allow you to be with me alone again? I never heard of such a thing.

5131. Did Mrs. Prescott ever speak to you about it? Never.

7454. *Mr. Maxted to Mr. Prescott.*] I will ask you whether — in her evidence before the Commission, has given a strictly correct account of what took place on the occasion to which you refer? As far as my knowledge goes; but it was years ago, and I had not thought of it until I returned from England. As far as my memory serves me, she did.

7455. Give a strictly accurate account of what took place? I do not know about strictly—I will say accurate.

7458. *Mr. Maxted to Mr. Prescott.*] Did you hear — say here that when she met you some weeks after what she says happened, you said to her, "You little fool, you are bad-minded"? I think she said something like that, but I should not use the word fool.

7459. Do you remember making use of such an expression, and telling her that she was bad-minded? No, I do not remember it. If I had noticed a statement of that kind I should have cross-examined her. It is quite likely that I should say to her, "You are a little silly for having such bad thoughts." I would not, in speaking to a person of M.'s years, call her a fool.

7465. I ask you whether you do not think that the first act of a father who had caused to his favourite child, as you have described her to be, who was approaching womanhood, so serious a misunderstanding, should not have been to send for her and to remove from her mind the belief that you admit that she entertained about this matter? I asked Mrs. Prescott. I explained to her what had occurred, and asked her to explain it to —, which she did.

7466. Why did you not go to her yourself? I have nothing to do with the inside of the building. I was not supposed to go into the institution and converse with the inmates. I told Mrs. Prescott, and she spoke to —. When I saw — I probably spoke to her. I do not remember having done so; it is most natural that I should do so.

7467. Have you not stated that you really declined to see her unless it was in the presence of some other person? No; I did not say "declined." I said I told the other girls that it would be best in future that as — acted in such a way that I should only see her in their company.

7468. Is your explanation that your reason for not going with these girls before Mrs. Prescott was because you had nothing to do with the inside of the building? No; that is not my answer. That is the reason why I did not go into the institution amongst the inmates. I did the same in the case of Mrs. N., and I reported the matter to Mrs. Prescott. Mrs. Prescott saw — and gave me to understand that she and — were perfectly satisfied in regard to the matter.

7469. That is why you kept away from her for so long a time? I never kept away from her; she kept away from me.

7470. Have you not said that you declined to see her unless in the presence of another inmate? No; I repudiated the word "declined" two minutes ago.

7471. Did you not use a word of exactly the same meaning? *I told the other girls of the occurrence*, and I said that in future I should be careful that — was not in the room with me alone. I did not avoid —; — would not be where I should avoid her. I could go from the house to the office, and from the office to the house, and I should not see her.

7485. You heard — describe the details and say that you asked her on the couch to put her feet up;—is that true? I am not prepared to deny it. When I was in the office having writing to do any girl coming in would probably go to the couch, and if the day was cold I would take down a macintosh or overcoat and wrap them in it, and if the girl was not reclining properly I would say, "Put your feet up, and I will tuck you in nicely."

7486. Do you recollect whether it happened on the day when — says you asked her to put her feet up? It may have been between the seasons before we had started with fires; when the weather happens to be cold, and girls have come in, I have covered them up to keep them warm.

7487. You heard it said to the Commission that when she refused to put her feet up you chased her and she got away from you, after a struggle, in great fear? Yes; she did say that.

Mr. Prescott, p. 201.] — was practically the baby of the institution; so much so that I have—of course, it was not an important matter to bring out in a cross-examination—had — in my arms, carrying her up and down the verandah and pretending that she was a baby. We all liked her very much. She came there with the name of "M.," and she was such a nice girl that we thought the name not poetic enough, and so we christened her "M." We were all very happy together. I remember the incident of —. I didn't remember it at first. When I returned from England and was given a list of names of persons who had made certain statements to Mr. Maxted, and I heard — name was amongst them, I could have been knocked down with a feather, because I regarded her as such a pure little innocent thing, and she being from 15 to 16 years of age and I a man of over 40, the thing was most appalling to me. And I apply the same remark to — as I do to B.H. in regard to my conduct to her, also adding that after I saw she had so misunderstood me and was so frightened, I decided that for her sake and my own she should not remain in any room with me unless another person was with her. I may say that it goes without saying that if — and I were speaking of the unfortunate occurrence between the gardener and E.J. — said that I said she was more to be pitied than blamed—regarding — as an innocent child, I would not in any way make any allusion to the occurrence that was suggestive to her because she was too much of a baby.

5071. *Mr. Maxted to witness* " — "] Tell what you do know? All I know is that N. was behaving improperly with F.B., the gardener, while Mr. and Mrs. Prescott were away. S. was left as caretaker of Mrs. Prescott's house, while she was away up country. I heard she was behaving improperly. N. used to go in and keep S. company, and from what I heard F. used to go also, and from what I afterwards heard N. had been behaving improperly with F.B. The only conversation I had with Mr. Prescott on this subject was the afternoon of the day on which Mr. Prescott did not behave, as I thought he should. We were talking about her, and I said how sorry I was for her, and we both said we thought she was more to be pitied than blamed.

5142. *Mr. Prescott to witness* " — "] Can you remember if when I said that I was sorry that N. had misconducted herself or that I used coarse words descriptive of an immoral action; what was my general demeanour, was it that of a man who would select words to express a low meaning, or of a man who would select nice words to express his meaning? You expressed it, as far as I can remember, as delicately as you possibly could.

On another occasion, Mr. Prescott sang before the inmates a song, which in its original form contains something like the following words:—"They must wear their waistcoats loose who dine with Gipsy John." This song of itself is not of a character that one would wish sung before a number of young women, and the impropriety of doing so was accentuated when he substituted the word "corsets" for "waistcoats," as stated in the following evidence, to which he has given no denial:—

3495. *Mr. Prescott to witness Miss L. —. N. —.]* Please inform the Commission how I came to talk about stays? One time you sang "Gipsy John," and instead of saying, "He must wear his waistcoat loose who dines with Gipsy John," you put in the words, "She must wear her corsets loose who dines with Gipsy John."

3496. Were you at the time shocked that I used that word in that connection? No; not about stays.

3497. What did you suppose to be my object in substituting the word corset for waistcoat in the line of a well-known song? I don't know.

3498. Was it to excite merriment or was it from some low feeling that I had at the time? I don't know what it was.
4867. *Mr. Prescott to witness Mrs. N.*] You referred to a song in which I substituted the word corset for the word waistcoat, and said that it shocked you? It didn't shock me, but I didn't think it very gentlemanly of you.
4868. Are you aware that in the daily newspapers corsets are advertised for sale? I am quite aware of it.
4869. Are you aware that pictures of corsets appear in English magazines in the advertisements? You know as well as I do, Mr. Prescott, that you really like these comic songs, and not only that, but that you like, shall I say, low songs. It is hardly, perhaps, right of me, but the chief reason why I make this statement is, because you probably remember the time you got Mr. H. to sing to us, "We don't speak to one another now." Anyone is privileged to find out for himself about that song. And there were only women in the room then.
4870. Do you know Mr. H.? I have just met him.
4871. Is he a respectable man, do you know? I should suppose him to be; although that evening he sang several comic songs that I would not care for.
4872. Do you know that he has had for many years the special permission of the directors of the North Shore Ferry Company to sing on their wharf? I do not doubt that for a moment.
4873. Do you know that the songs he sung at Strathfield were the songs he is constantly in the habit of singing on the Milson's Point wharf? I do not doubt that; but that does not say that they are fit to be sung.
4874. Do you suppose that any song the directors would allow him to sing on the wharf would be improper for the women at Strathfield to hear? The directors are not always standing listening to these songs, and no one cares to report them.
4875. What was the nature of that song? I do not know, because I only know part of the words. It is something about a fellow taking his baby for a walk, and he stepped into a little pub. to have a little talk, and when he lifted his hat the barmaid said, "Life and mercies, its the baby's; anybody got a pin," and they don't speak to one another now. It referred to a piece of the baby's underlinen. That is the song; and the last verse is a different one altogether, and not a nice one to sing.
4876. Is that the worst part of that song? I could not state it, because it is about someone going for a bathe, and he met his girl on the beach without anything on, and they don't speak to one another now.
4877. Is that the worst part of that song? Do you want anything worse than that?
4878. But is that the worst part of the song? I think that is bad enough.
4879. Having frequently conversed with me, and heard me converse with other persons at Strathfield, and having heard my character, as you doubtless have, are you of opinion that I am a man who is pleased to hear low songs? You were pleased to hear that one, because you made him sing it twice. You said it was the gem of the evening; but I think it is a disgusting thing.
4880. Was that song more loudly applauded by the blind women than by the others? I do not know that it was; I took very little notice of what the women did; it was the song that troubled me.
4881. Having asked him to sing that song twice, the only construction you can put on my action is that it was because I liked it, and not because it had been very heartily applauded? You must have liked it.
4882. Could I not have been guided by the amount of applause from the women? Every gentlemanly instinct in your nature should have forbidden you to encourage such a song.
4883. And you think that substituting corset for waistcoat had a lowering tendency? It does not sound very nice.
4884. You heard me do this—what would be the probable object;—would it be to produce merriment? I suppose not; I hardly know why.
4885. Had you any reason to think that I did it to stimulate low feelings in the listeners? That is not for me to say; you know your own motives best.
4886. Have you any reason to think I was a man who seemed to have a tendency for liking these things? Whether it was done for the merriment of others or for your own merriment, I don't know.
4887. But you are of opinion that it is highly improper to substitute corset for waistcoat? I don't know about being highly improper. I leave every person to judge for himself.

Another instance is where Mr. Prescott is stated to have given whisky to an inmate. Mr. Prescott admits having given the whisky, but says it was administered as a remedy for stomacic pains, and not in sufficient quantity to produce intoxication. It was not, however, his business to thus attend to inmates, but clearly that of the officials of the Home, and though by his questions in cross-examining one of the witnesses, he leads up to the assumption that the girl was pretending to be intoxicated, he virtually admits having asked her to repeat certain words that would have been difficult for any one under the influence of liquor to properly articulate. The impropriety of this proceeding requires no comment.

The next instance of injudicious conduct is to be found in his having indulged in a game with the younger inmates, which he called "sacks on the mill," and which he explains as follows:—

8472. *Mr. Prescott to witness Miss C. B.*] In speaking of the dining-room incident, you say that I was playing with Blanche;—do you mean tickling and things like that? Yes, and pushing her about.
8506. *President to Mr. Prescott.*] I gather from your questions that it was your practice to play with the inmates;—it is just as well for us to understand what you mean by that? Yes. You will think I am very boyish—have you ever seen children play "sacks on the mill"? Sometimes I would be lying on the lawn and there would be three, four, or five about; one would say "sacks on the mill,"

mill," and one would throw herself across me, another on her, and another on her, until the weight would become so oppressive that the underneath one would have to say "enough." That is the way we would play. Sometimes they would be talking about not being ticklish under the arm; frequently they have said, you cannot make me laugh by tickling me. It was things of that kind that I meant by playing.

On another occasion the complaint was made that Mr. Prescott roughly used one of the inmates by putting a strap round her neck, and raising her from the ground. His explanation of this is as under:—

Mr. Prescott: That is a matter which had escaped my memory altogether. But last evening in L.M.'s presence I asked N.J. if she knew anything about it, and she said she was in the office at the time. I assure you I had forgotten the circumstance. I will give it you in N.J.'s words. Perhaps some execution was near at hand at the time, and naturally the subject of hanging had come up in some way, and I give you these words because I assure you I had forgotten the circumstance. It is said that I took a book strap—that is, a strap that the books are wrapped up in—and slipped it round N.J.'s neck, pretending to hang her, and N.J. slipped it from her neck to B.H.'s neck. That is N.J.'s theory. I don't know whether it was so or not, but I do know that I have never lifted any person from the floor by means of her head. To say that I would put a strap round a girl's neck, and hold it up, and let that person be suspended with the feet off the ground, I say most positively I never could do it. That I may have caused B.H. temporary inconvenience; that the strap may have pressed on her neck I don't doubt for one moment; but I most positively say that anything like that would be done in play, but not to cause any inconvenience. I may inform you that a good deal of the familiarity which has existed in the girls being so much with me, and patting me, and feeling my hair and my beard, has been from my desire to make the girls feel happy. I may inform you that I have a strong taste for the ludicrous; I have a great love for humour, and, knowing that, I did things which would make the girls laugh and make them happier. I did many things in play with the girls that a man of my years without my temperament is too old to do. I do not remember the circumstance of the strap. I repeat it to you as N.J. told it to me last night, but I do assure you that I never willingly or intentionally hurt any person, blind or seeing.

Mr. Prescott admits, as will be seen in the following extract, to having held a girl of 20 years of age by the feet with her head to the ground. He states the act was treated as a joke, but it is one which we think should certainly not have been indulged in.

8761. *President.*] At a former meeting of the Commission you made some statement about a girl being taken and held up by her feet;—will you please explain what you did on that occasion? On the afternoon of a public holiday Mrs. Prescott, I, and the majority of the inmates were at the back of the summer-house, at the rear of the building, and we were singing, separately or together. I asked M.L. to sing, and she declined. I am not quite clear about these last few words. I am telling you to the best of my knowledge, but it happened four years ago. I then said, "If you do not I will stand you on your head." She said, "You are not game." Now, what I am going to state now is what I have been told lately. L.N. and Mrs. Prescott assisted in catching M.L. I do not know whether she was standing or lying on the ground, but I carefully put her clothing above the tops of her boots and placed her in a vertical position—not on her head, but with her head near the ground. Then, of course, I liberated her, and she sang.

As a final instance, we quote Mr. Prescott's explanation of an occurrence which took place after the appointment of the Commission on the 22nd December last. The inmate, B.H., referred to, had, at the inquiry held by the Director of Government Asylums, made charges against Mr. Prescott of indecent assault, and assuming her allegations to be false, it would be difficult to understand his consenting to be in her company. The girl's statement is that he sent for her to go with him; but in any case, knowing, as we must presume he did, that the Commission had been appointed, the impropriety of his conduct is apparent.

8505. *Mr. Prescott.*] A blind friend of mine named C. lives within a quarter of a mile of the Strathfield Institution with Mr. D. During the holidays on several occasions I visited Mr. C. alone. On the morning of New Year's Day last I was about to revisit him, and N.J. intimated her wish to go for a walk. I told her that she might go with me to Mr. C.'s. She said, "B.H. is very miserable during the holidays; may she go with us?" I said, "If you think B.H. would like to come, let her do so by all means." She then went for B.H., and, as far as my memory serves me, came into my house with B.H. That is a matter which I am not quite clear about. I was on my couch, and B.H. was standing about the middle of the room. N.J. went, I think, for my walking-stick, and, so far as my memory serves me, I had not spoken to B.H. after she entered the room. I then said, "Hullo! trouble the house!" and she, adopting a most impertinent tone, said, "I have never caused any trouble to your house." I said, "Have you not? The lies that you and your companions have told would make some men grey-haired; and I consider that you and your companions are despicable," and I think I said "contemptible." N.J. returned to the room, and B.H. left the room with her, as if we were all about to leave the house. N.J. said to me half a minute later, "B.H. has told me that she will not go for a walk." I then said, "Well, if B.H. does not go, it will be better for you not to go."

8507. *Mr. Macted to Mr. Prescott.*] When you spoke to B.H., as you have just described, were you aware that this Royal Commission had been appointed? I knew there was likely to be one; I do not know whether I knew that it had been appointed.

Other evidence of many alleged improprieties exists, particulars of which will be found in the evidence, an analysis of which accompanies it, but they are of such a disgusting nature that we consider it undesirable to repeat them.

At the time the inquiry of the Director of Government Asylums was held Mr. Prescott was in England, and on his return, although he was aware that certain charges had been made against him, he took no steps to clear himself, but waited until sent for, three months afterwards. He gives as his reason for doing so that he thought it was Mr. Maxted's duty to communicate with him, and he states (Question 10212) that had he been at all shrewd he would not have gone to Mr. Maxted when he did. Neither did he communicate with his Committee on the matter, as he did not consider it his place to do so (Question 10215).

In conclusion we beg to submit a summary of our recommendations, as follows:—

- (1.) That the aged and infirm inmates of the Strathfield Home be removed to the Newington Asylum.
- (2.) That the two inmates from Tasmania be returned to the care of the Government of that Colony.
- (3.) That pending the receipt of the report of the Royal Commission on Public Charities, no further subsidy be paid to the Institution for the Blind, Strathfield.
- (4.) That in the case of all Institutions to which Government subsidies are granted, the strictest Government supervision be exercised over the expenditure of those subsidies, and that the operations of the Institutions be open to the most rigorous scrutiny of any officer appointed by the Government to make inquiry in regard thereto.
- (5.) That the evidence be referred to the Crown Law Officers with a view to a determination being arrived at as to what further action, if any, shall be taken in regard to the more serious charges disclosed therein.

Before closing our report we wish to acknowledge the able services rendered by Mr. Maxted during the inquiry, and also to thank the members of the Committee of the Institution for the ready manner in which they afforded us any information that we desired.

We have also to express our obligation to Mr. Walter Wilson for the efficient manner in which he has discharged the duties of his office as Secretary to the Commission.

We have the honor to be,

Your Excellency's most obedient Servants,

JOSEPH BARLING,
President.

GEO. A. WILSON.

JAMES POWELL.

WALTER WILSON,
Secretary,
22/3/98.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT

OF THE

ROYAL COMMISSION

APPOINTED TO MAKE

A diligent and full Inquiry into and Report upon the
methods of carrying on Government Charitable
Institutions.

PART I.—INSTITUTIONS DEALING WITH THE BLIND AND
WITH THE DEAF AND DUMB;

TOGETHER WITH

APPENDIX AND MINUTES OF EVIDENCE.

(APPOINTED 10TH NOVEMBER, 1897.)

Printed under No. 1 Report from Printing Committee, 30 June, 1898.



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CONTENTS.

	PAGE.
COMMISSIONS iii-iv
REPORT 1
MINUTES OF PROCEEDINGS OF THE COMMISSION 36
INDEX TO WITNESSES ... ..	... 40
MINUTES OF EVIDENCE ... ..	... 41
APPENDIX ... ..	... 91

Commission.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen,
Defender of the Faith and so forth,—

To Our Trusty and Well-beloved—

JOSEPH BARLING, Esquire, Chairman of the Public Service Board, and one of Our Justices of the Peace of Our Colony of New South Wales, Associate of the Institution of Civil Engineers;

GEORGE ALEXANDER WILSON, Esquire, a Member of the Public Service Board, and one of Our Justices of the Peace of Our said Colony; and

JAMES POWELL, Esquire, Deputy Member of the Public Service Board, and one of Our Justices of the Peace of Our said Colony,—

Greeting:—

KNOW Ye, That We, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do, by these presents, authorise and appoint you, or any two of you, as herein-after mentioned, to make a diligent and full inquiry into, and report upon the methods of carrying on Government Charitable Institutions, and the way in which Grants of public money to charitable objects under the control of the Government are administered, including Grants for the Aborigines; and to report also upon the methods of administration and relief in force in all charitable organizations which receive aid from the public Treasury, including the Hospitals of the Colony; with further power to suggest desirable changes in the existing state of affairs, with a view to placing the expenditure of public moneys in such directions upon a more satisfactory footing: And We do, by these presents, grant to you, or any two of you, at any meeting or meetings to which all of you shall have been duly summoned, full power and authority to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth in the premises, and to require the production of all such books, papers, writings, and all other documents as you may deem expedient, and to visit and inspect the same at the offices or places where the same or any of them may be deposited, and to inquire of the premises by all lawful ways and means: And We do give you power at your discretion to procure such clerical and other assistance as you may deem necessary for enabling you duly to execute this Our Commission: And Our further will and pleasure is that you do within three months after the date of this Our Commission, certify to Us, in the office of Our Chief Secretary under your or any two of your hands and seals, what you shall find touching the premises: And We hereby command all Government Officers and other persons whomsoever within Our said Colony, that they be assistant to you and each of you in the execution of these presents: And We appoint you the said JOSEPH BARLING, Esquire, to be President of this Our Commission; which said Commission We declare to be a Commission for all purposes of the Act 44 Victoria, No. 1, intituled "*An Act to regulate the taking of Evidence by Commissioners under the Great Seal.*"

In testimony whereof, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Colony of New South Wales to be hereunto affixed.

Witness Our Right Trusty and Well-beloved Cousin, HENRY ROBERT, VISCOUNT HAMPDEN, Our Governor and Commander-in-Chief of Our Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this tenth day of November, in the year of Our Lord one thousand eight hundred and ninety-seven, and in the sixty-first year of Our Reign.

(L.S.)

HAMPDEN.

By His Excellency's Command,
JAMES N. BRUNKER.

Entered on Record by me, in Register of Patents No. 19, page 151, this eleventh day of November, one thousand eight hundred and ninety-seven.

For the Colonial Secretary and Registrar of Records,

CRITCHETT WALKER,
Principal Under Secretary.

VICTORIA,

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen,
Defender of the Faith, and so forth,—

To our Trusty and Well-beloved—

GEORGE ALEXANDER WILSON, Esquire, a Member of the Public Service Board, and one of Our
Justices of the Peace of Our said Colony,—

Greeting :—

WHEREAS by an instrument under the Great Seal of Our Colony of New South Wales, bearing date the tenth day of November, one thousand eight hundred and ninety-seven, We did, *inter alia*, appoint JOSEPH BARLING, Esquire, to be a Member, and also President of the Royal Commission of Inquiry in connexion with Charitable Institutions: And whereas the said JOSEPH BARLING has now resigned the Office of President: Now, therefore, know You, that We, of Our especial grace, have thought fit to appoint, and do hereby appoint you, the said GEORGE ALEXANDER WILSON, to be President of such Commission.

In testimony whereof, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Colony of New South Wales to be hereunto affixed.

Witness Our Right Trusty and Well-beloved Cousin, HENRY ROBERT, VISCOUNT HAMPDEN, Our Governor and Commander-in-Chief of Our Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this eighth day of February, in the year of Our Lord one thousand eight hundred and ninety-eight, and in the sixty-first year of Our Reign.

(L.S.)

HAMPDEN.

By His Excellency's Command,
JAMES N. BRUNKER.

Entered on record by me, in Register of Patents No. 19, page 263, this eighth day of February, one thousand eight hundred and ninety-eight.

For the Colonial Secretary and Registrar of Records,

CRITCHETT WALKER,
Principal Under Secretary.

ROYAL COMMISSION OF INQUIRY ON PUBLIC CHARITIES.

WHEREAS it is necessary to extend the time within which the Commissioners are to make their report in the above matter: Now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the said Commissioners are to make such report for a period of six months,—to take effect from the 10th February, 1898.

Given under my hand at Government House, Sydney, this second day of March, one thousand eight hundred and ninety-eight.

HAMPDEN, 5/3/98.
By His Excellency's Command,
JAMES N. BRUNKER.

ROYAL COMMISSION ON PUBLIC CHARITIES.

 REPORT.

To His Excellency the Right Honorable Henry Robert, Viscount Hampden,
 Governor and Commander-in-Chief of the Colony of New South Wales
 and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,

We, your Commissioners, were appointed on the 10th day of November, 1897, by Letters Patent, to make a diligent and full inquiry into, and report upon, the methods of carrying on Government Charitable Institutions, and the way in which grants of public money to charitable objects under the control of the Government are administered, including grants for Aborigines; and to report also upon the methods of administration and relief in force in all charitable organizations which receive aid from the Public Treasury, including hospitals of the Colony; with further power to suggest desirable changes in the existing state of affairs, with a view of placing the expenditure of public moneys in such directions upon a more satisfactory footing.

1. Owing to pressure of other public duties, Mr. J. Barling, while remaining on the Commission, found it necessary to resign the office of President, to which Mr. G. A. Wilson was in consequence appointed on February 8.

2. The scope of our Commission is so extensive, embracing, as it does, nearly two hundred institutions, and the evidence to be taken will be so voluminous, that your Commissioners propose, for the sake of clearness and despatch, to group the institutions as follows, and to furnish *interim* reports on each group, but not necessarily in the order here given:—

- I. Institutions dealing with the Blind and with the Deaf and Dumb.
- II. Subsidized charitable bodies, such as the Benevolent Societies, and kindred institutions.
- III. The Hospitals.
- IV. The Aborigines.
- V. Government Institutions controlled by the Director of Charities, and also the operations of the State Children's Relief Board.

3. Your Commissioners have compiled very valuable statistical information with reference to the financial history of all the institutions in the above groups, but do not propose to take formal evidence with respect to all of them. With regard to Groups II and III, we propose to report only on important typical institutions, and on such of the less important as may appear on an analysis of their accounts to require special investigation and report. It may further be found desirable to report separately on any institution in the event of immediate reforms of policy or of management being considered necessary.

We have now the honor to furnish our report on the first of the above groups.

GROUP I.

GROUP I.

INSTITUTIONS DEALING WITH THE BLIND AND WITH THE
DEAF AND DUMB.

4. There are three institutions subsidized by the State, viz. :—

- (1.) The Institution for the Blind at Strathfield.
- (2.) The New South Wales Institution for the Deaf and Dumb and the Blind, Newtown Road.
- (3.) The Sydney Industrial Blind Institution, William and Boomerang streets.

5. Besides these, there are connected with the Roman Catholic Church, but receiving no State subsidies, two institutions—the St. Patrick's Institute for the Blind, Lewisham, and the Institution for the Deaf and Dumb, Waratah. These institutions, not being subsidized, do not fall within the scope of our Commission; but the authorities having courteously permitted your Commissioners to inspect them, they will be further referred to in this Report.

6. Under a separate Commission from your Excellency we have already held an investigation into the Institution for the Blind at Strathfield, and reported upon it, except in regard to the future of the inmates employed in its industrial division, which is definitely dealt with in the final portion of this Report. We now proceed to report on the other institutions included in Group I.

THE INSTITUTION FOR THE DEAF AND DUMB AND THE BLIND.

Its Constitution and Management.

7. This Institution, which is situated on the Newtown Road, was established in 1861 for the education of deaf and dumb children, and in 1869 its scope was extended to include the blind. Its objects are stated to be “the education and maintenance, and, as far as practicable, the advancement in life of deaf and dumb and blind children.” The Institution is under the control of a Board of Directors, who are annually elected by the subscribers; and there is also a committee of ladies, appointed by the Directors, which supervises the domestic arrangements, subject to the control of the governing Board. In addition to these elected and appointed bodies, there are Life Directors, who are qualified for their position either by services rendered, or as donors of £50 or upwards in one payment.

Absence of Government Supervision.

8. Although the State contributions from the Consolidated Revenue, in the form of fees and subsidy, now usually exceed the total amount of subscriptions from the public, no responsible Government official has any supervisory powers in connection with the management of the Institution.

9. Your Commissioners attach considerable importance to this matter, and thus give prominence to it at the outset of this Report, because it has been found that non-participation of the Government in the supervision of State-aided institutions—many of which obtain the greater portion of their funds from the Consolidated Revenue—is common throughout the Colony; and, without referring to any particular institution, it has been made evident that this rule has probably not only resulted in serious defects of management, which might have been prevented by the supervision of an independent responsible official, but also to large, and in some instances unnecessary, demands upon the Public Treasury. Indeed, this is a question which we consider to be of so much gravity in connection with the efficient and economical administration of the Public Charities of this Colony, that it will be considerably enlarged upon in our General Report.

Management

Management and Teaching Staff.

10. The teaching and internal management are conducted by a highly competent staff, the members of which are liberally but not excessively paid. The authority of the Superintendent, who is a well qualified trained teacher, extends to the whole staff, both teaching and domestic; but the actual responsibility of domestic management, and of the material comfort of the children, rests with the matron, who, previous to holding her present position, had some years' experience as matron of a hospital branch of a large asylum for destitute children. In addition to the Superintendent there are nine teachers in the school, and four other instructors in the technical divisions.

11. This staff, although apparently unduly strong for the number of pupils, is not really so, because of the much greater individual teaching required than in ordinary schools, and the impossibility of having anything like class teaching in the case of the junior pupils. The secretarial duties are, under the supervision of the hon. secretary, performed by the assistant secretary and accountant, who is also the collector. This officer is under a fidelity bond of £200.

462,
Cooke.*Directors, and Ladies' Committee.*

12. The institution is practically a large boarding-school; and the Committee cannot be too highly commended in regard to the provision they have made for the comfort and happiness of the pupils so far as education and maintenance are concerned.

172,
Robinson.

13. Your Commissioners could have no doubt, from close personal observation during their visits, of the great interest taken by the Board of Directors, the Ladies' Committee, and the official staff, in the welfare of their charges. The Institution was in perfect order; the physical condition of the children was excellent; they were well clad, and they were generally happy and contented. They are amply supplied with means of recreation and gymnastic appliances, outdoor games being liberally provided. There is also a sufficient library, which appears to be well used.

124,
Robinson.
434-438,
Watson.*Methods of Teaching.*

14. It is unnecessary to offer any opinion on the methods of teaching adopted at the Institution, further than to say that they are effective, and the results, under the circumstances, compare satisfactorily with those of the primary public schools in the case of sighted children. The oral and sign-manual systems of instruction are adopted, and they are carried out under the most modern methods of the English, American, and some Continental institutions. There is also a class consisting of children whose hearing is sufficiently good to lead to the hope that it may be possible to further develop it.

363, 365,
Watson.

15. There is diversity of opinion among experts as to whether the deaf and dumb should not be taught the oral system exclusively; but if they were instructed in that method only, it appears that communication between the blind and the deaf and dumb would, to a large extent, be restricted, and this statement applies to adults as well as to the children at school.

Paras.
450 to 473,
Imperial
Charity
Commission's
Report, 1889.

16. The Superintendent, who appears to be well acquainted with the latest literature on this subject, stated in his last Annual Report:—

“The teachers continue the wholesome plan of trying to adjust their system or methods to the needs, capacity, and character of their pupils, bearing in mind the varied and subtle differences which exist among children, and the fact that no hard and fast lines can wisely be adopted in an institution like this, where one finds a proportion of the children who are apt to pick up speech and lip-reading; others, again, to whom the acquisition of these is almost an impossibility.”

Dr. Gallaudet, President of the National College for Deaf Mutes, at Washington, has expressed the opinion that “the method of the future” will be “the combined or American method, in which the best features of both systems are incorporated.”

School

School Inspectors' Reports.

17. The educational results are tested at intervals by the Government School Inspectors, and the following extract from their Report sufficiently indicates that, in regard to the education of the inmates, the Institution is satisfactorily fulfilling its obligations:—

The class-rooms afford ample accommodation for existing requirements, and are well found, not only in the ordinary school requisites, but also in the modern technical appliances necessary for the work of teachers employed in an institution of this kind.

While under instruction, the pupils behave admirably. They are respectful, orderly, attentive to duty, and obedient. The government is of a genial but firm and thoroughly effective character, and the general discipline of the school is *excellent*.

The course of instruction adopted is a varied and liberal one. It includes all the subjects taught in a primary school, together with Drawing, Music, Latin, French, Modelling, Carpentry, and Cookery.

The instruction is suitably arranged, and is imparted by intelligent and effective methods. The general proficiency of each class in the several departments is given in the following statement:—

Manual Department—General Proficiency.—Class 1, 80 per cent.; Class 2, 77 per cent.; Class 3, 73 per cent.; Class 4, 74 per cent.; Class 5, 70 per cent.; Class 6, 70 per cent.

Oral Department—General Proficiency.—Class 1, 75 per cent.; Class 2, 70 per cent.; Class 3, 62 per cent.; Class 4, 72 per cent.; Class 5, 80 per cent.; Class 6, 60 per cent.

Blind Department—General Proficiency.—Class 1, 88 per cent.; Class 2, 81 per cent.; Class 3, 75 per cent.; Class 4, 82 per cent.; Class 5, 75 per cent.

To sum up: The pupils are making satisfactory progress in their studies, the teachers are attentive to duty and efficient, and the general management of the school is in the highest degree creditable to the Superintendent and his staff of workers.

Ability of the Deaf and Dumb.

442,
Watson.

18. As evidence of the mental capacity of the deaf and dumb, the Superintendent of the New South Wales Institution for the Deaf and Dumb and the Blind stated that in the United States of America, which appears to be in advance of any nation in regard to the higher education of deaf mutes, a college exists which educates up to the degree of Bachelor of Arts, and that it had turned out a large number of capable men.

Exclusion of Day Scholars.

19. The operations of the Institution for the Deaf and Dumb and the Blind are exclusively confined to boarders; and the question was raised as to whether or not it would be advisable to extend them to day pupils also, in order to reduce the cost of administration. The Victorian Institution for the Deaf and Dumb is open to day pupils as well as to weekly and quarterly boarders, and the fees per annum charged for each division are 12, 38, and 44 guineas respectively.

168,
Robinson.

20. The hon. secretary of the Institution on the Newtown Road strongly condemns the admission of day pupils. He states that they are not regular in coming to school, the control of them is not so good as if they were constantly subjected to the wholesome discipline of the Institution, their parents are not able to teach them at home, and there is difficulty in getting them to and from school. He also stated that the London School Board some time ago determined to have only day scholars, but the experiment had not been successful.

396,
Watson.

21. The Superintendent also gave evidence that the experiment of taking day pupils had been tried in the institution at which he was trained at Home, but was not a success, and later developments in England had tended to confirm the belief that it was not desirable to have day scholars.

Para. 343,
Imperial
Charity
Commission's
Report.

22. There appears to be some weight in the objections; but if there are children residing within reasonable distance of the Institution whose parents desire that they should be treated as day scholars, some provision should be made for their education. The case of children residing too far from the central institutions to attend as day scholars has been met in London and on the Continent in this way: "The children attending these schools, unless their parents or friends live sufficiently near, are boarded-out in families of their own station in life, not more than two or three in a family; and the teachers of the schools from time to time visit the houses where the pupils are lodged, to see that they are properly fed and cared for. The parents pay towards the maintenance of their children in accordance with their means."

23. If the Directors could see their way, without impairing the efficiency of their Institution, to adopt some plan of this kind, it might materially lessen future expenditure for accommodation of inmates; and if their anticipation of increased numbers is fully realised, it will be necessary to seriously consider this question from the standpoint of economy.

Technical Education.

24. Under the heading "Technical Instruction, &c.," the following divisions are included:—Carpentry and woodwork, modelling in clay, drawing, painting, fancy work, cookery (practice and theory); music (singing, pianoforte, and theory). Drilling and gymnastics are also taught. The reports of the various teachers are satisfactory.

Outside Employment of the Children.

25. The testimony of the witnesses is somewhat conflicting as to the difficulty of obtaining outside employment for the deaf and dumb children, but the difficulty does not, on the whole, appear to have been great. The Superintendent stated that as a rule they are valued, and learned trades as well as boys who possessed all their faculties.

192-3,
Robinson.

406,
Watson.

26. The blind children to whom it is necessary to provide occupations after their school period are sent to the Industrial Blind Institution at Woolloomooloo, where they are qualified as far as possible in the various industries which are taught there. The arrangement is said to be sufficient to meet the existing requirements of this class, and the Superintendent of the Institution for the Deaf and Dumb and the Blind states that it has been attended with satisfactory results, while the authorities of the Industrial Blind Institution testify that they "have not had a bad boy from the Newtown Institution," that the lads "turn out well," and are "cleaner and better conducted than the general run."

406-10,
Watson.

670,
Hedger.

Education of Blind Children in State Schools.

27. There is now a tendency in some parts of England to depart from the system of educating the younger blind children exclusively in institutions devoted solely to the instruction of the blind, and to send them to the ordinary schools for sighted children. The Report of the Royal Commission which investigated the various methods of dealing with the blind in the United Kingdom in 1888, states that the opinion of the highest authorities upon this question is now in favour of the blind being taught in Board Schools with the seeing, and of separating education from technical instruction. It is also the unanimous opinion of the London Teachers of the Home-teaching Society that, say to the age of ten, children should be educated during a portion of their time with the sighted.

Pars.
36 to 39,
Imperial
Charity
Commission's
Report.

28. The Report also states that "fears that the blind might be subjected to ill-treatment from their sighted play-fellows have been shown by experience to be groundless; on the contrary, owing to the compassion with which they are regarded, they meet with the greatest kindness. The free intercourse with the seeing gives courage and self-reliance to the blind, and a healthy stimulus, which enables them to compete more successfully with the seeing in after life than those who have been brought up altogether in blind institutions."

Number of Inmates and Age of Admission and Discharge.

29. The number of inmates on 30th September, 1897, is given in the following table, which also shows the admissions and discharges during the year ending on that date:—

	Deaf and Dumb.		Blind.		Totals.		Grand Total.
	Male.	Female.	Male.	Female.	Male.	Female.	
In the Institution on 30th September, 1896	44	39	12	10	56	49	105
Admitted since	15	7	...	2	15	9	24
Discharged or removed	59	46	12	12	71	58	129
On the rolls on 30th September, 1897... ..	11	4	...	1	11	5	16
	48	42	12	11	60	53	113

30. There is no fixed minimum or maximum age of admission and discharge; and although the practice is stated to be to admit children at the age of 7 years, the official records show that the majority of the pupils under instruction during 1897 were not admitted until their ages were in excess of 7 years. This applies to 71 out of 110 in the deaf and dumb section, and to 14 of the 25 blind children mentioned in the Annual Report of the Institution. The average age of all the children at the time of admission was under 9 years. The maximum age of discharge is 17 to 18 years, but in special cases pupils have been retained beyond that age. The evidence on this point is as follows, the witness being Mr. Ellis Robinson, the honorary secretary:—

44. What is the general rule as regards the maximum age? The maximum is generally about 17 or 18 years of age.

45. The maximum is generally about 17? Yes; 17 to 18. We keep girls longer than boys.

46. Under what circumstances do you keep them longer than that? We keep them when we think that a year or two more would help them, when they have entered rather old, and are slow, and seem to need a year or two more schooling. Girls do not often go out to work for a living as boys do. Boys ought to leave here when they are about 16. They can then have five years' apprenticeship by the time they are 21. We have one boy older than that, but we are keeping him to pass the matriculation examination, partly to show what the deaf can do, and to fit him for a higher sphere of life than boys who go to carpentering or anything like that. He is a boy in a better position in life.

47. An ordinary citizen cannot keep his children at school until they are 18 or 20 years of age? No, he cannot; he has to put them to work, and the Government school-age is up to 14.

48. These inmates, who are supported by public subscription, have advantages as regards that which the ordinary citizen has not? To a certain extent they have; but in most cases where we keep them that time their fathers pay us a little more in school fees.

47,
Robinson.

31. This matter is important on several grounds. The great majority of heads of families cannot afford to keep their children at school for so long a period, and the question may be asked why an institution which is mainly supported by the benevolent contributions of the public, State subsidies, and fees for children admitted at the cost of the Government, should prolong the care of its inmates beyond the ordinary school age. The Superintendent is of opinion that bright and capable pupils should be fit to leave school after having had seven years' tuition. He states that their help is often wanted at home much sooner, and that consequently not a few leave after from three to five years' schooling (*Appendix No. 1*). The honorary secretary admits that the boys should not be retained beyond 16 years of age, because they can then have five years' apprenticeship by the time they are 21; and he states that the reason for keeping them is that "when they have entered they have been rather old and slow." The expert evidence indicates that deaf and dumb children should be sent to school, particularly for oral instruction, at from 6 to 7 years of age, and the remedy appears to lie in the adoption of a maximum age for admission.

430,
Watson.

520,
Bateman.

Report on
South Australia-
lian Blind
Institution,
1896, p. 6.

32. The other colonies have experienced the same difficulty as New South Wales in regard to the school age; and in England, not very long ago, this matter was considered to be of such importance to the welfare of the children that a law was passed making the attendance at school of the deaf and dumb and the blind compulsory. A very strong reason for such a measure in the case of the pupils who have to earn their own livelihood is that unless they are sent to school early they must either go out insufficiently educated or remain until they are of an age that precludes them from learning a trade by the time they attain their majority.

33. So far as the Institution is concerned, the additional year or two which they are required to spend at school under the present system not only causes an undue strain upon its resources by keeping up the number of inmates, but in any establishment in which the sexes must largely associate it is desirable that above a certain age they should be separated as schoolmates.

Association of Inmates.

34. Your Commissioners have given a good deal of attention to the advisability or otherwise of associating the sexes in the same institution. There are advantages, particularly in the case of these afflicted children, in dealing with them as far as possible under the family system while their characters are being moulded, by allowing the sexes to mix together under proper safeguards, and any evil likely to result from it could be largely prevented by discharging the inmates at a younger age than at present.

35. The Superintendent is of opinion, from his long experience, that the principle of the association is a healthy one, because "a somewhat finer type of character is produced in boys" by the influence of girls, as in family life; and "with due care and watchfulness," the authorities had not found any disadvantage in having the boys and girls together. "If they were older," said this officer, "the difficulty would be greater; with children there is no difficulty." So far as the humanising effects upon the children are concerned this opinion is endorsed by some very good European authorities.

373,
Watson.
Para. 561,
Imperial
Charity
Commission's
Report.

36. The experience of older communities,—where intermarriages of the congenital deaf and dumb have been so numerous that the results could be ascertained with sufficient accuracy to admit of a theory being founded upon them,—has been that the affliction becomes hereditary in a very marked degree, and on this ground scientific authorities strongly discourage not only these marriages, but also the marriage of persons connected by consanguinity, as being likely to produce deaf-mute offspring. One high American authority (Mr. Graham Bell) states that marriages between deaf and dumb have been so frequent, and the hereditary results have been so marked, as "to lead to speculation on the possibility of a deaf variety of the human race," and the latest Royal Commission on the Charities of Great Britain, which included some of the ablest men in the kingdom, reported that various cases had come under its notice where several deaf and dumb members of the family were the offspring of deaf-mute parents.

Paras.
302, 559,
Imperial
Charity
Commission's
Report.

37. The English Commissioners gave much attention to this subject, and made a strong recommendation relating to it. Dr. Peet, who is referred to in their Report as an authority in connection with the New York College, states that one out of every ten congenital deaf mutes in America is the offspring of a consanguineous marriage; and that statistics show similar results in Liverpool and London. An analysis of 607 cases of the deaf-mute offspring of deaf-mute parents showed that 328 of the children were born deaf and dumb, that 40 cases were non-congenital; and the causes in the balance of 239 cases could not be ascertained. In the Alpine regions in Lombardy and Piedmont the percentage of deaf mutes was found to be three times greater than in any other part of Italy as the result of marriages between blood relations. Generally the scientific evidence showed that with one parent who is a congenitally deaf mute one-tenth of the children were deaf mutes, and where both parents were congenitally deaf mutes one-third of the children were born similarly afflicted. A return prepared by Mr. Graham Bell indicated that out of 2,262 deaf mutes, whose cases had been investigated, more than one-half of the number, or 54.5 per cent., had other members of their family deaf and dumb.

Paras.
566, 314, 311,
306, 307, 309,
300,
Imperial
Charity
Commission's
Report.

38. Your Commissioners quote these statistics thus fully from a report which has been prepared with great ability, because they are of considerable value to those engaged in the charitable task of ameliorating the social condition of this afflicted class of the community.

39. The statistics of these colonies do not at present furnish any reliable data for presenting the results of either consanguineous marriages, or intermarriages of the deaf and dumb, and the last census in this Colony showed that out of 383 deaf mutes there were not more than 65 to 70 of both sexes of ages likely to make marriages probable. There have been ten marriages between deaf mutes from the Institution for the Deaf and Dumb and the Blind, and the Secretary gave evidence that he had no reason to suppose the offspring were similarly afflicted; but there does not appear to be any recorded information on this point.

184-5,
Robinson.

40. On the whole, and in view of the precautions taken by the authorities to allow boys and girls to mix together only when they are under supervision, the association of the sexes up to a certain age does not appear to be objectionable; but it is not advisable to allow it in the case of the elder children, because it leads to intermarriages which for the reasons stated are undesirable in the interests of the body politic.

Education of Deaf and Dumb and the Blind in one Institution.

41. The opinions of expert authorities with reference to educating the deaf and dumb and the blind in the same institution differ so widely that it is not possible
to

to recommend any fixed rule in connection with the matter ; but, as no uniform policy appears to have been adopted, it is safe to assume that the association is not distinctly objectionable, while several reasons exist in favour of it.

42. In New Zealand and Victoria the two classes are taught in separate institutions. In West Australia there is an institution for deaf mutes only, so that it is probable the separate system will prevail there. In Queensland and South Australia the deaf and dumb and the blind are associated as in New South Wales, and no objectionable results have been ascertained. In Europe the same diversity exists.

43. The institution in this Colony first dealt only with the deaf and dumb. After waiting six or seven years in the hope that a school for the blind would be founded, in compliance with the solicitation of parents the Committee determined to admit both classes. The two objections which have been made to association are that it prejudicially affects the education of both classes, and that deaf and dumb children are frequently unkind to the blind. The school inspectors' reports satisfactorily dispose of the first point; and with reference to the second, the Superintendent stated that he had always found that the deaf were really good to the blind, and did not suffer by comparison with ordinary children in that respect. His evidence is quoted fully because it should remove any unfavourable impression upon this point:—

376. What is your opinion with regard to having the deaf and dumb and blind together? I know that our plan is different from that existing in many other institutions; but as far as I can judge, it is a very good thing, and a very wholesome thing, and beneficial in some respects to both, especially in what one may call ethical or moral development. That the helplessness of the blind gives an opportunity to the deaf to offer a little help and sympathy, and thus develops in them in a kind of reflex way much that is good.

377. Do you find that the deaf and dumb occasionally tease, and are spiteful to the blind? Not at all; I have always found that the deaf were really good to the blind. Of course there are exceptions.

378. The deaf and dumb do not suffer by comparison with ordinary children in that respect? No; I think they are very good to the blind, and good in other respects too.

379. So you think that the deaf and dumb and the blind help each other to some extent? I think so. I do not think a deaf child can be helped much by the blind, but merely seeing the helplessness of the blind and doing them a kind turn, as they often do, is good and wholesome ethical training.

44. Your Commissioners believe that there is no force in the objections, and, in view of the circumstances of this Colony, and of the limited number of deaf and dumb, and of blind children of school age, are of opinion that the training of these two classes in the same institution is justified by moral and economic considerations. It requires no argument to show that one institution can deal more economically than two with the care and teaching of so small a number of inmates.

FINANCIAL.

Cost of Buildings, Administration, &c.

45. The Institution is in a much stronger position financially than any other kindred institution in Australia. So satisfactory is the condition of its finances, that the committee might well now consider whether they should not set an example worthy of being followed in other directions, and forego all further claims to State aid, except for services rendered.

46. The opinion of your Commissioners on this point will be found expressed among the recommendations; but if these are anticipated by the directors, the Institution for the Deaf and Dumb and the Blind will be in the independent position of voluntarily relying for support upon public philanthropy, which there can be little doubt will be found quite equal to any necessary demands upon it to carry on operations without assistance from the Consolidated Revenue. The continued receipt of State aid, when it is not really required as a matter of necessity, must to a large extent dry up the springs of private charity, and there is evidence that this has probably been the case in connection with this useful institution. A plethora of funds also affords temptation to all public bodies having the administration of such funds to incur expenditure extravagantly; and it will be shown that, notwithstanding the excellence of their methods of administration, that is precisely the position into which the committee have drifted in regard to the excessive cost of buildings to which reference is made in paragraphs 55 to 67.

Accumulated Funds.

47. The accumulated funds at the end of the last official year (September 30, 1897) amounted to upwards of £30,000; the buildings and improvements, which are unencumbered by debt, cost nearly £48,000, of which sum the Government contributed £5,599; and the site, which is vested in trustees, is under-valued at £5,000. The present capital of the institution in funds, and in property, is therefore represented by a sum of more than £83,000, which we are informed by the honorary secretary will be augmented by a bequest from the late Mrs. Hunter-Baillie, amounting at present to £7,850. This sum may be increased to £10,000, and it is stipulated under the will that the amount shall be invested in Government securities.

27-32,
Robinson.*Income and Expenditure.*

48. The income for the past year, amounting to £4,134 12s. 11d., was derived from the following sources:—

	£	s.	d.
Subscriptions and donations, &c.	1,068	18	4
Government subsidy... ..	450	0	0
Interest from perpetual subscribers' fund	1,103	18	2
Pupils' fees (including £718 received from the Government)	1,428	15	8
Repayments for clothing	76	7	9
Sundries	6	13	0

49. The expenditure during the same period amounted to £4,238 9s. 1d., of which £2,101 11s. 10d. was paid as salaries and wages. The cause of this item bearing so high a proportion to the total disbursements is previously explained in a separate paragraph relating to the constitution of the staff. In addition to the Government grant, and the payment of fees for State children, the Government also allows free passes to all children visiting their friends during the Christmas and Midwinter vacations.

Falling-off in Subscriptions.

50. There is reason to believe that the income of the institution might have been increased if greater efforts had been made to obtain subscriptions from the country districts, from which the majority of the pupils are received. The institution has only one collector, whose time is fully employed, as he also acts as assistant secretary and accountant. He is only able to make three fortnightly visits to the country during each year, which extend south as far as Albury, west as far as Dubbo and Forbes, and north as far as Tenterfield.

460-464,
Cooke.

51. If the time occupied in travelling to these localities and the intermediate townships is considered, it is obvious that the time available for collecting is very limited. This officer is admittedly overworked, and it would be well for the committee to consider whether it would not be economical to provide him with an assistant, whose services would enable him to devote more of his time to collecting in the country. The subscriptions have fallen from £1,613 5s. 7d. in 1891 to £1,068 18s. 4d. in 1897. The interest from the perpetual subscribers' fund exceeded the total amount of the general collections last year.

52. It is probable that the large endowment fund may have been a factor in connection with the falling off in the amount of the general subscriptions; indeed, this is practically admitted by the honorary secretary, who has taken an active interest in the management of the institution for thirty-six years:—

284. Looking at the work done by this institution, does it not appear to you that the number of subscribers is very small? It is not so large as it ought to be?

285. And especially in the country? It is not so big in the country as it ought to be. During the last few years we have not sent into the country as much as we used to do. We used to have one collector down the rivers, one up north, and one in Queensland.

286. Yet you get the largest number of children from the country? Yes.

287. Taking into consideration the fact that this fine building that we are in now is entirely paid for, and that you have an endowment fund of £28,000, do you not think that the public for these reasons are disinclined to subscribe? To a very small extent.

288. The suggestion has been made that you seem to be so well off that people are not inclined to give? Yes.

289. Do you not think that this endowment fund is likely to prove a kind of dead hand on the institution? I have always argued that it does and it does not. It does from one point of view, and it does not from another. From a director's point of view it is nice to have an endowment to make you to a certain extent independent of the fluctuations of the times; but subscribers say, "You have plenty of money; we will not subscribe."

*Average Cost per Inmate.*100-6,
Robinson.

53. The average capitation cost during 1897 was between £38 and £39, irrespective of interest on the value of buildings and land, which is usually, in this Colony and elsewhere, not treated as an item of working expenditure by charitable institutions. This cost per child is not excessive, in view of the nature of the institution, and it does not compare unfavourably with the expense of administering similar institutions in the other colonies, and in England and America.

Excessive Expenditure on Buildings.

54. While the administrative cost of the institution is sufficiently economical, the same satisfactory statement cannot be made with reference to the expenditure upon buildings, which, after making the most liberal allowances, your Commissioners are of opinion has been excessively out of proportion to the necessary requirements of an establishment of this character.

55. It is requisite that this matter should be considered of prime importance now, because the Directors have recently asked for a special grant from the Government of £6,000 to provide increased accommodation for pupils, a kitchen, and dining-room, &c. This request has been made upon the grounds that there is practically no building fund at present; that the institution is occupied to its full capacity; and that the statistics of past years indicate that there will, in the near future, be necessity for largely increased dormitory accommodation. There is good reason for believing that the first two conditions can be overcome, and the information furnished to the Government with reference to the third was unintentionally misleading. The evidence bearing upon this matter is as follows:—

221. You propose to build? Yes.

222. What are the extensions required for? For dormitory accommodation and increased kitchen and dining-room accommodation, also a new laundry.

223. Is the dormitory accommodation insufficient for 112 persons? It is just about full.

224. What is wrong with the kitchen? It is twenty-six years old, it is too small, and not up to date. We cannot do the cooking very well in it. During the last four years the number of pupils has increased from seventy-six to 114.

225. Was that return for the Chief Secretary prepared with reference to the extension? Yes.

226. How many persons can be seated in the dining-room? I think it is just about comfortably full now. My proposal for the addition is to give us room for about 170 pupils in the dining-room. At present the officers have their meals in the dining-room—that is to say, they dine in the same room where the children dine, but a little after them. They have their breakfast about the same time and tea or dinner at night about the same time. I propose that we should take that table out of the dining-room, because, whilst theoretically the officers are supposed to have an oversight during the meal hour, practically they do not, and my proposal is that the officers shall have a separate dining-room. It will contribute in more ways than one to the comfort and convenience of the officers and pupils; one officer will be detailed to remain on duty whilst pupils are taking their meals, to see that they behave properly and that they get enough to eat. We shall perhaps have 140 children next year.

227. Do you know that you will get them? Yes; we know of a good many now that are too young.

228. But some of the others will be retiring? We have considered that; but unfortunately the retiring children will be very few.

229. Have you had to refuse admission owing to insufficient accommodation? No, and we shall not have to do that. We can dismiss some of the elder ones to make room.

230. Have you names on your books that lead you to suppose that you will get the increased number? No; but we hear of them. Mr. Cooke can tell of a good many in the country.

231. What number will be provided for with the increased accommodation? About 170; an increase of from seventy to eighty.

232. That means about 50 per cent. more? That is what we are going to arrange for.

233. What sum have you asked for from the Colonial Secretary? £6,000.

234. What is the estimated cost? The architect's is about £6,000; but it will cost more.

235. Have you asked for the whole £6,000? Yes. We have spent £47,000 on buildings, and we have had only £5,000 from the Government.

56. There was a credit balance to the building fund on September 30, 1896, of £2,348 3s. 8d., which consisted wholly of legacies. Without any apparent satisfactory reason, and shortly before making their heavy demand upon the Government, the Directors transferred £2,265 from the amount at credit of the building fund to the perpetual subscribers' fund. If this course had not been adopted the building fund would have been in a condition to provide a new kitchen and laundry, which are undoubtedly required. The Hon. Secretary's evidence contains the details of this transaction:—

81. What is the amount of your accumulated funds? When we were making our building up and completing it we had a building fund account into which we used to pay all legacies that were not conditional, and we used to transfer periodically any surplus of money from subscriptions at the end of

of the year to our building account, to be used for the completion of the building. If you look through our reports, you will find that nearly every year we transferred from £100 to £400 or £500 to that fund.

82. Your accumulated funds will be balances to the credit of these various accounts? Yes.

83. Which consists of these accounts—a balance to the credit of the perpetual subscribers, balance to the building account, Spittles' legacy account, and the blind pupils' prize account? Yes; that last is the interest on the Spittles' orphan fund.

84. Your funds will be these balances less any debit balances on any other fund? Yes.

85. Have you transferred any sum from the building account back again? Yes.

86. Why was that done? Because the Committee thought that in our building fund account there were several legacies which it was undecided whether they were conditional or not. The Committee transferred them because there was a doubt whether they ought to have gone to the building fund, and we transferred them back recently.

87. That would have the effect of depleting the building fund to that extent? Yes.

88. Then I understand that your institution has asked the Government for a grant in aid of the building fund;—was that since these re-transfers were made? Yes; since that we had asked the Government to help us—to give us something towards the amount that we had spent.

89. So that if this £2,265 had remained in the building fund it would have shown that you were so much less in need of a Government grant? I am pretty well sure that Mrs. Grose's legacy was a conditional one. It is difficult for us to find it out in these cases. This legacy is a pretty old one. Latterly we have been more diligent.

90. Surely there can be no difficulty in ascertaining the conditions of a legacy? We have had some difficulty.

91. These legacies have been in the building fund for years, have they not? Yes; in Mr. Cameron's case it was three years before we got all of his.

92. The effect of the transfer is that the building fund is £2,265 less, and the endowment fund is so much the better? Yes. I think it is a proper thing to have an endowment fund as a provision against bad times.

93. These legacies have been deliberately put to the building fund in the past, and afterwards transferred? Our old rule was to do that; now we have passed a new resolution, that all legacies of £100 shall go to the perpetual subscribers' fund.

57. As to the probable additional requirements for pupils, overcrowding in the dormitories could be relieved by an arrangement with similar institutions, and by a readjustment of the ages at which the elder pupils should be discharged, both of which matters are referred to elsewhere in our Report.

58. As evidence that the statement that expenditure upon the buildings of this institution has been extravagant is justified, your Commissioners submit a comparison of its cost with that of a similar establishment which has been erected in accordance with modern requirements. The Assistant Government Architect, by request of your Commissioners, has furnished a report on the St. Patrick's Hospital for the Blind at Lewisham, a portion of which has been erected and is in operation. The Report states:—

In accordance with instructions received from the Chairman of the Royal Commission on Charities, I visited St. Patrick's Institution for Blind Women and Children at Lewisham, and have the honor to submit the following report:—This building was erected in 1896, at a cost of £1,726, and forms the northern wing of a proposed block of buildings. Through the courtesy of the architect, Mr. H. E. Wardell, I have been allowed to make copies of the plans, which are herewith attached. On these plans, the walls of the portion already built are tinted red, and the future extension and completion of the building blue. The accommodation provided in the wing now erected is as follows, viz.:—Ground Floor: Dining-room, 50' x 19' 6"; staircase hall, 19' 6" x 18'; day-room, 37' 6" x 19' 6"; reception hall, 12' x 6'; verandah, kitchen, and laundry. First floor: Dormitory (No. 1), 50' x 19' 6"; dormitory (No. 2), 37' 6" x 19' 6"; sisters' room, 20' 6" x 11'; sisters' room, 11' 6" x 9'; lavatory, 2 bath-rooms, and water closet. The kitchen, laundry, lavatory, and bath-rooms are temporary structures, and are intended to be removed when the remainder of the building, as designed, is carried out. The two dormitories on the first floor will not, in my opinion, comfortably accommodate more than thirty-five persons, but if the large room on the ground floor is used as a dormitory, twenty more could be provided for, making a total of fifty-five. This arrangement would not, however, be a satisfactory one, as it would necessitate the day-room being utilised also as a dining-room, which I consider is objectionable. The number of inmates that can be properly provided for in the present block must, therefore, be taken as only thirty-five, and (say) six nurses. This would make the cost of the erection of this portion of the building £49 6s. 3d. per head, exclusive of the nursing staff. In the completed building, according to the plans, there are six dormitories shown, giving accommodation for 110 inmates, three day-rooms, refectory, two reception rooms, seven sisters' rooms, kitchen, pantries, stores, &c. Bathrooms, lavatories, and water-closets will be provided in detached wings entering from the main staircase on each floor. Taking the cost of the present portion as a guide, the south wing and centre block should be erected for about £4,774; the total cost would, therefore, be (say) £6,500. This would make a cost per inmate of £59 1s. 9d. The building is well planned; the general arrangement is simple and very satisfactory; the rooms are lofty, well ventilated, and lighted. In the design, superfluous ornamentation has been avoided, but a very good and pleasing architectural effect has been obtained by the careful and artistic grouping of the buildings. The work in the portion already erected has been well and faithfully carried out.

59. As already mentioned, your Commissioners were permitted to inspect this institution. The general arrangement of it was excellent, and the effect upon their minds was very pleasing. The architect's report fully justifies the impression thus made, and, it will be seen, states that the total estimated cost of the completed buildings will be £6,500, and they will contain provision for 110 inmates, the accommodation or bed-cost thus being £59 1s. 9d. per head.

60. The institution for the Deaf and Dumb and the Blind on the Newtown Road cost nearly £48,000, and as, with 113 pupils, the Directors state that it is occupied to its full capacity, the expenditure for accommodation alone has amounted to over £430 per pupil.

61. Even making every proper allowance that may be due in consideration of the period of its erection, and the difference between the cost of labour and material then and now, the figures thus presented do not require any comment to emphasise the fact that a large expenditure has been unnecessarily incurred upon the buildings of the last-named institution, and that if due economy had been practised in this particular its Directors would some years ago have been in a position to forego help in any form from the Government, and at the same time to afford the most liberal education and treatment to the pupils committed to their charge.

62. With reference to the further reason urged by the Directors in support of their request for a grant of £6,000 for new buildings—namely, that the probable increase of numbers made additional accommodation necessary—their estimate is based upon the figures of the past four years, during which, judging from the abnormal increase in the number of pupils, special efforts seem to have been made to induce parents to send their children to the institution, and on this basis it was represented that there had been an “increase of numbers from 76 to 114,” or exactly 50 per cent.

224,
Robinson.

63. The figures, to be of value, however, and to make the comparison fair, ought to have extended over a longer period. It should be understood that a general annual average percentage of increase has not been accurately placed before the Government. It will be seen that the figures of 1893, when the number of inmates was exceptionally low, were selected for comparison with those of 1897, when the number was abnormally high. A statement compiled from the Directors' Annual Reports shows that with the exception of the year 1897 the general increase during the past eight years has been very small, and that in some years during that period there was a decrease. The following figures make the matter clear, and indicate that the increase since 1889 has been less than 18 per cent. :—

Year.					Deaf and Dumb.	Blind.	Total.
1889	...	...	...	...	71	25	96
1890	...	...	...	...	72	24	96
1891	...	...	...	...	61	24	85
1892	...	...	...	...	73	23	96
1893	...	...	...	...	61	15	76
1894	...	...	...	...	66	19	85
1895	...	...	...	...	75	16	91
1896	...	...	...	...	83	22	105
1897	...	...	...	...	90	23	113

64. It is most unlikely that the abnormal advance in the number of pupils during the past two years will be maintained, because all the latest literature on the subject of the deaf and dumb and the blind shows that the number of these afflicted persons is decreasing in its proportion to the number of the general population, while there does not seem to be any source at present from which a large increase of pupils can be expected.

65. The total number of blind and of deaf and dumb persons in New South Wales under 15 years of age, at the last census, was 194; and if those under 7 years, at which age children are considered eligible to be first taught apart from their parents, are excluded, and the fact that other institutions than that on the Newtown Road are now receiving pupils is considered, it will be seen that the number of such children in this Colony who are not now being educated must be comparatively small

small. As a matter of fact, there are not at present any applications for the admission of new pupils; and in view of the provision now existing for the education of the Deaf and Dumb and the Blind in the other colonies, it is neither necessary nor desirable for the Directors to receive pupils in future from outside New South Wales.

230,
Robinson.

66. On all these grounds the recent application to the Government for additional funds for building purposes should not, in our opinion, be complied with. Your Commissioners have given special prominence to the large cost incurred upon buildings, because considerable sums have been thus expended which might, in our opinion, have been more properly devoted to ameliorating the condition of the indigent deaf and dumb and the blind; and also in order to impress upon any organizations that may be entrusted with the expenditure of Government subsidies and public subscriptions for philanthropic purposes the necessity for practising economy in regard to buildings.

Investments—Lending Money on Mortgage.

67. At the end of last year the accumulated funds of the institution were invested as follows:—

Savings Bank of New South Wales, £28,014 4s. 4d.
Government Debentures, £900.
On Mortgages of Real Estate, £1,176 8s. 5d.

68. In consequence of the Savings Bank authorities having decided that they would not retain large sums at interest, the Directors of the Institution for the Deaf and Dumb and the Blind determined to increase their mortgages on real estate, and to lend money on suburban property at a higher rate of interest. We quote the Hon. Secretary's evidence with reference to this matter:—

256. I think you said that a large sum of your money, £25,000, was in the Commercial Bank? Yes.
257. For which you get 3 per cent.? Yes.
258. Finding that a small rate of interest, you are putting it out on real property? Yes.
259. What regulations have you for that? We have no special regulations, but we have the Board of Directors. The treasurer, myself, and Mr. Harrison have to supervise investments. We have to be satisfied that they are right before we accept them, and we get a valuation.
260. Is it known that you have money to invest? No.
261. How do people come to know it? It is only during the last six months we have done anything in that way. Messrs. Iceton and Faithfull have been acting for us, and they have charged us very little.
262. Then you lend out the money through Messrs. Iceton and Faithfull? We have not lent through them yet; we have only taken three mortgages. This came about through J. T. Neale's legacy. The executors said that if we liked we could take over some mortgages, and we took £800 in mortgages. We had the pick of them.
263. How many mortgages have you out? Four altogether. The first we had was many years ago. A drill instructor was either building or buying a cottage, and we let him have a mortgage on the cottage. It has been a most unfortunate speculation for us. The mortgage was effected twelve or fourteen years ago, and it is in existence now, except that we have virtually foreclosed. We are receiving the rents.
264. You are not lending anything on station property? No; on city and suburban property.
265. And on a proper valuation? Yes.
266. What proportion would you lend on a valuation? Except in very rare cases, not more than half. In this last case we lent two-thirds—£550, at 5 per cent.; and a house, valued by the owner at £1,000, and by Richardson and Wrench at £900; but it happens to be in a very exceptional position—it is a choice block of ground.

69. The risk attached to this method of dealing with the capital, arising from unforeseen fluctuations in the value of real estate, was pointed out to the hon. secretary, and our President recommended that in order to provide in some measure against possible loss the Directors should establish a sinking fund with the increased amount derived from interest. The hon. secretary thereupon intimated that the Committee would at their next meeting consider the question of establishing a fund to provide against the depreciation of investments on mortgage by carrying any surplus of interest above that allowed by the Savings Bank to a reserve interest account, with a view to meet any loss of the capital thus invested. Your Commissioners have been informed that the Directors have since adopted the following resolution:—“ Having agreed to
lend

lend certain moneys on mortgage security, it is resolved that from the interest received on same an amount equal to the interest allowed by the Savings Bank be carried to income account, and the balance placed to a reserved interest account, with a view to meet, should such occur, any loss of the principal sum so invested."

70. The practice, however, of investing the funds of such institutions on mortgage of freehold property is not to be commended; and if it is pursued the utmost care should be taken as to the nature and actual value of the securities, and the extent to which advances are made upon them. It will be seen from the foregoing evidence that a loss was incurred some years ago in connection with the only transaction of this character at that time entered into by the Directors.

71. We feel sure that the present Directors will exercise great care in regard to the investment of their funds; but they are not a perpetual Board, and it is possible that another Committee, not so competent to deal with this matter, might in their desire to obtain higher interest so conduct lending on mortgage that serious loss might be the consequence.

72. In view of the possible vicissitudes of investments on mortgage of freehold property, your Commissioners are of opinion that the Directors should adopt the safe plan of investing the whole of their accumulated funds in Government Stock.

Audit of Accounts, &c.

73. Although the accounts of the institution are audited by professional accountants, the important duty of checking the collections is performed by the hon. treasurer. Without in any way impugning the honesty of the collectors your Commissioners are of opinion that this duty should be transferred to professional auditors otherwise unconnected with the institution. The hon. secretary's evidence explains the present method:—

69. About the accounts, have you had any special subsidy? The special subsidies were—in 1871, £2,000 for building purposes; in 1873, £1,000; in 1879, £2,000; total, £5,000.

70. Have you a yearly subsidy? Yes, £450 a year.

71. Has it ever been more than that? No; at the start it was £100 a year, then £150 a year, then £250 a year, and now it is £450 a year. We have received two donations of £200 each for asphalt-ing the footpaths outside the institution. We are not in any municipality; we are a municipality to ourselves, and we have not any rates and taxes to pay.

72. These grants were made by the Government? Yes.

73. By whom are the auditors appointed? By the subscribers at their annual meeting. We generally have recognised accountants in the city—anybody we can get.

74. They are not paid? No. There was another grant of £199. We had dry earth closets, and we were told to do away with them, and we had a drain made connecting with the sewer that goes into the Prince Alfred Hospital drain. That cost about £200. The Water and Sewerage Board wanted to charge rates for it, but we said, "No; we object; if you are going to do that, pay us back the £199 that we have expended," and they paid us that sum. It was really a refund.

75. Have the accounts ever been audited by a Government auditor? They come here to check our subscriptions.

76. They see whether you are in a position to claim the subsidy? Yes; I think they look through our books a little. Mr. McKern was here recently and looked through all our books.

77. They have not gone into matters of expenditure? No; an Inspector of Charities, Mr. Robison, used to come and ask about different matters, and so did Mr. Maxted, but they never checked the expenditure.

78. What conditions are imposed by the department for getting the subsidy? We simply send in a statement that we have received certain sums.

79. They do not follow that up by any further inquiry? We send a duplicate slip to the Treasury, and they pay the grant in to the account of the institution in the Commercial Bank.

80. And they have no further control? No. We always make a point of sending the annual report to the Colonial Secretary, and we have to furnish returns to several departments.

* * * * *
211. What checks do the auditors apply? Mr. Cooke has a collecting book. I do not think they check every butt, but the treasurer does. He comes every month, and goes through everything.

212. But the auditors do not? No, they do not check the butts.

213. The real check should be from outside the institution? Mr. Phillips goes through them very carefully.

214. Still he is your own officer? You can hardly cast suspicion in the matter.

215. I am simply asserting a principle? No doubt it is a correct principle, but if we had any other check we should have to pay for it. If the Government would check the accounts of these institutions it would be a very good thing.

216. That is the object of my question? I do not know how they do it in America. There they give every detail in their report. If they buy a broom it is put down so many cents. They are all State institutions there. They send in a report to the State legislature, and say, "We want 250,000 dollars," and the money is put on the Estimates and voted.

217. The check which you rely on chiefly is that of Mr. Phillips? Yes. I used to do it at one time, but it became a serious task. I used to go through every butt, but when you collect a sum of 2s. 6d. or 7s. 6d. in the country we do not put that in the butt; we do not profess to give receipts for sums under 5s.

218. Has any collector ever appropriated any of the money collected? Yes; a collector whom we had before Mr. Cooke came.

219. How did he manage to do it? He did not fill out the butts, and did not put the amounts in his sheets.

220. Did you have butts? Yes; and I checked them, but I did not check them sufficiently. The Committee had the man before them, and he promised to repay the amount, and lest the interests of the institution should suffer by publicity we did not say much about it. We took from him promissory notes for the amount, but they were never met. He did good work; he brought in a lot of children and a good amount of money. He worked hard. His deficiency amounted to about £200.

74. It will thus be seen that although some years ago the collection books were checked by the hon. secretary, a fraud to the extent of £200 was discovered to have been perpetrated by a former collector, and that it does not appear to be the practice to give receipts for subscriptions under 5s. It is, consequently, not possible to check, by means of the receipt butts, these small sums, which are numerous and reach a considerable amount in the aggregate. The principle of giving receipts for all collections is a sound one, and should be adopted, as the existing method affords facilities for misappropriation which it would be very difficult to detect. Its adoption would also be more satisfactory to the collectors, as well as to the public.

217-220,
Robinson.

Non-payment of School Fees.

75. With regard to the payment of fees for the children, the practice hitherto has resulted in heavy losses to the institution. It has been the custom to occasionally write off arrears, and large sums appear to have been thus sacrificed, some of which could have been obtained if more earnest efforts had been made to recover them. Seeing that this institution is largely supported both by the Government and the public, and that although its objects are educational, it is practically a charitable institution also, those parents who, there is reason to believe, can pay but will not, should be dealt with more severely as defaulting debtors.

149 to 156,
Robinson.

76. The evidence disclosed that at the end of December, 1897, the amount due to the institution for arrears of fees was £1,946 18s. 10d., that only £1,038 3s. 6d. was regarded as recoverable, and that about £920 had already been written off as bad debts.

474, Cooke.

77. It was elicited that several comparatively well-to-do parents were among these debtors. The committee have made it a rule not to issue summonses for the recovery of arrears. No valid reason was given for the adoption of such a rule, and owing to its existence the institution must have been deprived of a considerable portion of its revenue, as it is not difficult to understand that parents who do not desire to pay soon become aware of any loophole of escape from their liability to do so. A grave responsibility rests upon the Directors in regard to the recovery of these fees. The form of security which they have provided for admitting pupils stipulates that fees shall be paid in advance, "half-yearly or quarterly (as most convenient)," and that parents or guardians shall also provide the children's clothing. If these conditions had been carried out in their integrity, when practicable, there can be no doubt that many losses which have fallen upon the Institution through neglect to give effect to them, would have been prevented.

141 to 147,
161,
Robinson.

78. The question was raised as to whether the nominal amount of the standard fee fixed by the committee for private pupils, namely, £40 a year, with an additional charge for clothing, was sufficient in the case of wealthy people. It was admitted that, including the actual cost of maintenance, education, and interest upon capital, the expense to the State and the institution *per capita* was about £50 10s. a year. The Honorary Secretary expressed the opinion that, inclusive of all incidental charges, it would be fair to fix the standard rate at £55 a year for those who were able to pay it:—

248. Our great object here is to see whether the funds of the institution are economically managed, and, of course, the great test will be as to the cost. It appears to me that the cost per pupil, as far as the staff is concerned, is £21 6s.; for provisions per pupil, about £14 10s.; that is, £35 16s., and the interest on the debt, reckoned at 3½ per cent., estimated at £48,000, would be £1,680, which would have to be divided amongst 113 pupils; that would come to about £15 per head; so that each pupil

costs

costs the State and the institution about £50 10s. a year, and you get fees that would average about £10 13s. per head, bringing down the actual cost to £37 17s. per head? Yes. In some American institutions it costs £30 apart from the staff. I have an impression that the cost of the education of the deaf and dumb and blind here averages about the same as it is in America. I am sorry to say that I have lost the book that I had which gave the cost per head in dollars at about thirty institutions in America. I think it was from £38 to £60 per annum.

249. Do they include the cost of the buildings? I do not know whether they do.

250. Do you think that £50 10s. per annum per child is a reasonable cost? I think, considering the nature of the institution and the education given, that it is.

251. You tell us that there are some children here of wealthy people? Yes.

252. Then, according to that, they are paying too little? Yes; I think they are charged too little. They could not put their children to the ordinary boarding schools at a charge of less than £40 or £50 per year.

253. Then do you not think it would be a fair thing to charge them at least £55 a year? It would. We consider that the subscribers to the institution contribute something in that way.

254. You are taking them at the expense of both the State and the institution;—do you not think it will be wise to revise your charges in view of that? I do not think we should get the money. Only a small minority pay up the full rate.

79. The existing maximum rate is about equal to the expense of education and maintenance in cognate American institutions, which are administered wholly from State funds, and where the methods of management and instruction are similar to those adopted in New South Wales; and as a fairer comparison it may also be mentioned that in other colonies where the general conditions are similar to those prevailing in New South Wales, and where the institutions are also managed by voluntary bodies by means of public subscriptions, State subsidies, and pupils' payments, the standard fees are about the same in amount as those fixed in this Colony.

480,
Cooke.

80. The returns of last year show that any increase of the fees to be fixed as a standard would probably not, in the great majority of cases, be attended with any considerable increase of revenue. The parents and relatives of the children, as a rule, appear to be in poor circumstances, and the fees actually received consequently ranged from as low as £1 a year upward. There were altogether 118 pupils in the Institution during 1897. Of these 2 paid under £1 (for clothing only); 24 paid from £1 to £5; 20 from £5 to £10; 12 from £10 to £15; 3, £15 to £20; 4, £20 to £25; 1, £25 to £30; 1, £35 to £40; 2, £40 to £45; and 3 paid from £45 to £50 each. There were thus 72 pupils under arrangement with parents for payment, and the total amount received (£735 12s. 2d.) did not average more than £10 4s. 4d. per head of paying pupils. There were in addition during the same period 27 children maintained at the expense of the Government of New South Wales at a capitation charge of £36 per annum, and 3 at the cost of the Tasmanian Government at the same rate, while 16 parents did not contribute anything.

81. Finally, with reference to the matter of fees, it appears that the efforts of the Committee should rather be directed towards compelling parents to fulfil their obligations under existing arrangements, so far as they are able to do so, than to the consideration of the question of increasing the standard amount.

Children paid for by the Government, &c.

82. The arrangement with regard to the charges for children whose parents should be classed as destitute does not appear to be adjusted on any logical basis. For example, the twenty-seven children for whom the New South Wales Government paid £36 a year, and the sixteen who were not paid for at all, so far as could be ascertained, belong to the same class; and it therefore seems obvious either that the former ought to be received as free pupils or the latter should be made a charge against the State. Otherwise the classification of these children is not equitable, as the first section are practically classified as State paupers, and the second as pupils sent in by their relations.

83. In the opinion of your Commissioners, a better way to deal with this matter would be to confine Government payments to children who are, before their admission into the Institution, made wards of the State under the State Children's Relief Act. They would then be under the legal control of the State Children's Relief Board, which stands *in loco parentis* to the dependent children of the Colony who are maintained from the Consolidated Revenue. All other non-paying inmates should be maintained by the Institution, in accordance with the provisions made by the Directors for that purpose.

84. The increase in the number of children paid for wholly at the Government cost has been singularly rapid during the past six years as is shown in the following table:—

SCHOOL FEES.

Year.	From pupils including clothing repayments.	From New South Wales Government.	From Queensland Government.	From Tasmanian Government.	From New Zealand Government.	Total.
	£	£	£	£	£	£
1891	780	247	432	246	80	1,785
1892	741	325	393	183	84	1,726
1893	567	349	500	104	.....	1,520
1894	604	336	.....	96	.....	1,036
1895	613	480	.....	108	.....	1,201
1896	719	551	.....	108	.....	1,378
1897	708	718	.....	79	.....	1,505

There has thus been an increase of over 100 per cent. in the amount of these fees since 1894.

85. The Committee, as a part of their system, admit a number of destitute children free of charge; and it will be seen that the increase in the number paid for by the Government was coincident with the withdrawal of large payments from the other colonies, from one of which (Queensland) no less than £1,325. was received in school fees during the three years ending September 30th, 1893, while from Tasmania and New Zealand in the same time pupils' fees amounting to £697 were received; the total amount thus obtained being £2,022.

Directors' Reports, 1891 to 1897.

86. A misapprehension may be created by the evidence of the Hon. Secretary with reference to the children received under payment from the Government:—

243. Are the children for whom the Government pay £36 a year sent here by the State Children's Relief Board? Yes; they all come through them now, and they recommend the payment. We do not put every child on the Government; we educate some free. Of course, owing to the pressure of the times, we are obliged now to ask the Government to pay more than we otherwise should ask them to pay.

244. What we want to get at is how those children come here who are sent by the State Children's Relief Board? They are responsible for them to a certain extent; they help us very much. Last year we had five, and we could not tell where their fathers and mothers were. The Board took them away to Mittagong, and sent them back to us in splendid health. We sent them away fagged out with hard work in the middle of December, and got them back in February in good health.

245. So that your children who have no home to go to are taken away? They oblige us by taking some.

246. Do the children get free passes to Mittagong? Yes.

247. This institution is not charged for them in any way? No; the Colonial Secretary's Department is, I think. We get free passes, which we change for tickets.

87. It is stated in this evidence that children paid for by the Government (who are admitted mainly upon the application of the Committee) are all sent to the institution by the State Children's Relief Board, which implies that they were already wards of that body, and consequently State children, when they were admitted. With several exceptions these pupils are not under the control of the State Children's Relief Board, nor is the latter responsible for their admission. The custom is either for the authorities of the Institution for the Deaf and Dumb and the Blind to bring the cases under the notice of the Government in the first instance and request payment for them, or, very rarely, for parents themselves to make direct applications to the Chief Secretary.

88. The expense of maintaining and educating these pupils is not defrayed from the fund voted by Parliament for the service of the State Children's Relief Department, but from the vote for the maintenance of destitute women and children in asylums. The applications are forwarded to the Director of Government Asylums for his report, and upon his recommendation the children are admitted at the Government cost, or rejected. The error referred to has doubtless arisen from the fact that the Director of Asylums is the official who as boarding-out officer also legally administers the State Children's Relief Act, under which the State Children's Relief Board is an honorary board of advice. The point at issue is of some importance, because it affects the legal and social status of a large section of these children, who are really under the legal control of their own parents, instead of the organization which governs the pauper children of this Colony.

RELIGIOUS CLASSIFICATION.

Directors'
Report, 1897.

89. Your Commissioners briefly refer to the religious classification of the children for the purpose of making a suggestion, which, if carried into effect, will ease the strain upon the accommodation of the institution now and in the future. The inmates are broadly classified as "Protestant" and "Roman Catholic," and in the latter section there were during the year ending September 30, 1897, only 13 deaf-mutes and 4 blind children. The small number of Roman Catholic inmates is doubtless to some extent due to the operations of the institutions at Lewisham and Waratah, which are referred to in this report, and which carry on the education of the deaf and dumb and of the blind, with methods of instruction similar to those adopted at the Newtown Road institution.

90. Your Commissioners see no reason why the Roman Catholic children in the latter institution should not be transferred to the institutions at Lewisham and Waratah, subject to arrangement with the Church authorities, and to the consent of parents; nor why any other such children, for whose admission application may be made to the Institution for the Deaf and Dumb and the Blind, or who may come under the control of the State Children's Relief Board, should not be similarly dealt with. It does not seem that any reasonable objection can be made to this proposal, and any principle involved in it is clearly recognised in the regulation made under the State Children's Relief Act, which provides that, when practicable, all State children shall be boarded out with guardians of their own faith. We are also aware that the Board administering that Act endeavours to carry the regulation to its logical conclusion by permitting Roman Catholic guardians to send children to schools of their own denomination.

CHILDREN FROM OTHER COLONIES.

91. Under the rules of the institution children may be received from other colonies, subject to payment of school and maintenance charges by their respective Governments, or by parents, and this arrangement has been taken advantage of in a number of cases in which it was not possible for children to receive instruction in their own colonies. It is not necessary to continue this practice. In New Zealand, Victoria, South Australia, and Queensland, provision has been made for the instruction of deaf mutes and the blind; and Western Australia has a school for instructing the deaf and dumb, so that there is no necessity for the New South Wales institution to extend its operations beyond the boundary of this Colony.

477-8,
Cooke.

92. Due care appears to have been taken to prevent arrears of fees accruing either under a Government guarantee of payment, or from parents in other colonies. With the exception of a few small amounts due from parents who had undertaken to bear the cost of clothing in addition to the usual school charges, all fees due beyond the limits of this Colony have been paid, and there has not been any loss worth mentioning under this heading.

159,
Robinson.

93. It appears to your Commissioners that the rule for returning children to the colonies in which they should properly be domiciled has hitherto not been adhered to with sufficient strictness. Two girls belonging to Tasmania, discharged from this institution to the Institution for the Blind at Strathfield, have, in consequence of the action of the authorities of the latter institution, been maintained at the public cost since 1896. It also seems from the evidence of the Hon. Secretary, that there is a distinct tendency on the part of pupils from abroad who have been educated or trained here to drift back again, and become a charge upon the State.

94. The evidence of the Superintendent relates one glaring case of this kind, which will be found more fully referred to in the division of this report which deals with the Industrial Blind Institution at Woolloomooloo, and there do not appear to be any reliable data for ascertaining how many such cases have occurred:—

385. Do you find the ex-inmates from the other colonies when they have left this institution have a tendency to return to this Colony? I have noticed that in a few cases; but this arose, as far as I could judge, from the fact that here there may be openings for work which they had not in Tasmania. For instance, in Tasmania, which is a little backward in that respect, we have found a few blind who were very glad to come back here in the hope of getting something to do; but I think, with that exception, there is not any special inducement to them to return.

386. You do not think they do that to any great extent? No.

387. It might be a serious matter to this Colony if they did it to any great extent? I do not think they do. I could only name three or four who have returned who I thought should have stayed in their own colony; but on inquiring into their cases I have felt that, labouring under so many disadvantages, in Tasmania, they could hardly do anything else than come back to earn a livelihood.

388. Are you aware whether any of those people who came back became a charge on the State, either wholly or partially? Yes; I fear that the last one who came over from Tasmania, * * * will become a burden on the State. He was educated here. I advised him as strongly as I could. He wrote to me for money, but I sent him none. His wife came, and I had to give her a little; but it was merely out of pity for her, and not as an inducement to return here.

389. You say that he and his family are likely to become a charge on the State? I understood from her letter that he was a much better worker than he turned out to be. I have heard that he is rather incapable and lazy.

390. Is he in town? He was in the Blind Asylum at Woolloomooloo, but he left there.

391. Have they children? Yes; I think one or two.

This man now begs on the streets of Sydney, and draws rations from the Benevolent Asylum.

95. Apart from the economic aspect of this matter, it is most undesirable on social grounds that these afflicted persons should be encouraged, or even permitted, to settle in New South Wales from elsewhere. In several of the other colonies the laws prohibit the immigration of the indigent blind and deaf and dumb in common with other destitute classes under a heavy penalty; but no such law exists in this Colony.

SUGGESTED AMENDMENTS.

96. In connection with the investigation recently held into the management of the Institution for the Blind at Strathfield, it was suggested in the evidence then taken that there should be an amalgamation of the management of that institution, the Sydney Industrial Blind Institution, and the New South Wales Institution for the Deaf and Dumb and the Blind. The latter institution, however, is *sui generis*; it is altogether so distinct from the others both in regard to its prime objects and general operations that the question of its amalgamation with them need not be considered, as it would be neither practicable nor desirable. It is only referred to here because it was seriously discussed by several of the witnesses at the inquiry referred to, and in order that the opinion of your Commissioners with reference to it may be recorded.

97. Our recommendations in regard to the institutions dealt with in this Report will be found on pages 32 to 34.

SYDNEY INDUSTRIAL BLIND INSTITUTION, BOOMERANG-STREET.

ITS FOUNDATION AND OBJECTS.

98. The foundation of this institution was due to a bequest of £5,000 from Mr. John William Wood, to provide a building "for the use of poor blind persons," and the building, which is erected on a site granted by the Government at the corner of William and Boomerang streets, was opened in 1879. Its objects, as first set forth in the rules, were "to furnish to the industrious among the blind efficient instruction in work, convenient rooms for working in, materials with which to work, and a place in which the work may advantageously be displayed and disposed of."

MODE OF GOVERNMENT.

99. The institution, which until two years ago admitted men only, but since then has also received women as pupils, is governed by a Board of Directors, who are annually elected by the subscribers, and there is also a ladies' committee, appointed by the Directors, the functions of which are to see that the institution is kept in a state of cleanliness, consider applications for increases of wages from the female workers, and generally to deal with matters specially affecting the women. There are several life members, whose qualification is a subscription of £10 or upwards, and whose privilege consists of two more votes than the ordinary subscribers of one guinea possess.

ABSENCE OF GOVERNMENT SUPERVISION.

100. Although it is the largest contributor to the funds, the Government exercises no supervision over management.

OFFICIAL

OFFICIAL STAFF.

101. The official staff consists of a manager, who is assisted by three sighted instructors of the blind, and there are also a clerk, a collector, saleswoman, carter, and assistant. It appears to be efficient, and the salaries are not excessive.

WORKERS.

102. The workers, male and female, reside outside the premises, either in their own homes, with friends, or in boarding-houses approved by the management. The principal occupations taught are mat-making, matting, brush and broom making, basket, and wicker chair making, chair-caning, netting, and halter-making. The ages of admission are nominally fixed at from 14 to 40 years, but in special cases inmates are received up to 45 years.

LIBRARY AND AMUSEMENTS.

103. There is a library attached to the institution, but it appears to be seldom used. It is stated that among the forty workers hardly one book a week is taken out, one reason for this being that because of their industrial occupations their touch becomes so blunted that it is very difficult for them to read the Braille type. These workers also do not seem to care for amusements provided for them. The committee, for example, subscribed to give them annual picnics. On the first occasion ten inmates came out of thirty-four, and on the following year seventeen attended. On another occasion the President sent twenty tickets for a public entertainment, and only four were used.

759 to 764,
Hedger.

FINANCIAL.

Revenue, Cost of Management, Buildings, Payments to Workers, &c.

104. The institution is supported by means of voluntary contributions, State subsidies, payments from Government towards maintenance of probationers, and interest on investments. The revenue account for the year ending 31st December, 1897, shows the total receipts to have been £5,912 15s. 6d., but excluding legacies and donations received and invested, sums withdrawn from invested funds, and cash balance brought forward from 1896, the actual working income amounted to £4,840 14s. 8d. This sum is made up as follows:—

	£	s.	d.
Sale of goods... ..	2,999	6	9
Subsidy received in 1897 on account of 1896 ...	972	9	0
General subscriptions	672	1	11
Allowance from Government towards maintenance of probationers	99	8	11
Interest	96	9	1
Other items	0	19	0

105. The actual cost of working the institution during 1897 was £4,742 3s. 11d., or £98 10s. 9d. less than the working revenue.

	£	s.	d.
106. The items of expenditure were:—			
Material purchased	1,491	16	8
Wages to the blind	1,460	11	6
Working probationers' allowances	130	18	4
(of which the Government contributed £99 8s. 11d., in addition to the usual subsidy).			
Salaries to officers and teachers	767	12	6
Freight and van-hire	126	16	5
Discount and allowances	85	10	3
Commission to officers on sales'	142	11	0
Travelling expenses of collectors... ..	109	7	6
Labour and cleaning institution	68	14	0
Printing, stationery, and advertising	81	8	1
Commission to collectors	66	6	4
Buildings and repairs	55	9	1
Fuel and light	40	2	11
And there are minor items amounting to ...	114	19	4

107. The following table shows for the past six years the variation which has taken place in the revenue from the main sources; the amounts paid to the workers in the institution, and the cost of the staff. It will be noticed that whereas in 1892 the workers received an amount in excess of the sum derived from the sale of goods, the amount paid to them in 1897 was only slightly over one-half of the cash sales. The increased cost of the staff is due mainly to the appointment in 1896 of an Instructor in brush making, which industry was commenced in that year:—

Year.	Voluntary Contributions.	Government Payments.			Cash for goods sold.	Amounts paid to Workers as wages and allowances.	Cost of Staff.
		Subsidy.	Probationers' maintenance allowance.	Total received from Government.			
	£	£	£	£	£	£	£
1892	1,124	1,283	.....	1,283	1,325	1,434	756
1893	1,226	790	.....	790	1,712	1,376	741
1894	639	995	8	1,003	2,011	1,188	747
1895	579	958	63	1,021	2,451	1,270	748
1896	612	758	32	790	2,519	1,381	943
1897	672	962	99	1,061	2,999	1,591	976

Falling off in Subscriptions.

108. It will be noticed that the contributions from the public in 1893 were £1,226; in 1894, £639; 1895, £579; 1896, £612; and in 1897, £672.

109. It is difficult to fully account for the reduction which has taken place, as there is no reason to suppose there has been lack of energy on the part of the collector, who, in addition to a salary, receives a commission of 10 per cent. It appears, however, that in connection with this institution, as with the Institution for the Deaf and Dumb and the Blind, the country districts have not been so thoroughly canvassed for collections as they might have been. The institution does not appear to have suffered much pressure from want of funds at any time, and it will be seen that the Government has been liberal in regard to the subsidies.

Hedger,
892-804.

110. Formerly the secretary was collector also, but the committee have recently recognised the desirability of making additional efforts to obtain direct subscriptions from the public, as they have decided that the collector shall devote his whole time to that duty in future. The evidence of the manager shows that the collector's efforts in the country have, owing to his secretarial duties, been restricted to very short trips, but that he is now beginning to visit more remote districts.

Hedger,
796-799.

111. It would be well for the committee to consider the advisability of obtaining voluntary help in this direction. With the additional time now at his disposal, it should not be difficult for the collector, during his circuit of the Colony, to organise local agencies in the larger centres of population by whose efforts the funds might be largely augmented.

Manufacturing Account.

112. A manufacturing account is presented in the balance-sheet, which appears from the evidence of the manager to be made up on an entirely wrong basis, and this officer states that "the auditor has called attention to that very point."

113. The charges against this account, mentioned in the Annual Report of the year 1897, amount to £3,897 10s. 7d., including £1,460 11s. 6d. wages to blind workers, and £1,491 16s. 8d. for materials purchased. The account is not debited with any portion of the cost of supervision and other items, which, it has been admitted in evidence, should be included, to show properly the loss on manufacturing.

699 to 703,
Hedger.

Accumulated

Accumulated Funds.

114. The endowment fund, which consists of bequests, stood at £3,320 10s. 10d., on 31st December, and the amount was deposited at interest as follows:—

	£	s.	d.
Savings Bank of New South Wales... ..	480	0	0
New South Wales Government Savings Bank ...	2,780	10	10
Bank of New South Wales	60	0	0

115. A bequest under Mrs. Hunter Baillie's will should be received shortly. The amount will not be less than £8,000, and may be £10,000.

Cost of Buildings.

717, 719,
Hedger.

116. The present buildings have cost, approximately, £9,500; and an addition is being made at a cost of £2,500, which will be named the "Stephen Memorial Wing," as a tribute to the memory of the late Sir Alfred Stephen, to whom, after the founder, the initiation of the institution was mainly owing, and who was the president from the time of its foundation until his death. This addition is intended for workshops, dining-room, and store, and it is considered that for these purposes the building is a costly one. When providing for an addition upon this expensive scale, the Committee were doubtless actuated by a desire to make it harmonise with the main building.

659
Hedger.

117. There is at present practically no building fund. Therefore, unless there is a generous response from the public on this account the cost of the additions will have to be met from the general funds.

Suitability of Premises and Site.

720-3,
Hedger.

118. The premises were erected with the intention of making the establishment partially a residential one, and the manager states that, no doubt, had the Committee then anticipated the use to which it was subsequently put it would have been built on a different plan. As a workshop it is an expensive structure.

119. The evidence shows, however, that the site is considered a suitable one; and though some years ago the Committee had under consideration the question of renting a shop in the city at which to dispose of their goods, that proposal was abandoned in favour of altering the front portion of the present building to form a shop. This plan was acted upon, and the change resulted in a large increase in the sale of goods.

Sick Fund.

809 to 821,
Hedger.

120. There is a Sick Fund for the benefit of the workers, which at the end of 1897 showed a credit balance of £130 3s. 8d.; and it is stated that under the scale of distribution the fund is increasing. Contributions, which are optional, are made at the rate of 1s. a month by the men and 8d. by the women; and these payments are supplemented by equal amounts from the general funds of the institution.

121. Only about half the number of inmates contribute to this fund. The benefits derived from it are an allowance of 15s. a week in the case of men, and 10s. in the case of women, extending over thirty days in the aggregate during the year, after which cases of sickness are specially considered, and the allowance fixed by the trustees of the fund. The sick also receive medical attendance and medicines free of charge.

Destitute Workers' Fund.

122. There has also been a Destitute Workers' Fund during the past two years, maintained by public subscriptions, at which there was a credit balance on 31st December last of £14 19s. This fund is utilised when additional assistance is required by the workers.

123. The payments to inmates from the Destitute Workers' Fund during the past two years have not amounted to more than £20, so that there has, altogether, been only £34 19s. contributed to it.

Audit of Accounts and Valuation of Stock.

698, Hedger.

704 to 709,
Hedger.

124. The accounts are audited by a paid auditor, appointed by the Committee; but the goods in stock at the end of each year are valued by the officers of the institution. We have no reason to suppose that a fictitious value is put upon them; out, as a matter of business, there should be an independent valuation of the stock for the information of the Committee and the public.

FINANCIAL

FINANCIAL COMPARISON WITH KINDRED INSTITUTIONS.

125. While dealing with the question of finance, a comparison between the operations of the South Australian institution with those of the kindred institutions of New South Wales and Victoria, during 1897, will be interesting, as showing that the contention of your Commissioners that direct aid from State funds is calculated to largely restrict the generous benevolence of the public appears to be sustained. The following return is instructive on this point:—

	Sydney, 1897— 42 workers.	Melbourne, 1897— 50 workers. †	Adelaide, 1897— 41 workers. ‡
	£	£	£
Goods sold... ..	2,999	3,773	2,851
General subscriptions	672	*1,533	1,492
Government subsidy	972	2,000	Nil.
Material purchased	1,491	2,086	1,531
Value of stock and material on hand	895	2,173	1,680
Wages and allowances paid to blind	1,591	1,705	1,828

* Includes £197 received from Municipal Councils, so that the voluntary subscriptions amounted to £1,336.
† Also a residential school for children. ‡ This Institution has also a Home Teaching Branch.

126. The most prominent features of this return are that, in the very much smaller community of South Australia, where there is no Government subsidy, the voluntary contributions exceeded the amount thus raised in Victoria by £156, and in New South Wales by £820; while the Victorian Government gave a subsidy of £2,000, and the New South Wales Government granted £972. In South Australia the amount of the subscriptions is largely due to the efforts of the voluntary collectors; to the large number of the subscribers; and to the thorough canvass of the country as well as the metropolitan districts. It is only fair, however, to say that in South Australia there has been only one institution for the blind for which subscriptions have been collected, while in New South Wales there have been three institutions to collect for.

PAYMENTS TO WORKERS, &c.

127. The method of dealing with the learners is as follows:—When they enter they are expected to work for three months without wages, or support of any kind from the institution if they have friends able to pay for their board and lodging. After that period 10s. a week is paid during the first year of employment, 12s. 6d. per week during the second year, and 15s. a week during the third year. During the fourth year the amount paid is according to the work done, with a bonus of 5s. a week in addition. During the fifth year the payment is the same, except that the bonus is reduced to 2s. 6d.

Hedger,
617-629.

128. The instruction term is nominally five years, but it is regulated according to circumstances. When a learner has attained a sufficient degree of efficiency in trades other than basket-making he may be advanced one or more years, and thus placed in a position to earn full wages before the expiration of the full period. After five years a worker is supposed to have learnt his trade, and to be able to earn a living, and he may then be required to leave the institution. The committee may, however, retain him for a longer period, in which case he is paid by piece-work at rates regulated by the committee.

129. In cases of destitute persons without friends, special allowances of money are made by the institution to help them over the time of their probation; and when probationers are admitted on the order of the Government the latter pays them 15s. a week during the first three or four months and supplements by 5s. the 10s. paid to them by the institution for the following nine months, at the end of which time the Government contribution ceases.

Hedger,
623-629.

130. The following return shows the average weekly wages and allowances received by the workers from 1st July to 31st December, 1897, and the number of years they have been employed at the institution :—

Trade.	Time in Institution.		Average Weekly Payments for work done.			Additional amount granted by Institution.			Amount granted by Government.			Total average Weekly Payments.			
	yrs.	mths.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
<i>Men.</i>															
Basket-maker	6	2	1	6	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	Piece-worker.
"	14	8	1	5	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
"	13	8	1	5	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
Basket and bed maker	17	0	1	5	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
Basket-maker	13	10	1	3	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
"	11	2	1	3	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
"	12	2	1	1	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
"	14	4	1	0	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
"	10	2	0	18	0	.....	.....	.....	.....	.....	*	.....	.....	.....	"
"	10	2	0	16	0	.....	.....	.....	.....	.....	*	.....	.....	.....	"
"	7	2	0	15	0	.....	.....	.....	.....	.....	*	.....	.....	.....	"
"	3	7	0	13	3	0	5	0	.....	.....	*0	18	3	.....	"
Bed-maker	13	2	1	1	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
Mat-maker	9	0	1	1	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
Matting-maker	8	4	1	2	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
Mat-maker	8	7	0	18	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
"	11	7	0	17	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
Chair-caner	14	8	0	14	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
Brush-maker	6	0	0	12	9	.....	.....	.....	.....	.....	*	.....	.....	.....	"
Basket-maker	0	2	0	7	0	0	5	6	.....	.....	0	12	6	.....	Left institution.
"	0	6	0	4	0	0	6	0	.....	.....	0	10	0	.....	"
"	2	0	0	8	6	0	4	0	.....	.....	0	12	6	.....	"
"	4	0	0	11	0	0	1	6	.....	.....	0	12	6	.....	Now receives 15s.
Mat-maker	8	2	0	9	6	0	5	6	.....	.....	*0	15	0	.....	"
"	3	4	0	15	0	.....	.....	.....	.....	.....	*0	15	0	.....	"
Matting-maker	5	4	0	11	0	0	4	0	.....	.....	0	15	0	.....	"
"	3	0	0	15	0	.....	.....	.....	.....	.....	*0	15	0	.....	"
"	2	0	0	11	4	0	1	2	.....	.....	*0	12	6	.....	"
"	1	9	0	12	6	.....	.....	.....	.....	.....	*0	12	6	.....	"
Chair-caner	1	0	0	5	3	0	4	9	0	5	0	.....	.....	.....	"
Brush-maker	1	8	0	9	6	0	5	6	.....	.....	0	15	0	.....	"
"	12	3	0	7	6	0	2	6	0	5	0	0	15	0	Exceptional case.
"	1	0	0	7	0	0	3	0	0	4	0	*0	14	0	"
"	0	6	0	9	0	0	1	0	.....	.....	*0	10	0	.....	"
"	1	3	0	7	3	0	2	9	.....	.....	0	10	0	.....	"
"	1	0	0	13	3	0	1	9	.....	.....	0	15	0	.....	Left institution.
Probationer—mat-maker	.....	.....	.....	.....	.....	.....	.....	.....	0	14	0	0	14	0	.....
<i>Women.</i>															
Brush-maker	2	0	0	7	6	0	5	0	.....	.....	*0	12	6	.....	"
"	2	0	0	8	6	0	4	0	.....	.....	*0	12	6	.....	"
Brush-maker, &c.	2	0	0	8	0	0	4	6	.....	.....	*0	12	6	.....	"
"	1	6	0	7	6	0	2	6	.....	.....	*0	10	0	.....	"
"	2	0	0	6	6	0	3	6	.....	.....	*0	10	0	.....	"

* Received a small sum for over-time.

131. This table indicates that only 11 of the 36 men working at the institution are earning sufficient to enable them to live with even moderate comfort, and their wages vary from £1 upwards, the maximum payment being £1 6s. a week. The earnings of 15 were from 11s. to 18s. weekly; 8 earned from 7s. to 9s. 6d.; 1 earned 4s., and another 5s. 3d. a week. Subsidies were allowed in 15 cases by the institution, and in 3 of these additionally by the Government, but only in 1 such instance did the total reach as much as 18s. 3d. a week; in 8 it was 15s. a week; in 5, 12s. 6d.; and in 3 as low as 10s. Seventeen of these workers are stated to have received small sums for overtime, but these amounts have been so small as to be hardly worth mentioning.

132. There are 5 women employed whose term of service thus far varies from eighteen months to two years—1 has earned 6s. 6d. a week; 2, 7s. 6d.; 1, 8s.; 1, 8s. 6d. They all receive subsidies from the institution, but in no instance has their income exceeded 12s. 6d. weekly on the average.

133. The hours of labour are 8 daily in the summer, and $7\frac{1}{2}$ in winter for men ; and $7\frac{1}{2}$ in the summer and $7\frac{1}{4}$ in winter for women, except on Saturdays, when both work $4\frac{1}{2}$ hours.

134. Five of the men are married, and 9 live with relatives. One of the 5 women lives with her mother. All the others, men and women, have to pay for their board and lodging and clothing from their earnings.

135. A further analysis of the figures shows that one worker has been 17 years at the institution, 3 have been there over 14 years, 3 over 13, 2 over 12, 2 over 11, 2 over 10, 1 over 9, 3 over 8, 1 over 7, 2 over 6, and 1 over 5 years. Thus 21 have remained at the institution over the 5-year period, which is supposed to be sufficient to qualify them to earn a livelihood outside ; and there were 20 there on the 31st December, who had not completed that term.

136. It has been stated in evidence that a higher rate is paid to these blind piece-workers than the rates usually paid to sighted men in factories ; but that an ordinary seeing workman will do as much work as two or three blind people, and that the latter could not, if working on their own account, complete the finishing work as well as seeing workmen. It was also stated by one of the teachers that a "blind man may often have to undo some of his work," and "that an intelligent sighted workman who makes a mistake can see it ; but a blind man goes on until it is pointed out to him."

901.
Sinclair.
1,005,
Ashton.
.1,033,
Bell.
1006, 1007,
Ashton.

137. It is admitted that there have been a good many workers who were not competent to acquire much knowledge of any trade, and that in their case particularly there has been great waste of material in addition to the cost of teaching and maintaining them.

1247-55,
875-80,
Hedger.
1026-7,
Bell.

138. There has further to be considered in connection with this matter the inherent disability of the blind in competition with seeing workers ; also that waste of materials by the blind is much greater than by workmen not thus affected ; that from philanthropic considerations inefficiency and idleness on the part of the blind have to be submitted to that would not be tolerated for a moment in ordinary manufacturing ; and that the trades open to the blind are those most easily learned, and, therefore, those liable to keenest competition from sighted workers.

139. The Manager first expressed the opinion that in time the institution would be self-supporting. Subsequently he modified it by stating that it might be able to do without the Government subsidy, but not without outside support. Another experienced witness stated that he did not see any possibility at all of the institution being worked except at a loss.

916,
Hedger.

900,
Sinclair.

140. As a commercial undertaking the institution has necessarily failed, in consequence of the special disabilities attaching to the workers ; if viewed as a philanthropic or quasi-benevolent institution, it is dealing with the blind under methods which barely provide them with the necessaries of life ; and as a teaching establishment for qualifying blind tradesmen to go forth into the world and earn a livelihood, its operations thus far have been of very little actual service.

CONFERENCE WITH THE COMMITTEE.

141. On the 14th of June, 1898, your Commissioners had a conference with the committee of the institution. The committee admitted that it was impossible to carry on the institution except at a heavy loss ; that workers who could not attain a certain standard of efficiency were a severe obstacle to the economical working of the institution, but that it was difficult to know how to deal with them otherwise than as workers ; that the institution should be conducted for teaching as well as industrial purposes, with the object of instructing workers up to the best standard of efficiency possible ; and that it must, in order to secure its objects, be conducted largely on philanthropic lines. The committee evinced a strong desire to fall in with any proposals that would be likely to secure the more effective administration of the institution in future, under conditions which would also increase the comfort of the blind workers.

COST OF ADMINISTRATION, &C.

142. During the last five years the average yearly cost to the Government and subscribers per worker has been £46 13s., of which £39 7s. 10d. has been received in wages by the blind. The following table shows how the figures are arrived at:—

Year.	Total Expenditure.	Less goods sold.	Net cost to Government and Subscribers.	Average number of workers.	Average Cost per head per annum.	Total amount paid to workers (including sick fund).	Average amount per head paid to workers.
	£	£	£		£ s. d.	£	£ s. d.
1893	3,272	1,712	1,560	34	45 17 8	1,401	41 4 1
1894	3,401	2,011	1,390	30	46 6 8	1,200	40 0 0
1895	3,837	2,451	*1,286	31	41 9 8	1,295	41 15 6
1896	4,704	2,519	2,185	35	62 8 7	1,399	39 19 5
1897	4,742	2,999	1,743	42	41 10 0	1,599	38 1 5
	19,956	11,692	* 8,164	Mean number (say) 35	Mean cost per head— 46 13 0	6,894	Mean amount per head— 39 7 10

* Less £100, paid by the Government of West Australia.

In stating the average number of workers fractional parts have been regarded as whole numbers.
In a return prepared by the Secretary of the institution the cost per head is presented at £49 14s. 9d.

143. Although the average cost is £46 odd per head, in voluntary contributions and Government aid, after giving credit for the product of the labour of the blind, it will be understood that in the case of the probationer or learner, the cost stands very much higher, and diminishes as the worker becomes more proficient. A large proportion of the cost is, of course, accountable for by the fact of the Institution being a teaching as well as a manufacturing one, and the product of the men's labour not being equivalent in value to the amount which it is necessary to pay them for their decent support. Some of the men, it appears, will never become fairly efficient workers, and their cost must necessarily remain high in comparison with that of the more expert workers.

144. Had these blind people been provided for in Government charitable institutions, the yearly cost to the Government would, at the outside, have been £16 a head, or a total amount of under £560, which is £373 a year less than the average yearly amount contributed during the past five years to this institution by the Government alone, in addition to which there have been the contributions received from the general public. Your Commissioners do not suggest that these people should be sent to Government Asylums, but merely draw attention to the fact that the cost to the community of this form of charity is very much greater than that incurred on behalf of other sections of our poor.

145. There were on an average 42 blind workers in 1897 who received £1,599. The cost of the supervising and teaching staff (consisting of the Manager and three sighted teachers) amounted in the year to £645, so that the cost of instruction, supervision, and the "finishing off" of the goods produced equals about 40 per cent. of the amount paid to the blind. It is stated that it is not possible to reduce this item by allowing one teacher to deal with more than one trade, as the teachers are to a large extent employed in completing the work of the blind. It is also stated that when the number of workers at the institution is increased the cost of instruction will only be the same as at present, but this does not materially affect the question that the institution is handicapped with a heavy charge for instruction which would not exist in connection with a private enterprise.

604,
Hedger.

862,
Hedger.

INSTITUTION MUST BE A CHARITY.

146. It is clear that if the institution is to fully meet its objects it must be a charity, and from that point of view it does not appear that sufficient provision has been made to enable the majority of the blind workers to obtain the comforts they may reasonably expect to enjoy in their own homes.

147. Even where the wages are occasionally supplemented by small receipts from overtime, there are cases where both blind men and women do not receive enough to enable them to live with moderate comfort.

148. One states that he is in receipt of 14s. a week, which does not enable him to keep himself, as he has to pay 13s. for his board; he is otherwise "well treated," and "likes the place." 1210 to 1225,
Spiers.

149. Another worker states he is a brushmaker, earning about 7s. 9d. a week, which the institution makes up to 10s. He gets 4s. from the Government, and pays 12s. for board and lodging;—"I shall never be able to earn 10s. a week." 1087 to 1102,
Evans.

150. Another says, "I am a brushmaker, and earn 7s. 6d.; I get 2s. 6d. from the institution, and 5s. from the Government. I am not very strong." 1103 to 1114,
Doyle.

151. Another man states, "I am engaged on matting; my wages are 12s. 6d. for my second year; I did three months for nothing." 1127 to 1132,
Northcote.

152. One of the women workers said, "I am getting 12s. 6d. a week now; if I am put on piecework it would be just as well to go into an Asylum." 1043 to 1061,
M'Kenzie.

153. Another said, "I have been here two years, and would be satisfied with 12s. 6d. a week; at piecework one cannot possibly earn a livelihood. I pay 8s. a week for board; if I am put on piecework I must seek employment elsewhere." 1062 to 1067,
Nairn.

154. Another woman stated, "I am now getting 12s. 6d., and at the end of two years, if I go on piecework, and then earn only 5s. a week, I should get no more; I can live on 12s. 6d. a week, but I could not earn so much on piecework." 1069 to 1086,
Norman.

155. At one time the fixed-wage system was adopted instead of piecework. The men received 20s. to 25s. a week, including and irrespective of what they earned; "but," said the manager, "the committee saw it would not run to it—the men were earning 6s. 3d. to 10s. 3d. and getting 20s." 1275,
Hedger.

156. This witness pointed out the difficulty arising from paying workers whose labour was comparatively valueless. He instanced one man who had received £400, and earned only £70, and the greater part of whose work had been thrown away. Another man had been twelve years in the institution, and could only earn 9s. 6d. a week; his earnings were supplemented by a bonus of 5s. 6d. a week. 1255,
Hedger.

1247,
Hedger.

157. There can be no doubt whatever of the benevolent intentions of the committee, nor of the personal sacrifices they have made both in time and money to make the institution successful, and to secure the welfare of the inmates. The evidence showed that they have "subscribed no less than £1,450 out of their own pockets." 1276,
Hedger.

HOMES OF BLIND WORKERS.

158. A member of your Commission visited a number of the homes, and found the accommodation of the very poorest description; it was, indeed, such as might have been expected from the small payments which these particular workers were in a position to make for it. The bodily condition of several of these persons was not robust, particularly in the case of the women; and it was shown that not only did they require board and lodging of a better class, but that enforced exertion to obtain the means to secure it would in several cases be an undue tax upon them physically.

SAXON SYSTEM OF DEALING WITH THE BLIND.

159. The Imperial Charity Commissioners gave very great attention to this matter; they recommended the adoption of the "Saxon system" in Great Britain, and stated that "during their tour the Commissioners saw no blind beggars in Saxony, and were informed that begging, on the part of the blind, had practically ceased to exist." Imperial
Report on
Charities,
paras., 119,
261.

160. The following extracts from a memorandum to the Imperial Commissioners from the Director of the Dresden Institution for the Blind shortly describe the system, and the causes of its foundation:—

The institution at Dresden, at first only a school, afterwards became an establishment for the industrial training of the blind. After their discharge they seldom, however, carried on the trade learned, but became beggars whether with or without some musical instrument. This state of things convinced us that the blind were incapable of becoming independent labourers in the world, and steps were taken to establish an asylum in which they might live free from care and the chicaneries of the world. This asylum was not a success. * * * There was great discontent in the asylum. The men thought it beneath their dignity to rise, take their meals, and work by the clock. They only thought of restriction

restriction to their liberty. * * * The women living without care and distraction became shrewish, and embittered their own lives for mere trifles. From this ingratitude and discontent it became evident that man, if he suffers from blindness only, will not surrender his liberty, and will not be separated from his relations, and that his happiness cannot be attained without the cares of life, and without work. * * * The asylum was closed and the old begging system was resumed. After much deliberation it was decided to remain in touch with the discharged blind, to visit them in their places of abode, to learn their wants, to study the difficulties which they experienced in supporting themselves independently, and, as far as possible, to remove their grievances. * * * It was therefore decided, that on the discharge of the blind person, the director should select a trustworthy person, residing in his future place of abode to give him advice and practical help, to protect him from imposition, and to keep up communication with the director, who, if necessary, comes to the place. The result of these visits, as well as all communications from the guardian, the letters from the blind person, and every document relating to him, are entered in a register kept at the institution. These guardians are respectable, benevolent, practical men, capable of procuring custom for their wards. But there was no doubt that in spite of these arrangements the discharged blind were unable to support themselves without the assistance of capital, whether in money or outfit. The blind man can do as good work as the man who can see; but, as a rule, he does not work so quickly, and if the man who is not blind has to use every exertion to support himself and his family, the blind man to do the same requires some special help, without which he will either not be able to compete, or will have to lead a life of great privation. The first difficulty when a blind pupil is starting in life is to provide himself with the necessary tools and material. These the institution supplies to him, and continues through life to afford him moral and material help. * * * The assistance is by no means always given in actual money, but always in such a way that the blind are encouraged by it to work. Mere money assistance is often actual poison to the blind. They, therefore, receive the assistance in materials for work, clothing, &c. * * *. The number of donations has for a long time been very considerable, for there are in the country many wealthy people who have learned from their own experience the value of work for every man. These men it is who give liberal donations of money to that fund, because they do not wish their money to be spent in alms, but to be used to enable the afflicted to gain a livelihood. The fund for the discharged blind is administered by the director of the institution. The number of those assisted amounts at present to about 400, who live respectably in all parts of Saxony, are almost self-supporting, and feel themselves free men. For just as a son does not feel galled by a gift from his father, so they are not ashamed to receive assistance from their second paternal home, the institution.

Para. 122.

161. The Imperial Commissioners stated that the Saxon system had not been fully tried in England, though its introduction had for some years been advocated by Dr. Armitage, one of the best authorities of the time in matters pertaining to the treatment of the blind. A plan similar in its main provisions had been adopted in Paris, and its example had been followed by similar institutions in the French provinces.

The report states :—

Paras. 64, 67,
117.

Out of 1,267 blind men who had learnt trades in various institutions in the United Kingdom, only 734, or 58 per cent., proved, according to their own account, to be following the trade which they had learnt at those institutions. Of these 1,267 men, about 15 per cent. were earning under 5s. per week; about 25 per cent. were earning between 5s. and 10s. per week; about 16 per cent. were earning between 10s. and 15s. per week; and about 10 per cent. were earning above 15s. per week. But the 42 per cent. who had found themselves compelled to seek other means of livelihood were earning far smaller wages in the aggregate than the 58 per cent. who were still following the trades taught to them at the institution. * * * Out of the total number of 5,848 who replied to our questions no less than 4,605 declare their inability to maintain themselves without charitable assistance; while only 959 state that they can so maintain themselves. 3,282 state that they earn nothing at all. * * * A leading defect in the present condition of the blind is that, with a few exceptions, no care or supervision is exercised by institutions over the past pupils who have been trained in the institutions, and consequently many fail to earn their living or maintain themselves by honest labour after they leave school.

162. Your Commissioners have quoted these extracts as showing what has been done in a country to which the term "Blind Man's Paradise" has been applied, but they do not think that the conditions here are such as would lead, at present, to a similar system being successfully adopted in its entirety.

163. The principle of having a central workshop appears to this Commission to most effectually meet the present requirements of the blind in this Colony, bearing in view the fact that their number is comparatively small, and that the working by them in their own homes—probably in very small rooms—would generally be found impracticable, and if attempted in this climate would be likely to lead to insanitary conditions.

164. With the central agency there is organization in the sale of the products, and the blind are thus relieved of considerable trouble and loss of time which would be incurred had they each to seek customers for the disposal of the wares they produced. As mentioned in the Industrial Blind Institution's Annual Reports its

immediate

immediate objects are, "to furnish the industrious among the blind with instruction in work, convenient rooms for working in, materials with which to work, and a place in which the work may advantageously be sold;" and, with careful administration, we can conceive of no more efficient method of dealing with the blind whose labour under instruction and guidance can be made productive of fair results.

165. In the country the blind are too few and scattered for effective organisation to be secured, nor does there appear to be any necessity for bringing any such new machinery into operation.

NUMBER OF BLIND IN THE COLONY.

166. It does not appear that the task of providing for the adult blind capable of learning trades, who are probably not being cared for by their own friends, or in other ways, is likely to be a very heavy additional tax upon the community or the resources of the Industrial Blind Institution for some time to come. The following table shows the total number of the blind of both sexes in New South Wales at the census of 1891:—

Ages.	Males.	Females.	Total.
Under 15 years	23	30	53
15 and under 25	31	29	60
25 " 40	54	32	86
40 " 50	49	33	82
50 years and over	259	201	460
Total	416	325	741

There are at present seventy-four blind inmates in the Government charitable institutions, nearly all of whom are of advanced ages. There are not more than eight or nine of these of ages at which it is considered that the blind can learn trades if they are quite free from disabilities other than blindness. The rule of the Industrial Blind Institution for taking pupils from 14 up to 40 years of age, is relaxed when it is ascertained the blind are likely to be capable of learning if they are over the maximum age. The manager stated that it was impossible to teach any blind person over 50 years of age a trade.

642,
Hedger, and
Committee's
Rules.
640,
Hedger.

167. Considering the proportion of blind of all ages to the seeing population in this Colony at the census of 1891, as shown in another table, and that this afflicted class does not increase at the same ratio as the general population, it is not likely that during the past six years there has been any material increase in the number of the blind who are able to learn trades.

168. The number of this class between 15 and 45 years indicated by the statistics quoted as being resident in this Colony in 1891, would probably be about 187—that is taking half the number between 40 and 50 as being 45 years of age. From these have to be deducted about sixty being taught in the institutions at Strathfield and Woolloomooloo, apart from those who may be earning a livelihood outside without assistance. This reduces the total number of both sexes between 15 and 45 to 127. A number are women whose friends would probably not allow them to leave home to be taught at any institution, and this remark doubtless applies to some of the men also.

169. Therefore, if there are deducted the blind who are too old to be taught; those of learning age, but incapable from various causes of being taught; and others whose friends prefer keeping them at home, it is safe to assume that the remainder to be reached by the Industrial Blind Institution would be under 100. With reference to the probable demands upon the resources of the institution under its existing methods, it is suggestive that at present there are only a few applications for admission.

170. The following table indicates the proportion of blind to the seeing population in the Australasian colonies at the last census:—

Colony.	Males.		Females.		Total.	
	Number.	Proportion to Seeing Population.	Number.	Proportion to Seeing Population.	Number.	Proportion to Seeing Population.
		Per 100,000.		Per 100,000.		Per 100,000.
New South Wales ...	416	68·5	325	63·0	741	66·0
Victoria	612	102·4	383	70·7	995	87·4
Queensland	138	61·7	61	35·9	199	50·6
South Australia ...	142	85·2	105	68·4	247	77·1
Western Australia ...	38	127·6	16	80·2	54	108·6
Tasmania	97	125·2	68	98·5	165	112·6
New Zealand	164	49·3	110	37·4	274	43·7

171. These figures are interesting as showing that the ratio of the blind to the seeing population varies very considerably in the Colonies; and as bearing upon the question of whether the blind largely migrate from the neighbouring Colonies to New South Wales, in order to take advantage of the easier conditions under which charity is dispensed here to the indigent classes generally. As stated in the report upon another institution, your Commissioners have sought to elicit evidence as to whether or not there has been any material influx of the blind into New South Wales from other colonies; but such evidence is difficult to obtain, and, for various reasons, the information supplied by the blind may be unreliable.

172. There are certainly three cases of this kind recorded, one of them being of a very glaring character. In addition to two women at the Strathfield Institution, who have been retained there largely at the public cost, since an agreement with the Tasmanian Government to pay for their maintenance and education in this Colony expired in 1896, there is another case of a young man from Tasmania, who had been taught at the Newtown Institution for some years, and who went with his wife to Tasmania to try and earn a living in the Colony he belonged to. He did not succeed, and he and his wife and child came to Sydney, the man, "because he was stranded," being admitted to the Boomerang-street Institution, where he received 12s. 6d. per week, and which he left without notice. This man is now a pauper and a street beggar. He draws rations from the Sydney Benevolent Society, and his wife earns a little by knitting. He has no other means of support, except small sums of money which are given him occasionally on the streets.

AVERAGE AGE OF THE BLIND.

173. It is stated in the Report of the Imperial Commissioners that the "average age of the blind in the United Kingdom is 49, and the average age at which blindness commences is 31 years." The same report states that certain trades, such as iron-puddling, glass-blowing, and railway engine driving are the occasional cause of blindness. A return recently received from the Government Statistician's Department shows that the average age of the blind in this Colony is 53, but there are not any reliable means of ascertaining the average age at which blindness commences here.

SAVING UNDER AMALGAMATION.

174. If your Commissioners' recommendations with reference to the Institution for the Blind at Strathfield and the Sydney Industrial Blind Institution are carried into effect, the probable saving in payments from the Consolidated Revenue will amount to nearly £1,200 per annum, and the funds available for the relief of the deserving blind will be expended under methods which should secure the greater comfort of this afflicted class of the community. Apart from the Government subsidy, there should also be a considerable saving in the cost of administration, the amount of which cannot be accurately stated until it is ascertained after amalgamation, but which must result from the work connected with the industrial blind being carried on by one institution instead of two.

FREE

FREE RAILWAY PASSES TO APPLICANTS FOR INDUSTRIAL TRAINING.

175. Your Commissioners' attention has been forcibly drawn to an alleged abuse of the system of issuing free railway passes to applicants for admission to the institution, which, in addition to an improper use of the passes, had led to money loss to the Government and to the institution.

176. A witness stated that "there had been men who had applied to the Government and said their friends were not able to keep them. They came to the institution, were paid for there for three months, and then returned home. The committee had to call the attention of the Director of Public Charities to this matter last month, and to point out that it was very desirable to find out whether the individuals wanted to be taught or simply wished to come to Sydney for a holiday." We recommend that these passes be not granted until it is discovered that applicants are in circumstances to justify the belief that they really intend to become pupils of the institution, and then only after consultation with the committee, in order that it may be ascertained if there is accommodation for them.

656,
Hedger.

PROPOSED AMALGAMATION OF INSTITUTIONS.

177. We have already dealt fully with the affairs of the Strathfield Institution in a previous report, under a special Commission; but, when doing so, reserved our recommendations with reference to the future of the inmates employed in its industrial division, pending further inquiry into the operations of other institutions, and the general condition of the blind.

178. The home at Strathfield provides for the accommodation of women only, and the number of inmates in the industrial section is so small that the committees might arrange for their employment at the Sydney Industrial Blind Institution, and board and residence outside.

179. The question of the future use of the buildings of the Strathfield institution—which, if our proposals in regard to it are carried out, will not be further required—should also be discussed by the Government and the committee of that institution, in order that they may be utilised as may be deemed advisable in the interests of the blind.

180. The Sydney Industrial Blind Institution can then be utilised to carry on the industrial education of blind pupils from the Institution for the Deaf and Dumb and the Blind on the Newtown Road, and of capable blind pupils generally; and there can under such an arrangement be a concentration of previously-divided efforts on their behalf that should operate beneficially in the interests of all concerned.

ST. PATRICK'S INSTITUTE FOR THE BLIND, LEWISHAM.

181. Your Commissioners inspected this institution, which is a school for the education and maintenance of the blind only. It is under the control of a Roman Catholic order, but it is open to children of all creeds. There were at the time of our visit nine pupils residing at the school, and the greatest care and attention were bestowed upon them.

182. The building is erected only in part, the portion already provided consisting of the northern wing of what will eventually be a handsome block of buildings. The present structure cost £1,726. There are two dormitories on the first floor, containing comfortable accommodation for thirty-five inmates. This institution, which when completed according to the plans will accommodate 110 inmates, was reported on by the Assistant Government Architect, as described on page 11 of our Report. We believe that when fully erected the buildings may be accepted as a standard example of an institution containing all the requirements necessary for the instruction and accommodation of the blind in a thoroughly sufficient manner, and with due regard to their comfort, at a cost per bed for buildings which should not be greatly exceeded by any similar institutions that may be erected by public benevolence with or without assistance from the Government. In fact your Commissioners are of opinion that these buildings as a whole afford an object lesson in economy and also adaptability to the purposes for which they have been designed.

THE

THE INSTITUTION FOR THE DEAF AND DUMB AT WARATAH.

183. A member of your Commission visited this institution, which is situated about 4 miles from Newcastle, in connection with the proposal relating to the education of deaf and dumb Roman Catholic children. The instruction of the deaf and dumb in the Northern District was commenced at Newcastle in the year 1875 by Dominican Nuns, who were chosen for the work by reason of the special training which some members of their community had undergone in the famous institution for deaf mutes, conducted at Cabragh, near Dublin. The increasing number of pupils, and the necessity for sufficient accommodation, rendered it necessary for a building to be erected suitable for school purposes, and in 1885 the authorities secured a site at Waratah, upon which the present building was erected in the year 1888, at a cost of nearly £12,000. The site is an excellent one, being well drained and healthy, with 4 acres for a garden, playground, and other purposes. The building is imposing in appearance, and has good entrance and reception rooms to right and left, classrooms in the wings, and dormitories above, and it is well provided with necessary offices and sanitary arrangements. The institution contains thirty beds, twenty-six of which are occupied; but the building has accommodation for a much larger number of inmates. Day pupils are received as well as boarders. Children of any religious denomination are received, and their attendance at the usual religious services is not insisted upon if the parents object. The teaching staff consists of the Superior with an assistant (a lady of the same religious order, who is deaf), and two pupil-teachers, both deaf and dumb, who were trained at the institution. Both the oral and sign-manual methods of teaching are adopted. Only a few of the children are paid for, the highest fee received being £25 a year, and there are two or three other fees ranging from £5 to £8 per annum. Occasionally some of the parents send a little money for clothing, and some thoughtful friends of the institution supply materials, which the Superior and assistants make up for the more needy little ones. Many of the parents are in such necessitous circumstances that they cannot contribute at all, and if this institution did not exist the children would probably become State children, and, as such, be educated at the cost of the Government elsewhere. The institution is conducted with the greatest economy, its main support depending upon voluntary contributions and the efforts of sympathizing friends, who contribute in other ways than by gifts of money. The subscriptions do not amount to more than £300 a year. The children, several of whom, it was stated, entered the institution in an enfeebled condition, are all in good health, and appeared to be well nourished, contented, and cheerful.

SUMMARY OF RECOMMENDATIONS.

184. Your Commissioners make the following recommendations:—

INSTITUTION FOR THE DEAF AND DUMB AND THE BLIND.

1. That, as long as State aid is continued, a responsible officer of the Government shall have power (1) to audit the accounts at any time; (2) to ascertain if the funds are expended for proper purposes, and with due regard to economy; (3) to see that the rules and By-laws are carried out in their integrity; (4) to report generally on the management of the institution, with a view to bringing under the notice of the Government and the Committee any defects that may, in his opinion, exist in connection therewith.
2. That receipts be given for all subscriptions, and that the auditor should include in his audit a thorough check of the receipt-book butts.
3. That the request of the Committee for a grant of £6,000 for building purposes be declined, the Committee having ample funds for necessary buildings.
4. That a more extended energetic canvass for public subscriptions be made, particularly in the country districts of the Colony.

5. That measures be taken to collect all arrears of fees now recoverable, and that in future payment in advance should, as far as possible, be insisted on as provided in the Committee's form of security; and that any special arrangements for reduced payments which it may be necessary to make with parents or guardians who may not be in a position to pay the prescribed fees, be strictly enforced, and any payments so arranged for be made in advance.
6. That Government payments for the maintenance of inmates of the institution be confined in future to children under the control of the State Children's Relief Board; and that the fees for such children be paid from the Parliamentary Vote for the service of the State Children's Relief Department.
7. That in order to secure the additional accommodation at the Institution for the Deaf and Dumb and the Blind which the Committee state is required, the Roman Catholic children now there should be transferred to the Roman Catholic institutions at Lewisham and Waratah, if satisfactory arrangements can be made for such transfer; and that, in future, all deaf and dumb and blind children of that Church, who may be at any time under the control of the State Children's Relief Board, should be maintained in the institutions established for that purpose at Lewisham and Waratah.
8. That the age at which pupils should be discharged from institutions in receipt of aid from the Government for the education of the deaf and dumb and the blind should not exceed 16 years.
9. That there should be legislation for the purpose of controlling the admission of indigent deaf and dumb and blind persons from other colonies into New South Wales.
10. That in view of the risk attendant upon lending money on mortgage of freehold property the Directors in future invest their accumulated funds in Government securities.

SYDNEY INDUSTRIAL BLIND INSTITUTION.

1. That, in view of the very considerable increase in the funds of the institution which will accrue from the Hunter-Baillie legacy, and of the extended canvas which it has been determined to make for the purpose of obtaining increased voluntary contributions, the subsidy to be paid in future by the Government towards the maintenance and instruction of the workers shall not exceed £15 per head per annum, at which rate indigent persons can be maintained in Government Asylums for the Infirm and Destitute.
2. That as long as State aid is continued, a responsible officer of the Government shall have power—(1) To audit the accounts at any time; (2) to ascertain if the funds are expended for proper purposes, with due regard to economy; (3) to see that the by-laws are carried out in their integrity; (4) to report generally on the management of the institution, with a view to bringing under the notice of the Government and the Committee any defects that may in his opinion exist in connection therewith.
3. That in order to enable blind workers at the institution to live with reasonable comfort in their homes, their minimum weekly remuneration (inclusive of allowances) should be fixed at 17s. 6d. for men and 15s. for women, except in the case of workers who have other means of support.
4. That, in order to confine expenditure as far as possible to the instruction of blind workers who are capable of becoming fairly expert in the trades taught at the institution, it should be a condition in the case of any male worker that he should earn from the proceeds of his own labour not less than 10s. a week on the average, and in the case of any female worker that she should earn not less than 7s. 6d. a week on the average. The average for the purpose of this calculation to be the average of the immediately preceding quarter, ending 31st March, 30th June, 30th September, or 31st December, as the case may be.

5. That, as it is possible some of the workers may endeavour to take improper advantage of the provision for a standard minimum wage by not earning more than 10s. a week in the case of men, and 7s. 6d. in the case of women, the Committee provide against any such default by making mandatory instead of permissive By-law 11, which provides: "*If at any time a learner or worker shall appear to be unsuited to the employment or incapable of efficiency in it, or his conduct shall appear to be detrimental to the credit of the institution, or he shall become intoxicated, or conduct himself in a disorderly or unbecoming manner, or behave disrespectfully to the officers, the Committee may require him to leave.*"
6. That, should any worker be found to be incapable, after receiving two years' instruction, of attaining the standard of efficiency necessary to qualify to obtain the minimum wage, or should it be obvious at any earlier period that any worker cannot or will not reach the standard, such worker shall be required to leave the institution, in accordance with the provisions of the foregoing By-law.
7. That, as the By-laws only relate to male workers, a by-law be adopted providing for the appointment of a ladies' committee (which is already in existence without any such by-law) to deal with the women who are now admitted as workers at the institution.
8. That the periodical valuation of the stock, in the form of material and manufactured goods, be made by an expert not connected with the institution, whose certificate should be published in the Committee's Annual Report.

INSTITUTION FOR THE BLIND AT STRATHFIELD.

That, in view of the fact that two industrial establishments for the blind are unnecessary, and that their maintenance separately causes great waste of public money, the Committees of the Sydney Industrial Blind Institution, and the Institution for the Blind at Strathfield be invited to meet and discuss with the Government proposals for the amalgamation of their institutions, in order that the women now employed in the industrial division of the home at Strathfield may be transferred to the Sydney Institution at Boomerang-street, and boarded and lodged in respectable homes, and utilising the buildings at Strathfield for other public purposes. As stated on page 13 of our Report on the Institution for the Blind at Strathfield, in view of the limited scope of the Home Teaching Department and the large expenditure incurred upon its administration, we fail to see any necessity for continuing its operations.

185. Your Commissioners anticipate that in the event of the foregoing recommendations being carried into effect the administration of the institutions under review will be placed upon a more satisfactory footing, and that a direct saving will be effected in the public expenditure of something like £1,200 per annum. There will also, as pointed out in paragraph 174 of our Report, be large savings in future, apart from the Government subsidies, consequent upon the reduced cost of management, &c., which will arise from the amalgamation of the institutions at present carrying on the instruction of the industrial blind.

186. We also wish to emphasise the opinion expressed in the body of our Report that the expenditure upon buildings has been excessive, and out of all proportion to the necessities of the case. In support of this opinion we would specially draw attention to paragraphs 59, 60, and 61, in which it is shown that a building that answers all requirements has been erected at a cost of under £60 per bed, as against £430 at the institution on the Newtown Road. If our recommendations and suggestions are fully carried out in this regard, the result will be a large diminution in the cost of all buildings erected in the future for charitable purposes without sacrificing utility in any way.

187. In concluding this our first Report, or, taking into account that furnished under a separate Commission on the Strathfield Blind Institution, our second Report, we have to express our obligation to Mr. Sydney Maxted for the help he has afforded us in carrying out our inquiries. His long connection with the Charities Department has made that help peculiarly valuable. We also desire to acknowledge the zealous labours of our secretary, Mr. Walter Wilson.

188. It will, perhaps, be admitted that the scope of our inquiry is very extensive, and that considerable time must be occupied in thoroughly carrying out the important duties devolving upon us under our Commission. It must also be borne in mind that the time of two of our members has been largely taken up in performing the not less important duties of members of the Public Service Board, which consideration must be taken into account in explaining any apparent delay in presenting this report.

We have the honor to be,

Your Excellency's most obedient Servants,

GEO. A. WILSON, President.

JOSEPH BARLING.

JAMES POWELL.

WALTER WILSON,
Secretary,
29/6/98.

ROYAL COMMISSION ON PUBLIC CHARITIES.

MINUTES OF PROCEEDINGS.

FRIDAY 19 NOVEMBER, 1897.

The Commission met at the Offices of the Public Service Board, at 12 o'clock noon.

PRESENT:—

Joseph Barling, Esq., J.P., President.

George Alexander Wilson, Esq., J.P.

James Powell, Esq., J.P.

Mr. A. F. Basset Hull was appointed Secretary to the Commission.

The President called upon Mr. A. F. Basset Hull to read the Commission.

Mr. Hull then read the Commission appointing and authorising the Commissioners to make a diligent and full inquiry into, and report upon the methods of carrying on Government Charitable Institutions, and the way in which grants of public moneys to charitable objects under the control of the Government are administered, including grants for the aborigines; and to report also upon the methods of administration and relief in force in all charitable organisations which receive aid from the public Treasury, including the hospitals of the Colony, with a view to placing the expenditure of public moneys in such directions upon a more satisfactory footing. The Commission was dated the 10th day of November, 1897.

The Secretary was instructed to write authorising Mr. George E. Brodie, Assistant Auditor-General and Chief Inspector of Public Accounts, or his deputies or assistants, to inspect the books of the various institutions coming within the scope of the Commission; and to request the Principal Under-Secretary to furnish a list of all Charitable Institutions throughout the Colony subsidised by the Government, specifying in each case the conditions under which subsidies have been granted and the amounts paid for the financial year ending 30th June, 1897, or the year 1896, whichever is most convenient.

The Secretary was also instructed to summon Mr. E. Hanson, Acting Director of Government Charitable Institutions, to attend before the Commission on the following day.

The Commission adjourned at 12:45 p.m. until 10 a.m. on Saturday, 20th November.

SATURDAY, 20 NOVEMBER, 1897.

The Commission met at the Offices of the Public Service Board, at 10:10 a.m.

PRESENT:—

Joseph Barling, Esq., J.P., President.

George Alexander Wilson, Esq., J.P.

James Powell, Esq., J.P.

Mr. E. Hanson, Acting Director of Charitable Institutions, was in attendance.

Mr. Hanson was requested to furnish certain returns as to the cost of each institution administered by his Department, showing cost per head of each inmate, cost of management, and cost per head of boarded-out children.

The Commission adjourned at 10:30 a.m., *sine die*.

WEDNESDAY, 1 DECEMBER, 1897.

The Commission met at the Offices of the Public Service Board, at 11:30 a.m.

PRESENT:—

Joseph Barling, Esq., J.P., President.

George Alexander Wilson, Esq., J.P.

James Powell, Esq., J.P.

The minutes of the two previous meetings were read and confirmed.

Letters were read from:—1. The Mother Superior, Good Samaritan Industrial School, Manly; 2. H. Rigg, President, St. Peter's Ladies Benevolent Society; 3. H. W. Stratha; 4. A. E. Brackenbury; 5. F. G. Corcoran; 6. C. Merrigan; 7. J. D. D. Jackson; and 8. G. E. Ardill, offering to give evidence before the Commission.

The Secretary was instructed to take steps to ascertain the nature of the evidence proposed to be tendered by the writers and to report to the Commissioners.

The Secretary was instructed to apply for an advance of £50 to be placed at the disposal of the Commission to meet incidental expenses to be hereafter accounted for; and to write to the Principal Under-Secretary requesting him to take the necessary steps to procure copies of any reports of Royal Commissions on Charitable Institutions, Departmental Reports, and other official publications of the Australian Colonies and Great Britain, bearing upon similar institutions to those coming within the scope of the Commission.

The Commission adjourned at 12 noon, *sine die*.

WEDNESDAY,

WEDNESDAY, 8 DECEMBER, 1897.

The Commission met at the Offices of the Public Service Board, at 11·30 a.m.

PRESENT :—

Joseph Barling, Esq., J.P., President.
George Alexander Wilson, Esq., J.P., | James Powell, Esq., J.P.

Mr. Walter Wilson, who had been transferred from the Chief Secretary's Department on the 3rd instant to fill the position of Secretary to the Commission, *vice* Mr. Hull, was formally directed to proceed in the performance of his duties.

FRIDAY, 28 JANUARY, 1898.

The Commission met at the Offices of the Public Service Board, at 10·15 a.m.

PRESENT :—

Joseph Barling, Esq., J.P., President.
George Alexander Wilson, Esq., J.P., | James Powell, Esq., J.P.
F. N. Manning, Esq., M.D., sworn and examined.

THURSDAY, 3 FEBRUARY, 1898.

The Commission met at the New South Wales Deaf and Dumb and Blind Institution, Newtown Road, at 3·30 p.m.

PRESENT :—

Joseph Barling, Esq., J.P., President.
George Alexander Wilson, Esq., J.P., | James Powell, Esq., J.P.

An inspection was made of the premises, and of the work of the institution in each of its branches.

FRIDAY, 4 FEBRUARY, 1898.

The Commission met at the Industrial Blind Institution, Boomerang-street, at 9 a.m.

PRESENT :—

Joseph Barling, Esq., J.P., President.
George Alexander Wilson, Esq., J.P., | James Powell, Esq., J.P.

Inquiries were made into the various industries conducted at the institution, the work of each Department being at the time in active progress.

TUESDAY, 29 MARCH, 1898.

The Commission met at the Institution for the Deaf and Dumb and the Blind, Newtown Road, at 9·30 a.m.

PRESENT :—

George Alexander Wilson, Esq., J.P., President.
Joseph Barling, Esq., J.P., | James Powell, Esq., J.P.

The Secretary read a letter from the Principal Under Secretary notifying the appointment of Mr. Wilson as President of the Commission, *vice* Mr. Barling, who, while remaining a member of the Commission, tendered his resignation of the office of President on the 19th ultimo.

Mr. Ellis Robinson was sworn and examined.

The Commission saw the pupils at their midday meal.

The Commission adjourned at 1 o'clock and sat again at 2·15 p.m., Mr. Wilson and Mr. Powell being present.

The Commission witnessed the method of imparting instruction in the "articulation" class.

The examination of Mr. Robinson was continued.

The following witnesses were sworn and examined:—Mrs. Jesse MacLeod, Mr. S. Watson, and Mr. Cooke.

The Commission adjourned at 5 o'clock p.m.

WEDNESDAY, 30 MARCH, 1898.

The Commission met at the Institution for the Deaf and Dumb and the Blind, Newtown Road, at 9·30 a.m.

PRESENT :—

George Alexander Wilson, Esq., J.P., President.
James Powell Esq., J.P.

Miss A. M. Bateman and Miss G. Watt were sworn and examined.

The Commission saw the class for the Blind and the "Manual" class of the Deaf and Dumb, and interrogated several of the pupils.

The Commission adjourned at 11·30 a.m.

THURSDAY,

THURSDAY, 31 MARCH, 1898.

The Commission met at the St. Patrick's Institute for the Blind, Lewisham, at 3 o'clock p.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.

Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

The premises were inspected and inquiry made as to the conduct of the establishment.
The adjoining hospital, under the care of the same authorities, was also visited.
The Commission adjourned at 4:45 p.m.

FRIDAY, 1 APRIL, 1898.

The Commission met at the Sydney Industrial Blind Institution, Boomerang-street, at 9:30 a.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.

James Powell, Esq., J.P.

The following witnesses were sworn and examined:—Messrs. H. J. Hedger, S. Sinclair, and E. Dixon.

The Commission adjourned at 1 o'clock, and sat again at 2:15 p.m.

The following witnesses were sworn and examined:—A. Ashton and S. Bell, instructors; Susan Mackenzie, Mrs. M. A. Nairn, Lilian Norman, George Evans, and John Doyle.

The Commission adjourned at 4:15 p.m.

SATURDAY, 2 APRIL, 1898.

The Commission met at the Sydney Industrial Blind Institution, Boomerang-street, at 9:30 a.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.

James Powell, Esq., J.P.

The following witnesses were sworn and examined:—C. Henderson, W. Northcote, W. Milne, and John Spears.

Mr. Hedger was recalled and examined.

The Commission adjourned at 11 o'clock a.m.

FRIDAY, 15 APRIL, 1898.

The Commission met at the Offices of the Public Service Board, at 10:15 a.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.

James Powell, Esq., J.P.

The following witnesses were sworn and examined:—Thomas Mercer and F. A. Crowther.

Mr. H. Hedger was re-examined.

Correspondence was read and received.

The Commission adjourned at 12:30 p.m.

TUESDAY, 3 MAY, 1898.

The Commission met at the Offices of the Public Service Board, at 12 o'clock noon.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.

Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

Correspondence was read and received, and accounts passed.

The minutes of the eighth and subsequent meetings were read and confirmed.

It was proposed that the Commission should secure the services of Mr. Sydney Maxted in connection with their inquiry, and that the Honorable the Chief Secretary be asked to approve of his employment.

The Commission adjourned at 12:40 p.m.

THURSDAY, 12 MAY, 1898.

The Commission met at the Infants' Home, Ashfield, at 3:30 p.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.

James Powell, Esq., J.P.

The Commission inspected the Home, and made inquiries into its general management.

The Commission adjourned at 5:15 p.m.

MONDAY,

MONDAY, 23 MAY, 1898.

The Commission met at the Offices of the Public Service Board, at 10:15 a.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.
Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

Correspondence read and received.

The minutes of the last two meetings were read and confirmed.

Consideration was given to the Draft Report upon the Institution for the Deaf and Dumb and the Blind.

The Commission adjourned at 1 o'clock p.m., and sat again at 3:30 p.m. until 4:30 p.m.

WEDNESDAY, 25 MAY, 1898.

The Commission met at the Benevolent Asylum, Pitt-street, at 10 a.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.
Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

The method of distributing provisions and monetary allowances for rent to applicants for charitable relief was observed, and an inspection was made of the Asylum.

The Commission adjourned at 12 o'clock noon.

THURSDAY, 2 JUNE, 1898.

The Commission met at the Offices of the Public Service Board, at 10 o'clock a.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.
Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

Mr. Powell was sworn and examined.

Further consideration was given to the Draft Report on the Institutions for the Deaf and Dumb and the Blind.

Correspondence read and received.

The minutes of the last two meetings were read and confirmed.

The Commission adjourned at 12:45 p.m.

MONDAY, 6 JUNE, 1898.

The Commission met at the Offices of the Public Service Board, at 11 a.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.
Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

The Draft Reports on the Institutions for the Deaf and Dumb and the Blind was further considered.

The Commission adjourned at 12:30 p.m.

TUESDAY, 14 JUNE, 1898.

The Commission met at the Offices of the Public Service Board, at 3:30 p.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.
Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

The Commission conferred with the following members of the Committee of the Industrial Blind Institution, Boomerang-street—His Honor Mr. Justice Stephen and Messrs. A. Consett Stephen, John Keep, T. F. Waller, and S. Sinclair—as to whether any steps could be taken to reduce the cost of working the institution.

The Commission adjourned at 4:30 p.m.

THURSDAY, 16 JUNE, 1898.

The Commission met at the Offices of the Public Service Board, at 11:45 a.m.

PRESENT:—

George Alexander Wilson, Esq., J.P., President.
Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

Further consideration was given to the Draft Report on the Institution for the Deaf and Dumb and the Blind.

The Commission adjourned at 1 o'clock p.m.

FRIDAY, 17 JUNE, 1898.

The Commission met at the Offices of the Public Service Board, at 10 o'clock a.m.

PRESENT :—

George Alexander Wilson, Esq, J.P., President.
James Powell, Esq., J.P.

The Draft Report on the Institution for the Deaf and Dumb and the Blind was again under consideration.

The Commission adjourned at 1:15 p.m.

WEDNESDAY, 22 JUNE, 1898.

The Commission met at the Offices of the Public Service Board, at 10 o'clock a.m.

PRESENT :—

George Alexander Wilson, Esq, J.P., President.
Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

The Draft Report of the Institution for the Deaf and Dumb and the Blind was further considered.
The Commission adjourned at 12:30 p.m.

THURSDAY, 23 JUNE, 1898.

The Commission met at the Offices of the Public Service Board, at 2:30 p.m.

PRESENT :—

George Alexander Wilson, Esq, J.P., President.
James Powell Esq, J.P.

The Draft Reports on the Institution for the Deaf and Dumb and the Blind and the Sydney Industrial Blind Institution were further considered.
The Commission adjourned at 4:30 p.m.

WEDNESDAY, 29 JUNE, 1898.

The Commission met at the Offices of the Public Service Board, at 10 o'clock a.m.

PRESENT :—

George Alexander Wilson, Esq., J.P., President.
Joseph Barling, Esq., J.P. | James Powell, Esq., J.P.

The Draft Report on Institutions dealing with the Blind and with the Deaf and Dumb was further considered and adopted.

The Commission adjourned at 11 a.m.

INDEX TO WITNESSES.

	PAGE.
Robinson, Ellis.....	41-57
Macleod, Jessie	52
Watson, Samuel	53
Cooke, Henry	56
Bateman, Ada Marie	58
Watt, Georgina	59
Hedger, Henry James	61, 72, 75, 82, 89
Sinclair, Sutherland	71
Dixon, Edward	72
Ashton, Ashbury.....	73
Bell, Stannas	74
McKenzie, Susan	75
Nairn, Mary Ann	76
Norman, Lillian	76
Evans, George	76
Doyle, John	77
Henderson, Catherine.....	77
Northcote, Walter	78
Milne, W.....	79
Spiers, John	81
Mercer, Thomas	84
Crowther, Frederick Adolphus.....	89, 90
Powell, James.....	90

ROYAL COMMISSION ON PUBLIC CHARITIES.

MINUTES OF EVIDENCE.

TUESDAY, 29 MARCH, 1898.

[The Commission met at the Institution for the Deaf and the Dumb and the Blind, Newtown Road, Sydney, at 9:30 a.m.]

Present:—

GEORGE ALEXANDER WILSON, Esq., J.P., President.
JOSEPH BARLING, Esq., J.P.
JAMES POWELL, Esq., J.P.

Ellis Robinson sworn, and examined:—

1. *President.*] You are the honorary secretary of this institution? Yes.
2. How long have you been connected with it? About thirty-six years. There was a secretary before me—a Mr. Wilson, jeweller—but he gave it up, and at the first annual meeting I was asked to take the position. E. Robinson.
29 Mar., 1898.
3. You know all about the institution from its inception? Yes; I have been actively connected with it from the beginning.
4. When was it founded? I think it was in 1861. It was founded, I believe, for the deaf and dumb; but in 1869 they commenced to take in the blind. It had then become a public institution. Previously it had been carried on for a year or more by a teacher as a private school, and the founders took it over from him.
5. What are the objects of the institution as regards the deaf and dumb and blind? To educate them, because they cannot be educated in ordinary schools.
6. You take in children at school age? Yes; we take them from the age of 7 to about 13 or 14 years.
7. How is the institution managed;—have you directors? We have a body of directors, who are elected according to the rules at the annual meeting of subscribers. A certain number retire each year—those who have attended meetings the smallest number of times. They are eligible for re-election, and their names are placed before the subscribers at the annual meeting. In all cases they are re-elected.
8. Are those members who have attended the fewest number of times generally re-elected? Oh, yes; I do not know of any case in which they have not been re-elected if they desired to be.
9. Is that the only governing body that you have? Yes; they have the general control of the institution in every respect. Then there is the Ladies' Visiting Committee, who meet here on the last Friday in every month. Their duties are of a domestic nature—they are a sort of House Committee.
10. How far are those ladies responsible to the other committee? They report anything which needs reporting upon.
11. Is there any conflict of jurisdiction between the two committees? No. As a rule, our Ladies' Committee are, as far as possible, associated with the directors—that is to say, where it is possible, the members of the Ladies' Committee are wives of directors. The new directors when elected generally appoint the Ladies' Committee.
12. Then the directors have complete control over the whole institution? Yes, complete control.
13. The Visiting Committee control the domestic arrangements subject to the supreme control of the Board of Directors? Yes.
14. Have you any life directors or life members? We have life directors. They are elected for services rendered, in accordance with the rule. When life directors were first elected they were elected under four or five different headings. The first heading was as "Founders of the institution"; there are only two of these remaining, the Rev. Dr. King and Mr. F. R. Robinson. Then "For five years' continuous service as an honorary officer." That would take in medical men and, I suppose, the secretary and treasurer. Dr. Dixon, Dr. Wilkinson, and myself are life members under clause 2.
15. The qualifications of life members are various? There are three qualifications, and they are: "As donors of £50 and upwards in one payment"; "For special services rendered to the institution." This is for anything done for the institution which the directors consider deserves life directorship. One of these is Mr. Edward Joy, who served many years gratuitously as an instructor. The Hon. Sir Arthur Renwick, Dr. Warren, Mr. F. H. Dangar, Mr. Slee, and the Hon. R. H. D. White and others.
16. The Ladies' Committee have the internal management? Yes; they meet here every Friday, and through the matron they make the necessary domestic arrangements.
17. Attend to the clothing and bedding? Two of their number visit the institution nearly every week, and the work is portioned out.
18. The official visit is made once a month? Yes; and the communication *re* the Ladies' Visiting Committee and the directors is made through Mrs. J. H. Goodlet and myself, as hon. secretaries.
19. Have you returns showing the attendances of the directors and the members of the Ladies' Committee? Not of the Ladies' Visiting Committee; we have returns showing the attendance of the directors.
20. You have no record of the visits of the Ladies' Committee? We have a record, but I am not quite

- E. Robinson, 29 Mar., 1898. sure if it is reliable. One of the ladies writes the names in the visitors' book on each meeting; but I should not like to say that it is a correct record.
21. Have you life members? We have life members who are elected. The qualification is the collection of £25 in one year, or £50 in several years.
22. Have they any special privileges as regards voting? Only the same as ordinary subscribers. They are entitled whilst they live to come here and vote at our meetings.
23. Mr. Love is absent? Mr. Love and Mr. Chadwick are both absent on leave.
24. Then there is Mr. John Harris and Mr. Henry Fraser? Mr. Fraser had been ill for two or three years. We kept his name on the list because we did not like to take it off; he is dead.
25. I see that Mr. R. H. D. White has made one attendance? He is often away, and it is difficult to get him.
26. Mr. Simpson has to his credit four attendances; would he be re-elected? The four who attended the least number of times would retire and be eligible for re-election.
27. What is the area of land occupied by the institution? Five acres exactly.
28. Have you had any valuation of it? I do not think we have ever had a valuation of it.
29. What did it cost? It did not cost anything. It was a Crown grant from the Government.
30. Have you put any valuation on it yourself? I could hardly say; it is very valuable.
31. What do you think it is worth per acre? I should think about £1,000 per acre is the lowest.
32. What is the cost of the building? The cost of the buildings was £47,754 5s. 5d.—the buildings and improvements.
33. Is it freehold land? Yes; we have the deeds in the bank in the names of five trustees. The trustees are nominated by the Board of Directors, and the names are submitted to the Colonial Secretary; then gazetted. The trustees are the Rev. Dr. King, the Honorable Sir Arthur Renwick, Mr. James Fairfax, Mr. F. R. Robinson, and the Honorary Secretary. The invested funds are invested in the names of the president, treasurer, and the secretary for the time being. By resolution of the Board they hold all the invested funds, they draw cheques, and invest the funds.
34. Now, with regard to the paid staff—I presume that the head of the staff is the superintendent? Yes; then comes the matron.
35. What is his salary? £500 a year and residence, which will come to about £120 a year.
36. Is there anything else allowed besides residence? No, nothing else.
37. You estimate his whole income at £620 a year? Yes; we reckon his residence worth about £200 a year. It cost £1,800.
38. What is the total of all the salaries and wages that you pay? £2,379 6s. last year.
39. What is the number of inmates? 112 at present.
40. How many males and how many females? On the 30th September, 1897, there were 48 deaf and dumb males, 42 deaf and dumb females, 12 male blind, and 11 female blind; making a total of 60 males and 53 females; one is in the hospital.
41. What are the maximum and minimum ages of the pupils? The maximum age is about 20, and the minimum about 7.
42. Do you keep them till they are 20 years of age? Yes.
43. For educational purposes? Sometimes we do. Some are pupil-teachers being educated at the same time.
44. What is the general rule as regards the maximum age? The maximum is generally about 17 or 18 years of age.
45. The maximum is generally about 17? Yes; 17 to 18. We keep girls longer than boys.
46. Under what circumstances do you keep them longer than that? We keep them when we think that a year or two more would help them, when they have entered rather old, and are slow, and seem to need a year or two more schooling. Girls do not often go out to work for a living as boys do. Boys ought to leave here when they are about 16. They can then have five years apprenticeship by the time they are 21. We have one boy older than that, but we are keeping him to pass the matriculation examination, partly to show what the deaf can do, and to fit him for a higher sphere of life than boys who go to carpentering or anything like that. He is a boy in a better position in life.
47. An ordinary citizen cannot keep his children at school until they are 18 or 20 years of age? No, he cannot; he has to put them to work, and the Government school age is up to 14.
48. These inmates, who are supported by public subscription, have advantages as regards that which the ordinary citizen has not? To a certain extent they have; but in most cases where we keep them that time their fathers pay us a little more in school fees.
49. Now, with regard to the minimum age? We had one child in the institution some years ago 5½ years of age, but it was under very exceptional circumstances; the child had no father or mother. Our rules are not hard and fast. In America and in Great Britain the consensus of opinion seems to be that 7 is a fit age at which to bring children into these institutions, and that up to that age they are better with their parents. That is what I gather from the American and English reports.
50. This report gives the number on the rolls on the 30th September? Yes; that is the end of our year. The report says as to the number of pupils:—

The number of pupils in attendance at the date of last report was 105. Two former pupils were readmitted and twenty-two new scholars were received. Sixteen were discharged or removed by their friends, leaving 113 at present on the rolls; the net increase for the year being eight.

The following tabulated statement gives the usual details in regard to the pupils who have been under instruction during the year:—

	Deaf and Dumb.		Blind.		Totals.	
	Male.	Female.	Male.	Female.	Male.	Female.
In the Institution on 30th September, 1896.....	44	39	12	10	56	49
Admitted since	15	7	.....	2	15	9
Discharged or removed.....	59	46	12	12	71	58
On the rolls on 30th September, 1897	11	4	.....	1	11	5
	48	42	12	11	60	53

51. Is not the teaching staff very large in proportion to the number of pupils? No; it is not large enough. Mr. Watson is now casting about for more help. The maximum number for a teacher to have in a class of afflicted pupils is ten, but as we have not a very large institution our classes are not so big. E. Robinson.
29 Mar., 1898.
52. Do you mean that the teaching staff is small for such an institution as this? The internal teaching staff is small for the number of children. There is so much individual teaching.
53. You cannot have the class system as they have it in the Public schools? No; you must take each one individually, and it takes a deal of time. If we had the room, and our funds were more flourishing, I think we should get another teacher at the end of this year. The Committee has decided to wait till we get our new additions.
54. That is the reason that you give for the large proportion of teachers—that you had to specialise your teaching to individual cases? Yes; we cannot have class teaching to such an extent as you could have it with children who are not afflicted. We article our teachers. All our present staff, except two deaf and dumb, have been article to the Board for three years. Mr. Hewitt is the last. We take them at about 18 years of age, and article them for three years.
55. You have to specially train your teachers? Yes; the ordinary trained teacher is only of use to us inasmuch as he has had a Public school training, which we try to utilise.
56. What subjects do you teach? The synopsis of the inspector's report in our last annual report will give that. It says:—

The course of instruction adopted is a varied and liberal one. It includes all the subjects taught in a primary school, together with drawing, music, Latin, French, modelling, carpentry, and cookery.

57. What number of pupils went up for that inspection? All of them. The report says:—

The instruction is suitably arranged, and is imparted by intelligent and effective methods. The general proficiency of each class in the several departments is given in the following statement:—

Manual Department.—General Proficiency.—Class 1, 80 per cent.; class 2, 77 per cent.; class 3, 73 per cent.; class 4, 74 per cent.; class 5, 70 per cent.; class 6, 70 per cent.

Oral Department.—General Proficiency.—Class 1, 75 per cent.; class 2, 70 per cent.; class 3, 62 per cent.; class 4, 72 per cent.; class 5, 80 per cent.; class 6, 60 per cent.

Blind Department.—General Proficiency.—Class 1, 88 per cent.; class 2, 81 per cent.; class 3, 75 per cent.; class 4, 82 per cent.; class 5, 75 per cent.

It is a complete report—it covers the whole question.

58. Have you a dietary scale? Yes; but I am not sure whether it has not gone out of print. We have it on large cards. It was fixed by the Ladies' Committee, and there may be some hanging about now. We have a dietary scale and also a time-table. We do not adhere strictly to it, it is more of a direction than an actual dietary scale, because our children cannot all take porridge for instance. We allow a great deal of latitude. We feed our children well, because we have children from homes superior to this institution. We could hardly bring some of these children down to the charity scale of diet.

59. What method of discipline have you in school and out of school? The children are all under the control of the Superintendent whose discipline is mild and firm.

60. Has he power to corporally punish them? Yes; he is the only one who has the power. No one else is permitted to punish the children except the Superintendent, unless he directs anyone to do it.

61. What other means of punishment are there? Putting them in a corner and depriving them of little privileges.

62. Although you have a dietary scale you do not go by it? Not strictly.

63. Practically you have not got one? No.

64. The reason why you have not got one is, that the conditions of the children are so varied that you cannot have a hard and fast dietary scale? Yes; the Ladies' Committee give directions in that matter. The Matron brings these things under their notice.

65. With regard to the discipline of the children you say that there are various punishments, including the withdrawal of privileges? Yes; the children have a great deal of outing. That is one of their privileges and they are left at home if their behaviour is not what the Superintendent considers it should be; but they are well behaved. We have very little trouble in that respect. When the Agricultural Show opens the children are all going there. Mr. Watson consulted me about it; he said, "We have an invitation to go to the Agricultural Show, shall we accept?" He said, "I will not take any but the big ones; the tram authorities will give me passes to the Zoo." The deaf and dumb children go to Watson's Bay once or twice a year, and the blind go to hear the Town Hall organ occasionally. We cannot take the blind to a cricket match. When the last test match was played here Mr. Watson said, "I propose to take the deaf and dumb to see the cricket match." I said, "What are you going to do with the blind?" and he replied, "We will take them to hear the organ."

66. You think the discipline is mild? Yes.

67. What are Mr. Watson's duties and powers? He has the general supervision of the internal management of the institution and is responsible to the Committee for the whole management of matters inside the building. He has no responsibility with regard to collecting. His duties are set forth in this regulation:—

1. He shall be appointed by, and be responsible to, the Board of Management, and he shall have the supervision of the whole establishment, together with such other duties as the Board may from time to time appoint.

2. He shall be responsible for the full and effective discharge of all duties connected with the schoolrooms, and will make such arrangements with the Matron and other officers as shall result in the efficient care and supervision of the pupils during recreation.

He orders the necessary supplies, and he receives instructions from the directors through me.

68. What are the Matron's duties? She is appointed by the Board, and to her is entrusted the internal management of the house. The first regulation is as follows:—

1. The Matron shall be appointed by the Board, and to her shall be entrusted the entire direction of the household, taking care it is conducted with the greatest regularity and economy. To her the female domestic servants of the institution shall be responsible for the performance of their respective duties, and they shall not absent themselves without her permission. Any irregularity must be immediately reported by her to the Superintendent.

E. Robinson. She has charge of the stores, &c. The rules were made by Sir Arthur Renwick, Mr. R. Hills, Mr. Goodlet, myself, and some others. We spent nearly a fortnight over them. We had the rules of other institutions to guide us and our own old rules and regulations.

29 Mar., 1898.

69. About the accounts, have you had any special subsidy? The special subsidies were in 1871 £2,000 for building purposes. In 1873, £1,000; in 1879, £2,000. Total, £5,000.
70. Have you a yearly subsidy? Yes, £450 a year.
71. Has it ever been more than that? No; at the start it was £100 a year, then £150 a year, then £250 a year, and now it is £450 a year. We have received two donations of £200 each for asphaltting the footpaths outside the institution. We are not in any municipality; we are a municipality to ourselves, and we have not any rates and taxes to pay.
72. These grants were made by the Government? Yes.
73. By whom are the auditors appointed? By the subscribers at their annual meeting. We generally have recognised accountants in the city—anybody we can get.
74. They are not paid? No. There was another grant of £199. We had dry earth closets, and we were told to do away with them, and we had a drain made connecting with the sewer that goes into the Prince Alfred Hospital drain. That cost about £200. The Water and Sewerage Board wanted to charge rates for it, but we said, "No; we object; if you are going to do that, pay us back the £199 that we have expended," and they paid us that sum;—it was really a refund.
75. Have the accounts ever been audited by a Government auditor? They come here to check our subscriptions.
76. They see whether you are in a position to claim the subsidy? Yes; I think they look through our books a little. Mr. McKern was here recently and looked through all our books.
77. They have not gone into matters of expenditure? No; an Inspector of Charities, Mr. Robison, used to come and ask about different matters, and so did Mr. Maxted, but they never checked the expenditure.
78. What conditions are imposed by the department for getting the subsidy? We simply send in a statement that we have received certain sums.
79. They do not follow that up by any further inquiry? We send a duplicate slip to the Treasury, and they pay the grant in to the account of the institution in the Commercial Bank.
80. And they have no further control? No. We always make a point of sending the annual report to the Colonial Secretary, and we have to furnish returns to several departments.
81. What is the amount of your accumulated funds? When we were making our building up and completing it we had a building fund account into which we used to pay all legacies that were not conditional, and we used to transfer periodically any surplus of money from subscriptions at the end of the year to our building account, to be used for the completion of the building. If you look through our reports, you will find that nearly every year we transferred from £100 to £400 or £500 to that fund.
82. Your accumulated funds will be balances to the credit of these various accounts? Yes.
83. Which consists of these accounts—a balance to the credit of the perpetual subscribers, balance to the building account, Spittles' legacy account, and the blind pupils' prize account? Yes; that last is the interest on the Spittles' orphan fund.
84. Your funds will be these balances less any debit balances on any other fund? Yes.
85. Have you transferred any sum from the building account back again? Yes.
86. Why was that done? Because the Committee thought that in our building fund account there were several legacies which it was undecided whether they were conditional or not. The Committee transferred them because there was a doubt whether they ought to have gone to the building fund, and we transferred them back recently.
87. That would have the effect of depleting the building fund to that extent? Yes.
88. Then I understand that your institution has asked the Government for a grant in aid of the building fund;—was that since these re-transfers were made? Yes. Since that we had asked the Government to help us, to give us something towards the amount that we had spent.
89. So that if this £2,265 had remained in the building fund it would have shown that you were so much less in need of a Government grant? I am pretty well sure that Mrs. Grose's legacy was a conditional one. It is difficult for us to find it out in these cases. This legacy is a pretty old one. Latterly we have been more diligent.
90. Surely there can be no difficulty in ascertaining the conditions of a legacy? We have had some difficulty.
91. These legacies have been in the building fund for years, have they not? Yes. In Mr. Cameron's case it was three years before we got all of his.
92. The effect of the transfer is that the building fund is £2,265 less, and the endowment fund is so much the better? Yes. I think it is a proper thing to have an endowment fund as a provision against bad times.
93. These legacies have been deliberately put to the building fund in the past, and afterwards transferred? Our old rule was to do that; now we have passed a new resolution, that all legacies of £100 shall go to the perpetual subscribers' fund.
94. How are these accumulated funds invested? They have been in the Savings Bank, Barrack-street, up to recently, and we have received interest annually; but they have decided recently that they will not keep these large sums, and the directors are casting about to get a better return for our money. We are letting our money out on mortgage—according to the conditions of one bequest—upon suburban or city property, and getting 5 per cent. for it.
95. The tendency is to take money out of deposit and put it on mortgage? Yes.
96. Besides the £5,000 in the Commercial Bank have you any Government securities? We have £900 worth of Government debentures.
97. And you are increasing your mortgages? Yes, we are increasing them where we can.
98. What was the income last year from accumulated funds? The interest from the perpetual subscribers' fund was £1,103 18s. 2d.
99. You expect to make up the deficiency in interest by other investments? Yes; we have had a good many discussions at the Board upon the subject. We have two gentlemen on the Board—Mr. Phillips, the treasurer, and Mr. Harrison—who, to a certain extent, are financial experts.

100. Have you calculated the cost per day of the maintenance of the institution? Yes. The maintenance per head for the year ending 31 December, 1886, was £36 16s. 6d.; for the year ending 30 September, 1897, £38 10s. 7½d. E. Robinson.
29 Mar., 1898.
101. Does that include everything? Yes.
102. Does it include charges for interest or rent? No; we pay no rent.
103. But there is a capital of £52,000? We do not include that.
104. That includes no charge for rent? No charge for rent or interest on the cost.
105. There is a very big capital involved? I do not know whether they do that in other parts of the world. In one report from an institution in America they estimated the cost per head at £38, and they had nearly 400 children.
106. I simply want to bring out whether it is done? It is not. Our estimate is for general maintenance of the institution, including salaries.
107. You have males and females associated together here? Yes.
108. How far is this association permitted? It is a question which Mr. Watson can give you more particulars about than I could. The pupils associate together in school and at their meals, but not at play. It is understood that the boys shall not go to the girls' department. The children are not permitted to be in any front portion of the ground except under the supervision of some of the officers. That is in order to keep the grounds nice. One regulation is that the boys and girls must keep their own side of the premises respectively. The rule says:—"Boys and girls must keep on their own side of the premises. The officer who fails to check or report any breach of this rule will incur the displeasure of the Board." The kitchen department and the dining-room divide the boys from the girls portion, and, as far as we can, we keep the female work on the female side and the male work on the male side.
109. The pupils associate together at meals and in class? Yes. And, of course, out walking the boys and girls walk separately, though they go out at the same time. One of the standing rules of the institution at first was to make it, as far as possible, of a family nature. We do not want to draw hard-and-fast lines that may not have satisfactory results.
110. How far do you consider the association of the two sexes advantageous? I think it softens them down. If you separate boys and girls and tell them that they must not look at one another you do more harm than good.
111. You think that the amount of association that they have here is advantageous? Yes, decidedly. The report tells us that in so many families there are more than one deaf and dumb brother and sister, so that when they go home they are associated.
112. Has any serious trouble ever arisen from the association of these children? No, we have never had any trouble. There has been trouble outside, after they have left, with some of them. Some have married.
113. You mean to say that ex inmates have married? Yes. In one or two cases the girls became *enccinte* before they were married. We do not bring them here much after they have left. We rather discourage their coming here for safety sake.
114. You have had no serious trouble whilst they were in the institution? No. Sometimes we found boys making towards the girls' side, but we have had no serious trouble.
115. Would you call that affair of * * * a serious trouble? It might have become serious; it was not serious as far as it went; it was checked.
116. Are you quite sure that these older boys and girls cannot meet together after dark? No, I am not quite sure. Of course, anybody can do anything if they undertake to do it. We lock the doors to keep them in, but if a big boy makes up his mind to get to a big girl, and both are willing, no doubt it can be done.
117. Have they done it? No; I cannot say that it has ever come to my knowledge that they did, except in the case of * * * ; and that teacher, some years ago, who was found taking a blind girl into one of the rooms—for what purpose I could only guess. He used to go about with his hands held out in front of his chest; he was a man about 25 years of age. He ran against the girl, and he pushed her backwards into the visitors' room. Some of the girls in the dining-room saw him pushing her, and they ran round and stood in the front and saw him pulling her about or doing something that they thought was wrong in the visitors' room. They told the matron, who immediately went and brought the girl away. They sent for me, and I ran him out into the street. I followed him into the street, and he said, "What about my clothes," and I said his clothes would be sent to him. I reported the matter to the Board, and he was dismissed.
118. What about the association of the deaf and dumb and blind;—do you find that it answers well? Yes; I think it is beneficial to both. I think it causes them to have sympathy for each other's afflictions. In Great Britain and America it is a common thing for the deaf and dumb and the blind to be associated together in one institution, partly, perhaps, for economy. I do not know any other reason. There is nothing in common in their affliction. You could, perhaps, deal with the blind better in another institution. When we started, in 1861, we waited year after year, in the hope that some body of gentlemen would take up the cause of the blind, but we had many applications for the admission of blind persons. They seemed to link the two together. People asked us to teach their blind children; and after waiting six or seven years, and finding that no one took up the cause of the blind, our directors decided to admit blind children, and to obtain teachers.
119. Do you think that in a small community like this it is an economical arrangement? Yes; I think it is.
120. In America they can specialise? Yes, but they do not do it. I do not know of any institutions for the deaf and blind in England or America that separate the blind from the deaf and dumb.
121. Do you find that the deaf and dumb are spiteful, and that they tease the blind? No, I never heard of anything of the sort.
122. You have observed them at play? I am not here very often, but I have seen them at play, and I do not recollect an instance of deaf and dumb and blind children ill-using each other.
123. You think they are mutually helpful? Yes, I am sure they are. If you saw them all mixed up together you could hardly tell. I met two, and I said "good morning," when one answered and the other said nothing, being deaf and dumb.
124. What amusements have the children out of school hours? They play at cricket and rounders, they have drill and gymnastics.

- E. Robinson.
29 Mar., 1898.
125. You have a teacher of gymnastics have you not? Yes, Mr. Everingham teaches gymnastics.
126. You have a concert hall, what do you do about that? It is used for lessons and drawing and modelling, for drill, and for meetings.
127. Do you have any entertainments there? Sometimes we have people who come and give entertainments now and then.
128. How often? We have had lectures and magic-lantern entertainments, but during the last year or two we have not done so much. We found it a big task to get up entertainments and issue tickets. It was really a losing spec. by the time we came to pay the expenses. We did not charge for tickets—we did not feel justified in doing so in an institution like this. We made a collection at the door, and we used to be £2 or £3 short of our expenses. We did it to advertise the institution and keep it before the public. The children's friends came, and it did have the effect of developing the talents of blind pupils, because we made them sing, and give solos, and do other things at the entertainment.
129. How are the stores purchased? The matron is responsible for receiving the stores, which are all bought by tender.
130. She is responsible for passing the stores? Yes, and for the quantity.
131. How long are the contracts for? Twelve months. They are called for in December, and they start in January.
132. Do you make frequent changes in your contracts? No; we do not. If the superintendent and the matron find that the contracts are properly fulfilled, and if the price is as low as other people's, we take them again. We call for fresh tenders each year.
133. These tenders are called for publicly? Yes, under printed conditions.
134. And if the contractor has done his work well you renew his contract? If he fulfils his contract he does not lose it if his price is low. The accounts are paid monthly, being checked by the matron. She signs as having received the goods, and Mr. Watson as having ordered them. Mr. Cook, the accountant, checks the prices and the totals, and the treasurer submits the accounts to the Board.
135. The matron is responsible for the quality and the quantity? Yes. If a man leaves forty loaves he leaves a slip of paper with the number on, and the matron has to see that the loaves are there.
136. How many paying inmates have you at £40 a year? I had better give you a return, showing what each pupil pays.
137. £40 is your maximum? Yes; it is.
138. Do you think that £40 is sufficient, seeing that the cost according to your own statement is about £38? Yes, we reckon that that about covers it.
139. Does that include clothing? It does and it does not. It does not in the case of a person who pays £40 a year. Those people pay extra for clothing. The Government pay £36 a year and that includes clothing. It is £30 for maintenance and £6 for clothing. I think £6 is about a fair thing for the clothing of each child. We reckon that we can clothe a child for £6 a year and do repairs to clothing.
140. What are the conditions of admission here? Simply that they are afflicted and of the proper age. The application must be made in writing, addressed to the secretary, and it must be sent before the child is brought to the institution. There are no disabilities in the way of admitting children, each application has to go before the Board. We had a child here about whom we had some discussion, an Indian deaf and dumb girl, who had been brought over here by somebody who made application for her to be admitted to this institution, in order that she might be taught, and eventually sent back to India, to become a teacher of similarly afflicted children, but she was so dull and stupid that we could not do much good with her, and after a year had elapsed they took her away. We are always careful to get some payment, we do not take children without a guarantee that they will be paid for.
141. In New South Wales what efforts are made to inquire whether parents and guardians are able to pay? We require them to fill up a series of forms, they fill up application forms for admission, in which they are supposed to give us all the information that is necessary. We write to magistrates and to clergymen to ask them for information; to clergymen by preference, because they can generally give more information than a magistrate. By this means we ascertain the position of the parents of the afflicted child. We may write to a clergyman and say that a person whom he knows offers to pay £2 a year for his child, and ask if he cannot pay more, and we say to him, "What you tell us will be regarded as confidential." Then we get a letter giving details of the man's position, and if we are still not satisfied we have of late years invoked the aid of the police. The Inspector-General of Police has permitted us to communicate with the police authorities in whatever district the parents of an afflicted child were situated. By these means we generally get at the facts.
142. In all cases, you make inquiries of that nature? In nearly all cases; in some it is not necessary.
143. A man may be in bad circumstances this year, but six months hence he may have recovered? We watch that.
144. How often do you make inquiries? About every year. We do more than that; when Mr. Cook goes collecting in a district, it is part of his duty to inquire into the circumstances of the parents of any of the inmates living in that district, and I think he does it.
145. Do you ever sue them when they do not pay? I do not think that our directors would sue.
146. Do you think it is fair to the subscribers not to do so? It is a charity.
147. It is not a charity for the well-to-do people? Well, we get the money; I'll tell you what we do. When we send a child home at Christmas we tell them they had better keep them at home. After a while, I say to the committee, "I have requested this man to keep his child at home four weeks, but it does not make any impression, had I not better take the child back?" and the answer generally is, "Yes; take the child back."
148. Do you receive pupils from outside of New South Wales? We only receive two classes—one from the other colonies when they are prepared to pay us the full fee; we have one from Tasmania now for whom the Government are paying, and that will cease at the end of the year, because I have received a communication saying that it was their intention to establish an institution in Tasmania.
149. Before you receive pupils from another colony, you have to have either a substantial private guarantee or a Government guarantee? Yes; we require the Government of New South Wales and the Government of Tasmania to sign guarantees; we are informed on legal authority that we could take proceedings upon them. They say there is no doubt about our being able to sue upon the documents.
150. Are there any arrears in respect of inmates from outside New South Wales? No; they are all paid up.

E. Robinson.
29 Mar., 1898.

151. Are they all recoverable? I do not know how you could recover in Queensland.
152. I mean as between the Government of New South Wales and the Government of Queensland? The Government of New South Wales sign a guarantee for the children of New South Wales only.
153. You are sure there are no arrears of payment for children from the other colonies? No; there are no arrears.
154. There are no arrears for any children from outside New South Wales? No.
155. What are the arrears for the children of New South Wales? A good deal;—some hundreds of pounds. We write them off periodically.
156. Then we should like to know the amount written off? I will get the book. Some are very much in arrears. When we find any chance to get the arrears we go for them.
157. You take a guarantee from the Governments of other colonies? Yes.
158. That provides for the return of those children? Yes.
159. Do you find that inmates from the other colonies who have been here for some years, and have been returned to their own colony, have a tendency to drift back to New South Wales? I think there is a tendency to do that.
160. Can you give an instance? The adults do not come under my notice. I know that there are some here; Mr. Watson can give you some information. He has a list of the occupations of all the children who have left.
161. Have you on your books any children whose parents and guardians you think can pay, and will not? There are about two cases in arrears, and the money will be got, I think.
162. Have you pressed them? Yes.
163. Where there is any possibility of a debt becoming good, you retain it on your books? Yes; you may say that we retain them all. We never lose sight of them, and if the people can pay we try to get the money.
164. Do you find that there is any difficulty with children brought up under different circumstances;—you have some from poor homes and some from good homes? We do not make any distinction.
165. Do they mix? They mix fairly well, I think. Of course children from rough homes are not as refined in their manners as the others. I do not think that the others would come down, but I think the rough ones would come up to their standard.
166. About the articulation system of teaching;—what are the qualifications of the teacher? There is a certificated teacher from the Ealing College for teaching the German method of articulation—the oral method.
167. Your pupils are all boarders, I believe? Yes; day scholars cannot be educated so effectually as those who are resident in the institution.
168. Why would it not answer to have day pupils? In the first place they are not regular in coming and going; in the next place the control of them is not so good, and their parents are not able to teach them at home. There is a difficulty in getting day pupils to and from school. The London School Board determined that they would do away with institutions to a certain extent and have only day scholars, but they have since come to the conclusion that it will not succeed, and they are now building an institution. The Rev. Dr. Stainer is convinced that there must be an institution. They are being trained in the institution from the time they get up in the morning until they go to bed at night. Where you could educate a boy in a public school in five years it would take from seven to ten years to educate a deaf and dumb boy. The process is so much slower. The blind do not require to remain so long in the institution as the deaf and dumb. Taking them generally they cannot receive the same amount of education as the boy in possession of his seeing faculties.
169. Do you give manual training? We have carpentry work and gymnastics.
170. Anything for the girls? Yes; fancy work, household duties, and laundry work.
171. You do not carry on any industrial work? No; we have not time.
172. It is a large boarding school? That is practically what it is. Every afternoon and evening there are lessons and necessary recreation, then going to organ recitals, and one or two other things takes up a lot of time. It appears to me that they are always at it.
173. What regulations have you for the visits of children's friends to the institution? People are permitted to visit the institution on two days a week. Page 68 of the report says:—"The institution is open to subscribers and other visitors on Tuesdays and Fridays from 2 to 4 p.m., and at other times on special order from the hon. secretary or a director." That special order rule comes in with regard to people from other colonies, and other people who, perhaps, want to bring a child in. If a father and mother come to me with a deaf child, many having serious scruples about putting them in the institution, I give them an order to enable them to come out here and look at the place, and to be shown through the building. Another rule is as follows:—"That children are permitted to leave the institution to visit their friends once a month on special written application being made to the hon. secretary." That applies mostly to children about the suburbs; some parents like to have them home once a month. There is another rule with regard to cases of serious illness. Deaf and dumb and blind children are more likely to catch complaints than other children, and if a child goes to a home where there is any infectious disease, we do not re-admit that child for a time. The matron's instructions are, that on a child's return, before the child is taken back into the institution, he or she shall be questioned in the visitors' room. They are asked how they have been getting on, and whether there has been any serious illness at home. Last year I telegraphed to the parents of one child "Do not send your boy back until I know what has been the matter." They had had a death in the family, and I did not know what had been the cause of death.
174. Are the friends of the children allowed to see them without any undue restriction? Yes; we never bother.
175. Do they go into the grounds? They sit in the room or go outside as they please.
176. They have free intercourse? Free intercourse on regulation days. The friends bring lollies and cakes, and they sit together in the rooms. For the first six months the friends of the children come pretty often; afterwards they come less often.
177. As regards your officers, who have the handling of money, have you any fidelity guarantees? Yes; Mr. Cooke is the only one. Mr. Watson handles a little money, perhaps £10 or £20 a year, from the sale of things made by the deaf and dumb boys. I think last year the amount was £11.
178. What amount of guarantee have you from Mr. Cooke? It is £250.

- E. Robinson. 179. Is he the only collector? He is the only one at present. We shall have to have another, I think.
- 29 Mar., 1898. 180. Do you find that your ex-inmates intermarry after leaving here? I think they do. We place no obstacle in the way, and it does not seem to be objected to in any other part of the world. I do not know of any afflicted children resulting from it.
181. Does it not tend in the case of the deaf and dumb to perpetuate the affliction? I do not think it does. I cannot find out that it does. The Americans go largely into that question.
182. Have you any literature on that subject? No, none; except a report. It may be that the deaf and dumb will produce deaf and dumb; but I do not think they do any more than the unafflicted do.
183. It would appear that there would be a tendency to perpetuate it? I do not think so.
184. You think they do intermarry? Yes; we have ten cases of their intermarriage in the Colony.
185. *Mr. Powell.*] In all cases are the offspring sound? Yes; so far as I know.
186. *President.*] Do you find that your ex-inmates take to mendicancy or street music? No; I know of two—one sells peanuts at the corner of George-street, but he blows the organ in St. Andrew's Cathedral. He is blind. The deaf and dumb are too high-spirited to go begging after they leave here.
187. I see from your report that you make great efforts to get children from the country to the institution? Our efforts are never ceasing, and a large proportion of the time of our collector in years gone by was devoted to searching the country for afflicted children to bring them within the influence of this institution. We issued circulars and advertised in almost every newspaper in New South Wales. We send copies of our reports to every newspaper, and we advertised in the *Town and Country Journal* and in the *Mail* for six months. When Mr. Cooke goes to such places as Wagga Wagga and Albury, apart from the fact of his being there to collect, he does his utmost to put the institution before the public. I attribute the success of the institution to the publicity given to its existence.
188. It appears that you have to use persuasion to get many persons to send their children? Yes; sometimes they do not like to part with them. They have scruples about letting them out of their control. They doubt whether the children will be taken care of in the institution. A man came to me from Lithgow in December who had a deaf and dumb boy. I gave him all the forms, and told him to have them filled up and posted to me; and then I said "when you come back bring the child with you, and I will get the sanction of the committee for him to be admitted." He promised to do that, but I have not got that child yet. There should be no need to persuade parents to send their children to the institution. In the case to which I have referred the man worked at the shale mines, and was a decent, respectable man. He has five other children.
189. Do you keep in touch with the pupils after they have left the institution? We do a little. Our rule is to educate them, and put them out into the world if we can. We send the blind boys to the Woolloomooloo Institute, and to recoup that institution for loss whilst they are training for the first six or twelve months we give them a bonus. The deaf and dumb girls go out to do housework. We have not a great number of blind, only about twenty-five.
190. Do you find more difficulty in placing the blind out than in placing the deaf and dumb? Yes; the deaf and dumb we have not much trouble with. In one instance we sent a boy out, and said that we were prepared to pay £10 to a man who would teach that boy a trade. I was asked if I was going to pay the man £10 straight away; I was told that if I did in two weeks he would be in the street. That was not our intention. After the boy had been learning his trade for several months I would pay £5, and another £5 subsequently.
191. Then you have very little difficulty in placing the deaf and dumb, and the blind you send to the Woolloomooloo Institution? We have to advertise. Mr. Cooke is issuing advertisements for next Saturday that we have deaf and dumb boys to place out to learn trades.
192. But you do manage to place them? Yes; but there is a lot of trouble.
193. The blind you send to Woolloomooloo? Yes.
194. Those who require to learn a trade? Yes; of course the directors place the responsibility of putting the children into the world upon the parents if they can. I think it is the parents' duty.
195. Have you given any consideration to the general question of the adult blind? No, not very much. We are giving more attention to the deaf just now. The blind are a very small class with us. We are going to try to get a home for the adult deaf, a very important part of the work. My impression is that at Woolloomooloo they do all that is necessary in regard to the blind.
196. There are only fifty-three blind persons of school age in the Colony? That was some years ago; there are more now. We have received 114 blind since 1869.
197. What about the health of the inmates? We are wonderfully free from sickness. We rarely, if ever, have any infectious disease here. When we have we send the patient away. We had a case the other day of an inflamed eye. Our matron is a qualified nurse, holding certificates from several doctors, and she does all the nursing here; but we could not employ her on a case like that; we sent the boy away to the hospital.
198. You do not attempt to isolate them here? Yes; we have two hospital rooms, and when any complaint makes its appearance the patient is isolated.
199. And if anything develops you send the patient away? Yes.
200. Do the children go away in vacation time? Yes.
201. Who pays the expenses? At the annual vacation the Government grant them free passes by railway, the parents have to pay for those who go by steamer. The vacations are five weeks at Christmas and one week at mid-winter. We send 112 children away each vacation. Those residing in the suburbs are fetched by their friends, and in some cases those who come from the country are fetched by their friends. A large number of them go into the country. We send them all away in two days. We submit a list to the Government showing where the children have to go, and get the necessary passes. It is a tremendous task getting them away. We have three van-loads of boxes to go to the railway station. We watch all the steamers and all the trains, and we send officers to see them off safely. We give the children in charge of the railway guard for him to see that they get out at the right station, and, where there is a branch line, to see that the child changes at the proper place.
202. You send them without a guide? Yes; we are opposed to guides. The children have to go about sooner or later, and we say that they must learn as quickly as they can. We only had one pupil who went astray.

203. I understand that Mr. Cooke does all the collecting? Yes, except that done by friends of the institution. A task is to persuade the people to keep the thing up. The collections from friends of the institution came to under £100, but it helps, and make the institution known. In some instances we get the friends of the pupils to collect.

204. Is Mr. Cooke paid by salary? Yes.

205. He receives no commission? No commission. His travelling expenses are paid, and he gets a salary.

206. Has he a great deal to do? Yes; too much.

207. I suppose he keeps all the books? Yes; he keeps all the accounts, he pays all the bills, draws all the cheques, attends the Board meetings, prepares three copies of the minutes each month, and he comes to me every morning and receives the letters. We have three or four mortgages, and he collects the interest each quarter.

208. How many hours a day does he work? He is with me at five minutes to 9 in the morning, and he leaves here at 5 o'clock at night; but he is here two or three nights a week as well.

209. What provision is made for the work when he is away collecting? It waits until he comes back, except what I can do. The letters all come to me. I give an interim receipt for moneys.

210. But the books must get into arrears? He pulls that up by working overtime.

211. What checks do the auditors apply? Mr. Cooke has a collecting book. I do not think they check every butt, but the treasurer does. He comes every month, and goes through everything.

212. But the auditors do not? No, they do not check the butts.

213. The real check should be from outside the institution? Mr. Phillips goes through them very carefully.

214. Still he is your own officer? You can hardly cast suspicion in the matter.

215. I am simply asserting a principle? No doubt it is a correct principle, but if we had any other check we should have to pay for it. If the Government would check the accounts of these institutions it would be a very good thing.

216. That is the object of my question? I do not know how they do it in America. There they give every detail in their report. If they buy a broom it is put down so many cents; they are all State institutions there. They send in a report to the State legislature, and say, "We want 250,000 dollars," and the money is put on the Estimates and voted.

217. The check which you rely on chiefly is that of Mr. Phillips? Yes. I used to do it at one time, but it became a serious task. I used to go through every butt, but when you collect a sum of 2s. 6d. or 7s. 6d. in the country we do not put that in the butt; we do not profess to give receipts for sums under 5s.

218. Has any collector ever appropriated any of the money collected? Yes; a collector whom we had before Mr. Cooke came.

219. How did he manage to do it? He did not fill out the butts, and did not put the amounts in his sheets.

220. Did you have butts? Yes; and I checked them, but I did not check them sufficiently. The Committee had the man before them, and he promised to repay the amount, and lest the interests of the institution should suffer by publicity we did not say much about it. We took from him promissory notes for the amount, but they were never met. He did good work; he brought in a lot of children and a good amount of money. He worked hard. His deficiency amounted to about £200.

221. You propose to build? Yes.

222. What are the extensions required for? For dormitory accommodation and increased kitchen and dining-room accommodation, also a new laundry.

223. Is the dormitory accommodation insufficient for 112 persons? It is just about full.

224. What is wrong with the kitchen? It is twenty-six years old, it is too small and not up to date. We cannot do the cooking very well in it. During the last four years the number of pupils has increased from seventy-six to 114.

225. Was that return for the Chief Secretary prepared with reference to the extension? Yes.

226. How many persons can be seated in the dining-room? I think it is just about comfortably full now. My proposal for the addition is to give us room for about 170 pupils in the dining-room. At present the officers have their meals in the dining-room; that is to say, they dine in the same room where the children dine, but a little after them. They have their breakfast about the same time and tea or dinner at night about the same time. I propose that we should take that table out of the dining-room, because, whilst theoretically the officers are supposed to have an oversight during the meal-hour, practically they do not, and my proposal is that the officers shall have a separate dining-room. It will contribute in more ways than one to the comfort and convenience of the officers and pupils, one officer will be detailed to remain on duty whilst pupils are taking their meals, to see that they behave properly and that they get enough to eat. We shall perhaps have 140 children next year.

227. Do you know that you will get them? Yes; we know of a good many now that are too young.

228. But some of the others will be retiring? We have considered that; but unfortunately the retiring children will be very few.

229. Have you had to refuse admission owing to insufficient accommodation? No, and we shall not have to do that. We can dismiss some of the elder ones to make room.

230. Have you names on your books that lead you to suppose that you will get the increased number? No; but we hear of them. Mr. Cooke can tell of a good many in the country.

231. What number will be provided for with the increased accommodation? About 170; an increase of from seventy to eighty.

232. That means about 50 per cent. more? That is what we are going to arrange for.

233. What sum have you asked for from the Colonial Secretary? £6,000.

234. What is the estimated cost? The architect's is about £6,000; but it will cost more.

235. Have you asked for the whole £6,000? Yes. We have spent £47,000 on buildings, and we have had only £5,000 from the Government.

236. Are your ordinary operations hampered at all for want of funds? No. I am sanguine enough to hope that we shall never want for funds here whilst we keep our good name.

237. Are you and the Committee satisfied with the staff as a whole? Yes; it is a splendid staff.

E. Robinson.
29 Mar., 1898.

- E. Robinson. 238. Do you think the salaries and wages are fair? I think they are below fair, taking into account what I see is paid in other parts of the world. There are one or two that, if I had the power, I would increase right away. Mr. Watson is very anxious to get more for the teacher of carpentry. He is worth more, except that he is an afflicted man; he is very deaf, and we get him at his present wages because he could not get work outside. He does all the repairs in the place, and instructs the carpentry class, being a fairly good carpenter. With regard to the other pupil-teachers, there is one for drawing and modelling, Mr. Bennett, who gets £100 a year.
239. There is no extravagance? None at all.
240. Does the Public Instruction Department recognise the training that you give to the teachers? Yes. We arrange with them, so that they do not lose their status in the Department. They can go up for examination and get their certificates.
241. They become, in fact, pupil-teachers of the Public Instruction Department? Yes, indirectly.
242. How many pupil-teachers have you? We have Mr. Byrne, Miss Beaumont, and Mr. Hewitt.
243. Are the children for whom the Government pay £36 a year sent here by the State Children's Relief Board? Yes; they all come through them now, and they recommend the payment. We do not put every child on the Government; we educate some free. Of course, owing to the pressure of the times, we are obliged now to ask the Government to pay more than we otherwise should ask them to pay.
244. What we want to get at is how those children come here who are sent by the State Children's Relief Board? They are responsible for them to a certain extent; they help us very much. Last year we had five, and we could not tell where their fathers and mothers were. The Board took them away to Mittagong, and sent them back to us in splendid health. We sent them away fagged out with hard work in the middle of December, and got them back in February in good health.
245. So that your children who have no home to go to are taken away? They oblige us by taking some.
246. Do the children get free passes to Mittagong? Yes.
247. This institution is not charged for them in any way? No; the Colonial Secretary's Department is, I think. We get free passes, which we change for tickets.
248. *Mr. Barling.*] Our object here is to see whether the funds of the institution are economically managed, and, of course, the test will be as to the cost. It appears to me that the cost per pupil, as far as the staff is concerned, is £21 6s.; for provisions per pupil, about £14 10s.—that is, £35 16s.; and the interest on the debt, reckoned at $3\frac{1}{2}$ per cent., estimated at £48,000, would be £1,680, which would have to be divided amongst 113 pupils; that would come to about £15 per head; so that each pupil costs the State and the institution about £50 10s. a year, and you get fees that would average about £10 13s. per head, bringing down the actual cost to £37 17s. per head? Yes. In some American institutions it costs £30 apart from the staff. I have an impression that the cost of the education of the deaf and dumb and blind here averages about the same as it is in America. I am sorry to say that I have lost the book that I had which gave the cost per head in dollars at about thirty institutions in America. I think that it was from £38 to £60 per annum.
249. Do they include interest on the cost of the buildings? I do not know whether they do.
250. Do you think that £50 10s. per annum per child is a reasonable cost? I think, considering the nature of the institution and the education given, that it is.
251. You tell us that there are some children here of wealthy people? Yes.
252. Then, according to that, they are paying too little? Yes; I think they are charged too little. They could not put their children to the ordinary boarding schools at a charge of less than £40 or £50 per year.
253. Then do you not think it would be a fair thing to charge them at least £55 a year? It would. We consider that the subscribers to the institution contribute something in that way.
254. You are taking them at the expense of both the State and the institution;—do you not think it will be wise to revise your charges in view of that? I do not think we should get the money. Only a small minority pay up the full rate. One parent pays us £40 a year, and it must cost him £10 or £15 a year to take his boy from New South Wales to Queensland and back. Another, a squatter, pays us very liberally. We buy clothing for those boys at the wholesale houses, and we buy a little better clothing for those children than we should for some of the others. The parents pay us for it at the end of the year.
255. In the account you do not include the cost of clothing obtained from persons of the better class, do you? Yes.
256. I think you said that a large sum of your money, £25,000, was in the Commercial Bank? Yes.
257. For which you get 3 per cent.? Yes.
258. Finding that a small rate of interest, you are putting it out on real property? Yes.
259. What regulations have you for that? We have no special regulations, but we have the Board of Directors. The treasurer, myself, and Mr. Harrison have to supervise investments. We have to be satisfied that they are right before we accept them, and we get a valuation.
260. Is it known that you have money to invest? No.
261. How do people come to know it? It is only during the last six months we have done anything in that way. Messrs. Iceton and Faithfull have been acting for us, and they have charged us very little.
262. Then you lend out the money through Messrs. Iceton and Faithfull? We have not lent through them yet; we have only taken three mortgages. This came about through J. T. Neale's legacy. The executors said that if we liked we could take over some mortgages, and we took £800 in mortgages. We had the pick of them.
263. How many mortgages have you out? Four altogether. The first we had was many years ago. A drill instructor was either building or buying a cottage, and we let him have a mortgage on the cottage. It has been a most unfortunate speculation for us. The mortgage was effected twelve or fourteen years ago, and it is in existence now, except that we have virtually foreclosed. We are receiving the rents.
264. You are not lending anything on station property? No; on city and suburban property.
265. And on a proper valuation? Yes.
266. What proportion would you lend on a valuation? Except in very rare cases not more than half. In this last case we lent two-thirds—£550, at 5 per cent.; and a house, valued by the owner at £1,000, and by Richardson and Wrench at £900; but it happens to be in a very exceptional position; it is a choice block of ground.

[The Commission adjourned at half-past 12 o'clock, and resumed at 1.45 p.m.]

Ellis Robinson (examination continued):—

267. *Mr. Powell.*] Referring to the published accounts, I suppose we may say that the expenditure for 1897 was £4,238? Yes, less something in hand. E. Robinson.
268. And that the salaries and wages for the year, according to the secretary, amount to £2,379—according to these accounts to £2,101? Probably there is something included in that which was paid since the 30th September. 29 Mar., 1898.
269. Your subscribers at Sydney gave £674, but you take off £42 17s. 3d.? Yes; that was received after the account was closed. We have to put it in that way; we should not get it again next year. Sometimes the subscription for 1896 is not given till the following year.
270. The Sydney collections for that year were £674? Yes.
271. Then did not the country collections amount altogether to £92? No, £411.
272. £105 was collected by friends, and you collected £306, making a total of £411? Yes.
273. Does not that make the total collections £1,068? Yes.
274. Then the interest you receive amounts to more than the whole amount of your subscriptions from the public? Yes.
275. Then you have invested in varying interest £28,000? Yes.
276. Your buildings and land unencumbered you value at £50,000? £52,000.
277. I notice that your collector only collects along the railway lines? He does not go off the railway line. It is questionable whether it would pay to go anywhere else and he has not the time.
278. I suppose that the statement on page 65 of the Annual Report as to school fees we may take as reliable? Yes, that is taken from our books.
279. I have gone into this account, and I find that there were eighty-three of the children from whom school fees were contributed, and thirty who appear to be entirely free? I do not think that so many as thirty are free. I think they are paid for by the Government. You must divide the thirty into two lots, and say that some should be paid for.
280. But the thirty are not paid for? No.
281. Do you think this will be right—thirty-three pay under £10 a year each, six pay £10 a year each, four pay £12 a year each, three pay under £14 each, one pays £14, one pays £15, seven pay £20, one pays £25, twenty-one pay £36 each, six pay £40 each, then according to this statement, with the exception of the six children paying £40 a year each, the Government pay £36 each for twenty children, that is £720 which the New South Wales Government pay, and the Tasmanian Government pay for two. What I want to ask you is—are not the Government actually paying the highest rate, except those who are paying £40 a year each for those six children? Yes; that includes clothing, it is £30 for fees, and £6 for clothing.
282. From the report it seems to me that the subscribers have fallen off very much since 1891? Yes, they have not fallen off in numbers so much as in amounts. Many who used to give three guineas now give only one guinea.
283. They have fallen off both in town and country? Yes; they have fallen off in the country partly because there are so many competing institutions collecting against us. Years ago there was no other benevolent institution sending round, now there are the cottage hospitals, the Strathfield institution, and the Woolloomooloo institution all competing.
284. Looking at the work done by this institution does it not appear to you that the number of subscribers is very small? It is not so large as it ought to be.
285. And especially in the country? It is not so big in the country as it ought to be. During the last few years we have not sent into the country as much as we used to do. We used to have one collector down the rivers, one up north, and one in Queensland.
286. Yet you get the largest number of children from the country? Yes.
287. Taking into consideration the fact that this fine building that we are in now is entirely paid for, and that you have an endowment fund of £28,000, do you not think that the public for these reasons are disinclined to subscribe? To a very small extent.
288. The suggestion has been made that you seem to be so well off that people are not inclined to give? Yes.
289. Do you not think that this endowment fund is likely to prove a kind of dead hand on the institution? I have always argued that it does and it does not. It does from one point of view and it does not from another. From a director's point of view it is nice to have an endowment to make you to a certain extent independent of the fluctuations of the times. But subscribers say you have plenty of money we will not subscribe.
290. One gentleman has told us at a public meeting that it is not a charity at all? I do not recollect that.
291. He said it is not a charity in the true sense of the term, and another gentleman told us at the same meeting that it was a boarding-school? The President said that I think. The inmates in whose interests the place is carried on could not be educated except by an institution of this kind.
292. *President.*] Is there anything else that you would like to tell us? The only other question is that of amalgamation. I do not see how it would be possible to amalgamate this institution with the others. The main object, I suppose, would be economy, but I do not see where that would be affected by amalgamation. One collector could not collect for all the three institutions; one accountant could not do all the work; and one manager, probably, could not manage them all. One committee could manage the three.
293. But there would be no saving would there in having one committee instead of three or two? No; I do not see how the expenditure in salaries and wages could be much reduced. The expenditure on provisions would be no less, or on ironmongery, crockery, and bedding. We may be extravagant in our printing expenditure, we have so much done. An expenditure on fuel, gas, and medicine of £95 is a small amount. Alterations, repairs, sundries, and travelling expenses would not be much less. I have thought the matter over and I think that Woolloomooloo and Strathfield institutions might be amalgamated because they work on similar lines.
294. Yours is a purely educational institution for children of school age? Yes.
295. The others are industrial institutions? Yes.

- E. Robinson. 296. Yours being purely educational, you think there is nothing to be gained by amalgamation with institutions which have different objects altogether? Yes. They follow up where we leave off.
- 29 Mar., 1898. 297. Have you any views with regard to those other two institutions? My view is that they can be amalgamated. The only reason for the Strathfield institution is that the Woolloomooloo institution did not take in females, but now they do take in females.
298. Have you any opinion as to the question of home-teaching which Mr. Prescott was so strong upon? I am not a strong advocate for home-teaching.
299. He included two things, educational teaching and industrial teaching;—as far as the young are concerned, you provide for education? Yes.
300. Do you think that a blind person of 40 or 50 years of age is capable of thoroughly learning, so as to make a living by her home-teaching? No.
301. Suppose a man or a woman at Tamworth, or anywhere else, wanted to learn a trade, instead of sending a man to teach him or her would you have the person brought to Sydney and taught? Yes; because it can be done so much more expeditiously and practically, even should it involve extra expense, which I do not think it would. Then I would send the person back again.
302. You would send him to his own town, where local sympathy would assist him? Yes. It is a proper principle not to put two blind men in one town. In America they equip a man with plant, and he can go and squat down anywhere, make American brooms and supply the district.
303. The question of local sympathy would come in? Not alone local sympathy, but the person might have relatives.
304. *Mr. Powell.*] Have you known blind people who had been educated in the Strathfield or Woolloomooloo institutions to make a living outside the institution? It has not come under my notice.
305. *President.*] Is it not a matter of organisation? I think that owing to the disabilities which the blind labour under they ought always to be attached to an institution.
306. Supposing persons were brought to Sydney and taught, then sent back to their own homes, should there not be some supervision by the institution? It would be a good thing if there could be, but I do not think it is necessary. It could not be done without expense.
307. *Mr. Powell.*] You have had no experience in manufacturing carried on by blind people? No. We had basket-making done here, and we had an instructor, but we really had not the numbers to carry it out. Of our twenty-five blind children only seven or eight were really fit to undertake manual labour.
308. *President.*] You say that the Woolloomooloo and Strathfield institutions might be amalgamated;—does that mean that one could be extinguished or that both should go on? I would extinguish one.
309. And the idea would be to have the industries carried on at Strathfield? Yes, or out of Sydney, in some suburb where land is cheap.
310. You would devote those two properties to some other use? Yes, and that I have no doubt could be done.
311. Do you think the Woolloomooloo institution is a desirable place for a number of people to be employed in? I do not think it is, but it was the only place they could get. I do not look upon it as a healthy place. The situation is too low, and there is a sewer very near it. They could enlarge their establishment and economise very much by shifting.
312. You think there should be a suitable workshop in the neighbourhood? Yes; not too far from Sydney.
313. And a proper sale-room in Sydney? Yes; I think it would pay better; you would get more trade. I believe the Woolloomooloo institution is admirably managed. We give them all the help that we can.
314. *Mr. Powell.*] Are not the earnings very small? They are small in all blind institutions.
315. *President.*] Do you think that the scope for the employment of the blind could be extended? Not very much. In America they have not extended very much. Piano-tuning is the only thing that they have done much in.
316. *Mr. Powell.*] Have the Roman Catholics any objection to their people coming into this institution? I do not know. We get applications from Catholics.
317. As a body do they object? I think they like to have their own institution; that is their system.

Jessie Macleod, sworn and examined:—

- Jessie Macleod.
29 Mar., 1898.
318. *President.*] You are matron of this institution? Yes.
319. How long have you been matron? Nearly twelve years.
320. Did you join as matron? Yes.
321. What is your salary? £120 a year, and board and lodgings.
322. Any other allowances? No other allowances.
323. What are your duties? The duties are just the duties of a mother in the home. To see to everything that is going on, buying and ordering, the charge of the servants, and the nursing of the children when sick.
324. Have you had any experience of similar work elsewhere? Yes. I had charge of the Catherine Hayes Hospital, Randwick, for six and a quarter years.
325. Have you been trained in nursing? Yes. I was in entire charge there.
326. Are you a trained nurse? I have only had the training that I got there, but I have testimonials from four doctors.
327. What arrangements are made for nursing inmates here when they are sick? That is part of my duty.
328. Do you do that personally? Yes.
329. Do you attend to their clothing? An assistant does that under my instructions.
330. You are responsible for everything inside the institution? Yes.
331. Are you under Mr. Watson's directions? Yes, to a certain extent; but I am more under the Ladies Committee.
332. But you are really responsible for all the internal management of the institution? Yes.
333. Do you purchase the stores? Yes.
334. Do you pass them? Yes.
335. Do you check them? Yes.
336. Do you often reject them? No, we do not need to do so. The directors are very particular.

337. Then your assistant is the one immediately responsible for the clothing and the bedding? Yes; she is responsible for mending and putting clothes away. That is her immediate duty.
338. Who has charge of the laundry? I have.
339. It is not up to date is it? No, we need a new laundry badly.
340. Who is immediately in charge of it? We have a head laundress and an under laundress.
341. Is she assisted by the inmates? The girls go to learn ironing, but she is not assisted much.
342. They cannot learn without doing it can they? No; but we do not look upon it as assistance in the laundry.
343. You have the care of all the stores, the storeroom, and charge of the servants? Yes.
344. Do you dismiss servants? Yes.
345. Without reference to anyone? I make a note of it and report to the Ladies Committee.
346. Who engages the servants? I do. Two ladies visit here each week.
347. Is there anything else you want to say? Nothing whatever.
348. *Mr. Robinson.*] What do you do with cases of serious illness? They are sent away.
349. *President.*] The inmates generally have very good health? Yes; we have had only one epidemic since I have been here.
350. *Mr. Robinson.*] All your staff under you give you satisfaction? Yes.
351. *President.*] The kitchen is not up to date? No, and our dormitory space is too small—it is crowded.

Jessie
Macleod.
29 Mar., 1898.

Samuel Watson, sworn and examined:—

352. *President.*] You are Superintendent of this Institution? Yes.
353. Are you a trained teacher? Yes.
354. Were you trained to this particular branch of teaching—the blind and deaf and dumb? Yes. In the Institution where I was we had both classes when I was training.
355. You had ten years' training? Seven years training; ten years' experience before I came out here.
356. Do you do any actual teaching? Yes, daily.
357. Is the teaching staff properly manned? Yes.
358. In proportion to the number of inmates, is it high? No, it is just reasonable. It may seem to an outsider somewhat high, but when you consider that that in cases of oral teaching there is a great deal of individual tuition required, it will be understood that our staff is just about equal to the work.
359. You cannot have class teaching to any great extent? Not with juniors, but with others we can.
360. That would account for what seems to be the high proportion of teachers? Yes.
361. What subjects do you teach yourself? I take several classes, but mainly the elder ones. I also take the younger ones occasionally, but the greater part of my time is taken up with the elder and middle classes.
362. I understand that you take them in all subjects, and take them occasionally as a check upon the staff? As a sort of test.
363. Are the methods of teaching here modern methods? Yes; I think they are quite the same as the methods adopted at Home and in America.
364. Has there been any change of recent years in the mode of teaching? Within the last twenty years, what we call the oral system, has made very considerable advances in both England and America. I may say particularly in England. We have tried to keep abreast of these improvements.
365. Where did the oral system originate? In Germany.
366. Who is the teacher of that system here? We have Miss Bateman, who is head of the Department; Mr. Everingham and Mr. Byrne, Miss Beaumont and Mr. Hewitt.
367. Miss Bateman, I understand, was trained for the system? She was trained at home. Miss Beaumont was trained here, and the other teachers have all been duly trained except Mr. Hewitt, who has only been here six or eight months, and is being trained.
368. You are responsible for the discipline of the establishment? Yes.
369. What are your duties generally besides teaching? The general supervision of the whole institution.
370. You are responsible to the Board for the whole administration? Yes. I think my position was made a little more clear in that respect within the last twelve months.
371. How is that? I think with reference to not only the scholastic but also the domestic part of the institution a little more responsibility was placed upon me, and a little increased authority put in my hands within the last twelve months.
372. Does your jurisdiction conflict at all with that of the matron—what are the limits of your jurisdiction and of hers? So far as I interpret the wishes of the committee my duties comprise a general supervision comprehending almost everything about the house. Of course in saying that I wish to make it clear that I never interfere with domestic matters, which are all under the control of the matron. At the same time the matron has been to some extent made—I will not use the word subordinate, but, rather, responsible to the superintendent.
373. About the association of the males and females, what is your opinion about that;—is it an advantage or otherwise? I think it is an advantage on the whole. At any rate, with due care and watchfulness, we have not found any disadvantages in having the boys and girls together. If they were older the difficulty would be greater. With children there is no difficulty. I often think by the influence of girls a somewhat finer type of character is produced in boys. It is so in family life, and I think it must be so in schools under proper control.
374. You allow them to associate at meals and in class? Yes.
375. But not at play? No; at odd times, in summer evenings, we have allowed it; but always under the supervision of some one we could trust.
376. What is your opinion with regard to having the deaf and dumb and blind together? I know that our plan is different from that existing in many other institutions; but, as far as I can judge, it is a very good thing, and a very wholesome thing, and beneficial in some respects to both, especially in what one may call ethical or moral development. That the helplessness of the blind gives an opportunity to the deaf to offer a little help and sympathy, and thus develops in them in a kind of reflex way much that is good.

S. Watson.
29 Mar., 1898.

- S. Watson. 377. Do you find that the deaf and dumb occasionally tease, and are spiteful to the blind? Not at all. I have always found that the deaf were really good to the blind. Of course, there are exceptions.
- 29 Mar., 1898. 378. The deaf and dumb do not suffer by comparison with ordinary children in that respect? No; I think they are very good to the blind, and good in other respects too.
379. So you think that the deaf and dumb and the blind help each other to some extent? I think so. I do not think a deaf child can be helped much by the blind, but merely seeing the helplessness of the blind and doing them a kind turn, as they often do, is good and wholesome ethical training.
380. What is done for the amusement of the children on winter evenings or out of school hours? We have evening school always from 7 o'clock to half-past 8. Part of the time is taken up with the recapitulation of the day's work, and part of the time in telling them little stories; sometimes in friendly chat about ordinary occurrences. In the case of the deaf their great want is language, and one has to give to them that which, owing to their affliction, they could not otherwise possess.
381. Do they play games? Yes, from tea time until 7 o'clock; the boys by themselves and the girls by themselves.
382. I suppose that by the time they finish their lessons they have to go to bed? The elder boys go to bed at half-past eight, the younger ones at 7 o'clock.
383. Do you keep in touch with them when they leave this institution? Yes, we are in touch with them; not in any official way, but still in a friendly manner. We know the history of most of them.
384. Do you find that they marry? Yes. About Sydney there are about eight couples who have intermarried.
385. Do you find the ex-inmates from the other colonies when they have left this Institution have a tendency to return to this Colony? I have noticed that in a few cases; but this arose, as far as I could judge, from the fact that here there may be openings for work which they had not in Tasmania. For instance, in Tasmania, which is a little backward in that respect, we have found a few blind who were very glad to come back here in the hope of getting something to do; but I think, with that exception, there is not any special inducement to them to return.
386. You do not think they do that to any great extent? No.
387. It might be a serious matter to this Colony if they did it to any great extent? I do not think they do. I could only name three or four who have returned who I thought should have stayed in their own colony; but on inquiring into their cases I have felt that, labouring under so many disadvantages, in Tasmania, they could hardly do anything else than come back to earn a livelihood.
388. Are you aware whether any of those people who came back became a charge on the State, either wholly or partially? Yes; I fear that the last one who came over from Tasmania, * * * will become a burden on the State. He was educated here. I advised him as strongly as I could. He wrote to me for money, but I sent him none. His wife came, and I had to give her a little; but it was merely out of pity for her, and not as an inducement to return here.
389. You say that he and his family are likely to become a charge on the State? I understood from her letter that he was a much better worker than he turned out to be. I have heard that he is rather incapable and lazy.
390. Is he in town? He was in the Blind Asylum at Woolloomooloo, but he left there.
391. Have they children? Yes; I think one or two.
392. Do you know whether any of your ex-inmates have taken to begging, or anything of that kind? I have seen very few, two or three in the streets who have done so; but I must state that one who married, and another who is unmarried still, did not stay long enough here, nor had I ever very much hope of their ever turning out independent characters. Even in childhood, one can see how a child will turn out—whether he has any backbone or not. One is married, and the other girl left far too soon. I think her parents were responsible for sending her out to earn her living in this way.
393. Have you any inmates at present from outside New South Wales? Yes, from Tasmania.
394. Are they under a guarantee from the Tasmanian Government? Yes.
395. You have no day pupils here. No, they are all boarders.
396. Would you approve of day pupils? I do not think so. I remember seeing it tried in the institution where I was trained at home, but we found that it was not a success, and I have never advocated it here. The directors, I think, agree with me that it is not desirable. Later developments in England have tended to confirm the idea that it is not desirable to have day scholars. I mean by developments, information that one gets from magazines about the deaf and dumb.
397. Is the manual training and carpentering found to be very beneficial to the pupils? I think it is a very great advantage. I think that though they do not, in after life, become carpenters, still the manual training is a great boon to them. I think experience is showing everyone now that the training of the head and hand should go together. One helps the other very much.
398. You have no industrial occupation here at all? Only carpentering; of late we have had a few boys who do a little gardening.
399. What is the school curriculum? History, grammar, and geography, &c.
400. Does it agree with the Public School course? No; it is not on the same lines; but judging from what the inspectors have said, the results eventually are almost equal to results obtained in the Public Schools; we have to work on very different material, and on different lines.
401. You have the ordinary subjects—geography, grammar, object lessons, &c.? Yes; and composition, which is one of the things that we have to attend to day by day.
402. That is because the pupils, being deficient in certain faculties, have to be supplied with ideas? Yes.
403. *Mr. Robinson.*] Is not the kindergarten system adopted here? Yes, in a modified form.
404. *President.*] When the inspector's report was written, were all the inmates examined? All but two, I think.
405. *Mr. Robinson.*] Were they very young? No; we did not bring in one girl, because she is a little bit silly.
406. *President.*] Have you ever given any consideration to the question as to what is to be done with these people when they leave this institution? In the case of the blind it is a great puzzle sometimes to know what to do with them; however, of late years, by the opening of the asylum at Woolloomooloo, we have been very fortunate in getting a good many drafted off from here to that asylum, where they learn basket-making and other trades. With regard to the deaf and dumb, there is no serious difficulty
in

- in getting employment for them. We find that as a rule they are valued, and that they pick up their trade about as well as boys who have all their faculties. S. Watson-
29 Mar., 1898.
407. As regards the blind, the only outlet of any consequence is the Woolloomooloo institution? Yes.
408. And for some time you have to subsidise the pupils who are sent there, have you not? Yes; the committee have on several occasions given small sums of money to the committee there for a child's training—about £10.
409. Have any of the ex-inmates conversed with you on their prospects there? Yes; very often.
410. Are they satisfied with their treatment? Yes, I think so.
411. Did they tell you what they are earning? I could not exactly say. I have heard that it is from 30s. a week down to (say) 15s. a week. I understand that they are paid in accordance with their work.
412. *Mr. Robinson.*] The pupils we send there are about the best that they get there, are they not? I think so. I have often felt very thankful that that institution is in existence. It seems such a happy opening for these boys, some of whom are poor and friendless. An institution opening its doors as it does, being nearly always ready for these pupils of ours, one feels thankful for.
413. *President.*] You work in a friendly way with that institution? I have a very great regard for it.
414. Do you think there is room here for two industrial blind institutions? I really think that the multiplication of these institutions is an unwise direction. One sees it not only in the case of the deaf and dumb and the blind, but in other directions. A great disposition to foster pet societies which means a good deal of expense and perhaps difficulties with subscribers who are puzzled to know where to send their subscriptions.
415. There is necessarily a good deal of competition between the institutions? Yes, but I do think that it has been a good thing to have a home for some of these blind women.
416. You are referring now to the fact that at Woolloomooloo they are non-resident, and you think it would be well if residence were provided? I think not, except in the cases of those who are very helpless. I think it is a most wholesome principle on which the Woolloomooloo institution is carried on. Let them go to their own homes, and in an independent way try to live. I think that when they are put together in large numbers they get an unwholesome, grumbling, dissatisfied spirit, whereas when they mix with people in possession of all their faculties, they get more correct views of life and duty, and have a proper sense of independence.
417. Then I understand that those blind persons who are not fit to earn a living at Woolloomooloo and elsewhere should be otherwise provided for? I have a great deal of pity for some blind people who are perhaps unfit to compete in the battle of life. Of course there are asylums like those at Liverpool and other places. I hear that in America and in London they have a few small homes for old blind people; in New York they have a very nice home for old deaf and dumb people, such places may do good.
418. Is the matron of this institution a thoroughly efficient, satisfactory officer? Yes, I think so.
419. And the staff generally are satisfactory? There has been some little friction, but time and experience will, I hope, remove it entirely.
420. You are perfectly satisfied with the staff? Perfectly satisfied.
421. *Mr. Powell.*] About these Tasmanian children—is there any arrangement made for their return to Tasmania when their period of instruction has ceased? Yes. As a rule if they have relatives they go to their relatives. Two or three who have not had friends have gone back to an asylum which they have for poor people in Hobart.
422. It is understood that these people go back when their period of tuition is completed? Yes.
423. Do you adopt the combined methods of teaching here—the purely oral and the sign manual? Yes; we have both here, and we have also what I may call an aural class, a class of those who hear a little, whose hearing is sufficiently good to make us hope that we may be able to develop it a good deal.
424. But you teach them the sign manual as well? Yes; we have the three classes; the pupils who are taught by the oral system, and the pupils who are taught the manual system using their fingers, and this other class the aural class.
425. But the sign manual is kept up still? Yes; there are thirty pupils in that class.
426. Then you are not an advocate of the purely oral system? Yes, I like the oral system very well, but we find that it does not suit for all the children. We find in the cases of a few that after a period of trial, say from two months to six months, some of them do not get on very well. If we find it is a waste of time they are drafted off to the manual school. If there is no possibility of their developing the oral system sufficiently to be understood in after life, they are taken over to the manual school. I understand from the literature that one gets from Home, and especially from America, that they work on these lines very much in both England and America.
427. Is it a fact from your knowledge that deaf mutes between themselves do not rely on the oral system, but use the sign system? You are quite right. It may be thought a pity, but still it is so; they are very apt to revert to the easier method of communicating, namely, the finger language.
428. And they make themselves understood by each other better in that way? Yes, it may seem strange, though it is not to me, that a sign language is a very easy language for the children to take up. I notice in the case of my child, who cannot speak properly, that he can carry on a conversation by signs with the deaf children, and they understand one another. I do not advocate sign language unless as a help in enabling a child to grasp ideas.
429. A trained knowledge of sound cannot be imparted to a deaf mute, and the teacher has all the advantage by the oral system, the deaf mute being only able to take the outlines of the mouth and lips? Yes, which, of course, as some have argued, is of itself a kind of mechanical movement.
430. At what age do you think instruction should commence with deaf children? I think from 6 to 7 years. I think it will depend upon the capacity of the child.
431. Can you commence too soon? No; I do not think you could. I think that if they are in their own homes, with intelligent surroundings, you could not commence too soon; but I do not think, on the other hand, that it is a good thing to take a child away from its parents when it is 3, 4, or 5 years of age, even though its mind has not been cultured much at home. Home is the best place for it until 6 or 7 years old.
432. You cannot say when the education of children who have their hearing commences? No; a hearing child is being educated, psychologists say, from 3 months and onwards.
433. Do you think that many parents refrain from sending their children to the institution in the hope that the hearing of the children may be restored by natural development? Yes; I have heard of cases of that kind, but it is a hope that is hardly ever realised. 434.

- S. Watson.
29 Mar., 1898.
434. *Mr. Robinson.*] You have a library for the deaf, dumb, and blind? Yes.
 435. Is it used pretty freely? Yes, it is; very freely. The blind library is used constantly.
 436. And both are fairly well supplied with books? Yes.
 437. And the committee provide you with all the books and magazines that you require? Yes.
 438. There is no stint on the part of the directors of material to carry on the work of the institution? No.
 439. How many times have you visited England? Once since I came to Australia, in 1878.
 440. Then you visited as many institutions as you could? Yes, nearly all the institutions in England. Unfortunately, whilst I was passing through America, it was the holiday time.
 441. You keep yourself posted up in what goes on in other parts of the world in regard to similar institutions? Yes.
 442. *Mr. Powell.*] Do you not think that in America they are in advance of England in regard to the education of the deaf and dumb and the blind? Yes, I think they are in advance in America, though of late very great strides have been made in England too. In America they have for a long time pushed on the education of the deaf and blind with splendid vigour and success. One might point out this fact as a sort of encouragement, that in America they have a college where the brighter pupils can push on and become thoroughly educated and gain the degree of B.A., and so on. In England there is not such a chance; and yet I have sometimes thought it a pity, because where there is an object of that kind in view it is a stimulus to both pupil and teacher to go on and do their best, and equip the children for graduating in the college. However, in a young community like this there is no chance of anything of that sort, nor will there be for years to come. They have a very fine college in America, from which they have turned out a great number of capable deaf and dumb men. There they keep the children at school from 8 to 10 and 12 years, and afterwards send them on to that college.
 443. *President.*] How long have you been in the colony? Twenty-seven and a half years.
 444. *Mr. Robinson.*] Do you think that this institution is as good as the institutions in Great Britain and America;—do you think we are abreast of the times? I hope so. It might seem a little egotistic to say it, but we try to keep abreast of the times, and in touch with all modern methods.
 445. *President.*] Is there anything else that you would like to add,—anything that we have not touched upon? I do not think so. In most things in connection with the education of the children here the committee give me pretty well *carte blanche* as to how to proceed, consequently I feel very glad and grateful on that score.
 446. You equip them up to a certain point, and we want to know how the State could deal with them after? I could wish that we had a church for the deaf and dumb, but this is not a matter for the State. The committee have for a long time rented a schoolroom, where we meet on Sunday evenings, but the adult deaf have a longing for a church. Last Sunday evening we had nearly thirty present. I think it is a most wholesome thing to have an opportunity of meeting on Sunday evenings, otherwise they would forget much of what they learn at school here. At Home they have beautiful churches, and generally in connection with them a secretary's office and a reading-room. This applies to America as well.

Henry Cooke, sworn and examined:—

- H. Cooke.
29 Mar., 1898.
447. *President.*] You are assistant secretary, accountant, and collector? Yes.
 448. What is your salary? £350 a year.
 449. Have you any allowances? No.
 450. How long have you been employed here? Eighteen years.
 451. In that capacity all the time? Yes.
 452. What do you do? I prepare the business for the Board, do the correspondence, keep the accounts. I have here a list of my duties (*See Q. 483*).
 453. Is that list up to date? Yes. I produce also a report upon my work, drawn up by the honorary secretary.
 454. Do you keep accounts? Yes; for all the children.
 455. For each child? Yes. I keep the Spittles' legacy account, and show a balance-sheet.
 456. You keep the account of all the different funds? Yes.
 457. Do you keep a separate account for each child? Yes, where parents are charged the school fees or where the children receive clothing. In some cases they neither pay fees nor are provided with clothing.
 458. Do you keep the store account? Mrs. McLeod keeps that; I check the accounts that come in monthly. Mrs. McLeod gives me the tickets, and I check the accounts with the tickets.
 459. How are your secretarial duties provided for when you are out collecting? I am generally out in the morning, and do the office work in the afternoon.
 460. But when you are in the country? I only go into the country three times a year, and for a fortnight each trip.
 461. Who does the banking? I do the paying in; all the money passes through my hands.
 462. What security do you give? A surety for £200.
 463. How many days in the year are you out collecting? About 300; in the country six or seven weeks in the year.
 464. What districts do you cover in the country? I go south as far as Albury, west as far as Dubbo and Forbes, and north as far as Tenterfield.
 465. And do you find that you cannot cover any further ground? Yes; I cannot do any more.
 466. Do you keep any diary of your movements when you are out? Yes. I submit a report at the end of every trip.
 467. In addition to collecting, you call upon people who have blind children here, and report upon the children? Yes. I also try to ascertain the existence of other afflicted children.
 468. I want to know whether the decrease in the collections as compared with 1891 in your opinion arises from the generally distressed condition of business people? Yes, it does. I may state our subscription list has fallen off by nearly one-half.
 469. Instead of giving £5 they give £2? Yes; and people who used to give a guinea now give 5s.
 470. Do you think it is owing to the less interest being taken in the institution or to the force of circumstances? It is owing to their inability to give so freely as they used to give.
 471. How many hours of office work do you do daily? I am generally here till 6 o'clock at night, and very often take work home or come back here when very busy.
 472. How do you arrive at the cost of maintenance? By dividing the total expenditure by the average number of pupils. Two boys may be in the institution only half a year each, and I call that one year.

473. Do you take into account in that statement the resident officers? No; only the pupils.
474. What arrears of school fees are there either written up or on the books? At the end of December last the amount owing was £1,946 18s. 10d. I estimate that £1,038 3s. 6d. of that is recoverable. In addition to this there is a large amount that we have written off in the past—£920. Besides those that the Government pay for there are eighteen pupils whose parents have not undertaken to pay anything, and there are some who have undertaken to pay and do not pay.
475. Those eighteen are practically paupers? Yes.
476. You contend that you might fairly ask the Government to pay for them? Yes; twenty-eight pupils paid nothing in 1897; ten of those who undertook to pay paid nothing; twenty-eight out of 118 in 1897 paid nothing.
477. Are there any arrears of payment for children from other colonies? No; this morning there was to the amount of £6 9s., but we got a cheque to-day.
478. Has the institution ever suffered loss in connection with children from other colonies? Not to a very large extent, because in the case of children from other colonies if the parents were not able to pay the fees have been paid by the Governments of those colonies.
479. *Mr. Powell.*] If all these children were paid for at the rate which the Government are paying, £36, this institution ought to be self-supporting? It would be. One quarter of our income is from invested funds.
480. Most of these children are the children of poor parents? Yes.
481. I understand that some if not educated here would have to become State children? Yes; and be a continual charge to the State.
482. *Mr. Robinson.*] You get every assistance from the directors and from me in connection with your work? Yes.
483. And it is satisfactory to you and to them? Yes. The following is a list of my duties as Assistant Secretary:—

H. Cooke.
29 Mar., 1898.

1. Collecting and receiving subscriptions, legacies, interest, school fees and rent, and paying same into the bank. This takes up more than half the time at my disposal.
2. Keeping a proper record of all financial affairs of the institution.
3. Conducting the correspondence with the parents and friends of the various pupils, with the different Governments who send children here, and others, and keeping records of same.
4. Keeping account of all clothing supplied and school fees, and furnishing statements to the parents and Governments periodically.
5. Keeping a record of goods supplied to the institution, and of all advertisements ordered. Examining and checking all accounts before submitting them for payment, afterwards drawing cheques, paying same away, and taking receipts.
6. Preparing the business sheets for board meetings, attending the meetings, keeping minutes of all transactions, writing out reports for the newspapers, and carrying out the Board's instructions, sending invitations for all meetings or entertainments, and keeping a record of same.
7. At the end of each financial year, preparing balance-sheets and abstracts for the auditors, the annual report for the Board, and full details of all receipts, &c., during the year for the printer; checking and correcting proofs, and circulating the reports when published.
8. Notifying parents of the annual vacation, arranging children's passages, securing berths, and advising parents when the children will leave, meeting children on arrival, and seeing them off when going away.
9. Preparing statistical information for the Government.
10. Attending to the business of the institution generally.

HENRY COOKE,
Assistant Secretary.

January 17, 1890.

N.B. With reference to the first paragraph, I may state that the amount received for subscriptions and donations on General Fund Account only during the ten years I have been in office is £18,373 9s. 2d., or an average of £1,837 per annum. During the year 1879, when Mr. Luff and Mr. Stevens were both collecting, the amount received was only £1,724 5s. 4d., of which over £900 was swallowed up in salary and expenses.

The following is Mr. Ellis Robinson's Report to the Directors upon my duties:—

Re Mr. COOKE'S DUTY.

In accordance with your request, that I should report on the work of, and the growing necessity (in the near future) for some assistance, I beg to state my reason for drawing the attention of the Board to this subject is the fact that for the last year or more Mr. Cooke has been in the constant habit of working at least three evenings in the week. This is neither proper nor is it likely to conduce to the health of the person who performs such an amount of night-work.

There is a possibility also of work not having full care bestowed upon it.

The work done by the Assistant Secretary is shown by the Memo. herewith; the Board will notice that it entails a large amount of labour.

I have carefully considered the routine of work carried on, and confess I see a difficulty in finding a remedy. There is admittedly more work than one pair of hands can perform, yet not sufficient to fully occupy two. To obtain a clerk or lad to assist would not be of much service, as the directing of him would entail such an amount of oversight that one could almost do the work oneself in the same time.

The training Mr. Cooke has had at my hands for some years has enabled him to get such a grasp of the affairs of the Institution that I have been able to transfer to his hands many matters of detail that I had hitherto done, and so relieved myself of much personal effort.

WEDNESDAY, 30 MARCH, 1898.

[The Commission met at the Institution for the Deaf and Dumb and the Blind, Newtown Road, Sydney, at 9:30 a.m.]

Present:—

GEORGE ALEXANDER WILSON, Esq.; J.P. (PRESIDENT).
JAMES POWELL, Esq., J.P.

Mr. Ellis Robinson, Secretary of the Institution.

The Commission again referring to the subject of the proposed investment of the funds of the institution in mortgages, suggested the desirability of setting aside the additional interest which would accrue from that source to the credit of a fund to meet possible losses on such investments. Mr. Robinson stated that at the next meeting of the Committee the following motion was to be submitted for consideration:—“Having agreed to lend certain moneys on mortgage security, it is resolved that from the interest on same an amount equal to the interest allowed by the Savings Bank be carried to the Income Account and the balance placed to a Reserve Interest Account, with a view to meet, should such occur, any loss of the principal sum so invested.”

E. Robinson.
30 Mar., 1898.

Miss Ada Marie Bateman, teacher of the deaf, was sworn:—

- Miss A. M. Bateman.
30 Mar., 1898.
484. *President.*] You are a teacher of the deaf here? Yes, sir.
485. How long have you been employed here? Nearly eighteen months.
486. You came from England? Yes.
487. Where were you trained? At the Training College for Teachers of the Deaf at Ealing; and after I had finished my course there as a student I passed the examination and received their certificate, and was requested by the principal to stay on as his assistant; and I stayed there for ten years as the assistant teacher at the college.
488. What is your salary? £80.
489. And board and lodging? Yes.
490. Have you an engagement for a term of years? Three years after the first six months.
491. What are your hours of teaching? Half-past 8 to half-past 12, a quarter to 2 to a quarter past 3, and 7 till half-past 8 two days a week.
492. Your teaching is confined to the deaf and dumb? Yes, to the oral deaf.
493. You teach the oral system entirely? Yes.
494. Do you find the pupils apt to learn the system? Yes; many of them are very quick at it.
495. Is that system extending in Europe? Yes, all the German schools teach it entirely; they have no other; and the French schools, which have held out the longest against it, are now coming round very much to it.
496. It was originated in Germany? Yes; at least it was systematised in Germany.
497. Is it found that the children use the system amongst themselves? Yes; but here, being mixed up with the signs deaf school, they use the signs a good deal. Our own children at home where there are no signs always speak to each other.
498. Have you both systems of teaching here? Yes, there are two school-rooms here. In the school they are entirely separate, but they play together and have meals together, and so on.
499. And you find they do not use the oral system very much outside? They do, but they use signs a good deal more, and the great difficulty is that other people use signs to deaf children, instead of speaking to them, and that is worse than the children using the signs themselves.
500. Generally speaking, do you know whether the children use the oral system in talking to their people when they go back to their homes? Yes; they do use it, and they come back to us having learnt new words at home.
501. Have you had experience of that, too? In one or two cases.
502. It would depend upon the class of home? Yes; a good deal.
Mr. Robinson.] They would take more trouble in a better educated home.
503. *President.*] Are you satisfied with the position here? Yes, quite.
504. Have you every support from the Committee of Management? Yes.
505. You have the usual vacations, I suppose, Midsummer and Easter? Yes, we have a few days at Easter. The difficulty is that the children do not all go home, for it is a very long spell from June till Christmas.
506. *Mr. Powell.*] You advocate the purely oral system? Entirely.
507. Would you prefer to have the children untaught the manual system when you get them? Yes.
508. As it is, I suppose they acquire the manual system, in spite of whatever you can do? Oh, yes; you cannot stop it.
509. And I suppose you find between themselves they use it? Yes, they do.
510. Do you think that the deaf can communicate with you with the same ease that you can communicate with them—their knowing nothing of sound and you knowing sound? Yes, they can. When they have had so many years' education I should say yes, they can, without doubt.
511. Would that be only in connection with the school teaching;—do you think that they could understand what any person, not a teacher like yourself, desired to convey, in the ordinary business of life? Yes.
512. You think they could? Yes.
513. Well, I know nothing about it, but I will ask you this: When it comes to words, can they understand the individual words? Yes.
514. Take such words as “when” and “which,” “what,” “white,” and “want”: Can they understand them unless in connection with what follows? Can they understand them?
515. Except in connection with what follows. You see in these words I have quoted, “when,” “which,” “what,” “white,” and “want,” it appears to me that the lips do not disclose them? They do to the children.
516. That is as between teacher and taught. I am trying to put that to you as an outsider. When I am talking to these children will I so shape the expression of my lips as to convey to them my meaning? Yes, you would.
517. You think that outside and away from the school-room they would be as able to read from the lips of any person as from your own? Yes.
518. I noticed you yesterday in teaching put the book before your pupils, and they shaped the lip to suit the book,—that is to say, the lip-teaching conveyed the meaning and sound of the particular word, and they identified that movement of the lip with the word in the book? Of course that was a reading lesson that you saw yesterday, the same as a hearing child would have, reading from a book.
519. But you connect the movement of the lip with the particular word in the book? Yes.
520. Now, at what age do you think you should commence with the oral system to make it of great advantage to the pupil? Not under 6; 6 is a very good age to begin.
521. You would have very much to unlearn in the way of signs by that time? They would be little natural gestures; they would not be artificial signs, and the little child getting the word would drop the sign and use the word instead. I would never try to make them unlearn these natural gestures, and if they made them to me I would understand them, but would not make them back to the child, because they can learn to lip-read what you say without being able to say the word themselves. There is a little girl in the school now who has been there about two months, and for some time her teacher said to her when she came to her lesson “Chalk,” and she looked at him, and she went off to fetch the chalk.
522. Are you an advocate of the pure oral method? Yes, sir.
523. That is as it is taught at Ealing? Yes.

524. *President.*] Is the institution at Ealing an institution somewhat similar to this? No; it is founded for training teachers. Miss A. M. Bateman.
525. It is a training school, then? Yes; and there are only a few pupils as a practice for those being trained. 30 Mar., 1898.
526. Have you any knowledge of the institutions in England for the deaf and dumb apart from that? I have never been to one of them. I have heard of them a good deal from teachers who have been there.
527. But the Ealing institution is really a training school? Yes. I have been to institutions in Germany and seen theirs.
528. Of a similar character to this? Yes.
529. And how would the methods compare here with those in Germany? Of course, in all the schools in Germany the methods of teaching are purely oral.
530. Is it under Government inspection in Germany? No; they have done away with that inspection. They said that the teaching of the deaf was hardly suitable for inspection—it could not be inspected as hearing schools could be—but the inspectors go every now and then, whenever they like, to see that everything is going on right, and that the children are making progress.
531. *Mr. Robinson.*] There are manual institutions in Germany;—are there? Everybody in the towns we went to expected the children to speak, and spoke to them.
532. *Mr. Powell.*] Do you know of any school in England where the oral method only is followed? Yes; there is a large school in London, Van Praag's. It is a private day-school. They have about fifty children. They have gone under Government inspection now—not under the London School Board.
533. Do you not think that the manual system is likely to be the more useful in communication between the deaf and dumb and people generally in the world, because the methods of verbal expression differ so much with different people according to their culture. Say I have to convey an idea to a deaf mute, well, I might so convey it that he would understand it, but the chances are that he might meet with a number of persons who might not shape their words in such a way as to convey the same meaning that I would wish to convey? I think the child would understand it.
534. No matter how the words were uttered? He would get the main idea of the sentence, and, of course, that is what they do in the end. They do not lip-read every word that is said; they get the idea—the sense.
535. And then put it together? Yes.
536. But for general communication it seems to me that the manual system will outlive the oral; of course, that is only a matter of opinion without any experience;—that is not your opinion, I take it? No; it is not my opinion. You take a little child and want to teach that child French, and give it a French lesson every day; and then the child goes away from you, and nobody says a French word to it at all. The child will naturally forget.
537. I suppose every child in your class can also use the manual system? Yes; they can.
538. And they do? Yes.
539. So that really it is a combined system here? Hardly, because it is not used in school.
540. But they use it among themselves; they all acquire it;—they can all talk with the fingers? Yes; every one of them. They must acquire it. They play with the other children and are friends with them, and they must be able to communicate. So long as they mix with the other children it would be unkind to stop it. They separated them at Margate. They took another house until all those who had been taught signs had left.
541. Margate School was originally the Old Kent Road School? Yes, it was.
542. And the manual system only was taught there? Yes; and they still have that institution there now.
543. They teach both systems at Margate? Well, then, they separate them entirely, because I know they took a house at Ramsgate, and when they had only a few oral children they put them in the Ramsgate Home.
544. *Mr. Robinson.*] There are some children who could not learn the oral system? I have never seen any yet.
545. You think they can all be taught? Yes.
546. Our practice is to try them all in your school first? Yes.
547. And if they fail to make a satisfactory advance they are transferred to the manual school? What we find here is that some of them come too old, and they will only stay perhaps a couple of years; and it is not right to the child to spend those two years simply getting articulation, which, of course, is not language.
548. *Mr. Powell.*] In the oral system you prefer to have the child for seven years? Yes. A deaf child at 6 coming to school does not know half as much as a hearing child would know.
549. *Mr. Robinson.*] What character does the college at Ealing bear among institutions of that kind;—does it stand second, or third, or last as a training college? As a training college it comes first.
550. It is supposed to be the best training college in Great Britain for the purpose? Yes.
551. *Mr. Powell.*] I suppose it is the only college for training? No; there is another—Mr. Van Praag's. There is an examining body of teachers. They do not train. They tell the teachers what books to read up, and they examine them afterwards.
552. You get all you want in the way of books and papers and apparatus from the Board, at all times, here? Yes.
553. You are fully equipped? Yes.
554. You keep yourself posted up in the latest methods? Yes.

Miss Georgina Watt, teacher of the blind, was sworn:—

555. *President.*] You are a teacher of the blind? Yes. Miss Georgina Watt.
556. How long have you been here? I have been here fourteen years. I said twelve or thirteen the other day, but I was not very sure. 30 Mar., 1898.
557. What qualification have you as a teacher;—are you a trained teacher? No, sir, I am not. *Mr. Robinson:* She was trained here under Mr. Watson, the superintendent.
558. *President.*] Had you any experience of teaching the blind before you came here? None whatever.
559. What is your salary? £100.
560. And board and lodging? Yes. 561.

Miss Georgina Watt. 561. Is your duty entirely confined to teaching the blind? Yes.

Mr. Robinson: Except that Miss Watt, like other teachers, takes a turn on duty on Saturday afternoons and Sundays—every fifth Saturday and every fourth Sunday.

30 Mar., 1898. 562. Is your school fairly well equipped with all necessaries? Yes; I think I have everything that is new at all, and, of course, I teach the children when they come here. I learn the new machines and teach the children afterwards.

563. And the Committee have subscribed to some periodicals which you get the use of in the school? Yes, the recreations.

564. Where we can find a publication printed in other parts of the world for the blind or deaf and dumb, we subscribe and get them for the school, and the teachers get the benefit of it;—do the children get the books? Oh, they use all the books, and I get other books besides.

565. *President*.] What class of literature do you read to the children? Biographies and the best novels—all the latest books.

Mr. Robinson: They have Shakespeares, and the "History of the Queen" is coming out for them now. Whatever new histories are out (Thompson's and Ransome's) I always get myself. Just now I am preparing three or four of them for the Junior University Examination in June.

566. Do you teach the Braille? Yes.

567. Do they all learn Braille? Yes, and the last two children I have in have only been in three months, but one little girl writes all her Braille letters now, and she is only 8, and the other is not quite so forward.

568. The Braille is superseding the Moon? Yes. They used to learn Moon's system when first I came here a great deal, but I find none of the other institutions are using Moon's now, so I do not bother so much with it. They all know Moon's alphabet, but do not read it.

569. *Mr. Powell*.] Do you teach the blind children the manual alphabet for the deaf and dumb? No; but they know it all.

570. That is their only medium of communication with the deaf and dumb? Yes.

571. So that is an advantage where the blind and the deaf are together? Yes, because they always tell one another everything.

572. Then, of course, the oral system would be no good in that case? No; but I used to have some blind girls who could talk nicely to one of the oral children. A little deaf girl named * * * could talk very nicely to them.

573. How could they see the movements of the lips? They could hear her.

574. But with each of the pupils we heard yesterday the sounds seemed to be different? This girl I am speaking of spoke remarkably well. I do not know about being able to speak to any of the others, but this one girl they could always understand.

575. So that really the best mode of communication between the blind and the deaf is by the manual alphabet? Yes; they can talk very well on their fingers, and they can talk to themselves, holding one another's hands.

576. *Mr. Robinson*.] And when the children leave the institution we furnish them with two or three copies of the type? Yes, and they get a frame.

577. *President*.] Do you like the work? Yes, very much indeed.

The Commission then proceeded to the schoolrooms and interrogated the undermentioned pupils:—

Tillie Holland said she had been eight years in the institution, was quite happy in it and was kindly treated; she caught cold in her eyes which brought on blight, and eventually blindness; the doctors say they do not think she will get her sight again; she can tell if there is anything in front of her, but cannot distinguish objects nor persons; she likes her lessons; is learning spelling, reading, writing, geography, history and music, and plays the piano; does not know how much longer she is to stay at the institution, nor what she will do when she leaves; she goes home every month.

Teresa Rogers said she had been in the institution five years; is quite blind; can see persons before her, but cannot tell who they are; is quite comfortable; does not know how she lost her sight; lost it when she was 3 months old; has plenty to eat and is kindly treated; parents live in Newcastle; learns music and sings; expects to stay at institution for a couple of years more; does not know what she will do when she leaves.

Maggie Moffatt said her home was at Mosman's; she had been in the institution ten years; does not expect to stay after next year; does not know whether she is going to learn any business; thinks her friends would like her to be a teacher of the blind; would learn at the institution as a pupil-teacher; learns music; is very happy at the institution; has no complaint to make at all; is kindly treated; the deaf and dumb children do not treat the elder blind children unkindly, but she does not know about the little ones; reads and writes the Braille; is learning spelling, geography, history, physical geography, and physiology; likes the school very much.

Arthur Webster, a deaf mute, was questioned through *Mr. Watson*, the Superintendent, and said he was 16 years of age; he has been in the institution eight years; has another brother who is also deaf; is learning history, geography, arithmetic, algebra, language lessons and object lessons, his father has told him that when he leaves the institution he will be a gardener; is comfortable and happy; would not like to leave.

Webster then made signs indicating a sower, a blacksmith, a tailor, a carpenter, a dentist, a doctor, lying down, writing, eating, sleeping, and "I will go home to-morrow"; he said he got quite enough food to eat.

Esther Scott, another deaf mute, was also questioned through the Superintendent by the manual system; she said she was 14 years of age, and had been in the school seven years; she has one sister, who is also deaf and dumb; is comfortable and happy; learns geography, English history, Bible history, arithmetic, physical geography, and object lessons; likes English history best.

[The Commission adjourned at 11 a.m.]

FRIDAY, 1 APRIL, 1898.

[The Commission met at the Sydney Industrial Blind Institution at 9:30 a.m.]

Present:—

GEORGE ALEXANDER WILSON, Esq., J.P. (PRESIDENT).
JAMES POWELL, Esq., J.P.

Henry James Hedger sworn, and examined:—

578. *President.*] You are manager of this institution? Yes.
579. How long have you been manager? About five years.
580. Were you in the service of the institution before? Yes.
581. In what capacity? As head teacher.
582. What did you teach? I taught the whole of the work that is getting done here at the present time with the exception of brush-making.
583. Where did you get your own training? I had no previous training at all before coming here.
584. You picked it up? Of course, I had a practical idea of some of the trades that were getting taught, and the Comptroller-General of Prisons gave us permission to visit Darlinghurst Gaol to find out anything we wanted to know in reference to mat-making or anything of that kind.
585. How long were you a teacher? A little over twelve years.
586. Was that from the founding of the institution? Yes, right from its foundation.
587. When was it founded? In 1879.
588. Who was the founder? Mr. John Woods was the founder. He left £5,000 to put up a building for this specific object. Mr. Woods, who had a blind mother, saw that there was nothing done for the adult blind in the way of teaching them to earn a living, and he consulted several prominent men in Sydney, amongst whom were the late Sir Alfred Stephen, Mr. John Dawson, and Mr. Benjamin Palmer, with the result that when he made his will he left £5,000, and appointed those three gentlemen executors of the will. He expressed his desire that something should be done for the indigent adult blind; he saw that the Newtown institution was accomplishing everything desirable in the way of teaching young children, but that after they were discharged from Newtown, when the battle of life began, there was no provision for them at all; that they either had to beg in the streets or go into the poor-house. He expressly stipulated in his will that unless the building was started within twelve months the legacy should lapse.
589. Then the object of the institution is not primarily the education of the blind, but it is to give them industrial training? No; we have nothing to do with educating the blind further than this: That if a blind man comes and wants to be taught the embossed type we should be happy to teach him.
590. The theory is that the Newtown-road institution provides for their education, and this institution does something for them where the Newtown-road institution leaves off? Yes; up to the present all the inmates that have left there that were eligible have been drafted in here. There have been some boys and girls who left Newtown and went to their friends, their friends being able to keep them; but those who were entirely destitute have been drafted in here, and have been here ever since. I suppose that half of our inmates have been educated at Newtown.
591. Is the institution governed by a committee of gentlemen and a committee of ladies? Yes.
592. Is the committee elected by the subscribers? Yes, at every annual meeting.
593. How is the Ladies' Committee elected? By themselves. In the first place, the members of the Ladies' Committee were elected by the committee of the institution; but when any vacancy has occurred since, the ladies have nominated a person to fill it.
594. What does the Ladies' Committee do? The particular function of the Ladies' Committee is to meet here once a month, and look round the institution, seeing to the cleanliness of it and to the domestic arrangements. They take over the women entirely. They consider all the applications of the women for increase of wages. Any matters that crop up in regard to the women they deal with, and then forward a copy of the report to the General Committee for adoption.
595. Have you a statement showing the number of committee meetings held, and the attendance of members? Yes. The average attendance per meeting is, I think, six.
596. Have you any life members? Yes, we have several.
597. What is the qualification of a life member? He must be a subscriber of £10 and upwards.
598. Are the life members on the same footing as the ordinary subscribers, as far as voting is concerned? They have two more votes than the ordinary subscriber of 1 guinea.
599. Have you a copy of the rules and by-laws? Yes.
600. Have you a list of the paid staff? Yes.
601. You have three instructors? Yes; a brush instructor, basket instructor, and mat instructor.
602. You have three sighted instructors? Yes.
603. Would it not be possible after a time to do with a less number? I do not think so. They have to be practical men. If a man is not thoroughly practical in every branch of his trade, it is impossible for him to teach blind men successfully. You can get a man who is only half a tradesman a little cheaper than a practical man, but you would lose in the long run by having bad workmen about.
604. You have a brush instructor, a basket instructor, and a mat instructor—suppose that the brush instructor is a thoroughly competent man, would he not be able to pick up enough of the other businesses to be able to teach them? I do not think so. Not only that, these three instructors are fully employed. They have not only to teach, but also to do a fair amount of work; besides, there is always a certain amount of the work which the blind cannot do themselves.
605. What is the number of workers? Forty-three at present.
606. How is the average weekly wage calculated? It is a complicated matter to make up the costs of blind workers' piece-work. You might make it up for one twelve months, and the following twelve months it might come out quite differently. Therefore, we take six months' earnings credited in the wages book. That is to say, piece-workers' earnings—it shows what they actually get. Then the learners are credited with their earnings. They are credited with the full amount of wages earned just the same as the piece-workers are for their work. If a man comes in to-day and starts learning, and makes two clothes-baskets, we credit him with 1s. 3d., but probably we should not get 9d. per basket. In making up the learners wages we have not allowed for unsaleable work or waste of material.

H. J. Hedger.
1 April, 1898.

- H. J. Hedger. 607. Is it your idea that a man should receive not less than 15s. a week from all sources? Yes; and the women 12s. 6d. a week.
- 1 April, 1898. 608. If their earnings are very small you will supplement them to a certain extent, and in some cases the State supplements their earnings? Yes. If a man is in his fourth year he gets 5s. bonus per week. If a basket-maker is in his fourth year he starts on piece-work and gets 5s. per week on the top of his earnings, and in the fifth year 2s. 6d. bonus; after that they are put on piece-work. In the sixth year they are supposed to be competent to earn their own living, and they go on piece-work.
609. It appears that the women do not earn so much as the men? Not nearly so much. I think it is the case in every walk in life, and these women are under the disadvantage of having been taught in the Strathfield institution. I always say that where a man and woman are brought up in an asylum to learn a trade they have no incentive to work, because it makes no difference to them whether they earn 5s. or 10s. They get into a slipshod way of working, with no ambition, and when you try to get them to work harder they cannot realise that they have to do it. Quite possibly they think they are earning more than they are getting.
610. *Mr. Powell.*] Are these people brush-makers or brush-makers' assistants? Brush-makers. Assistants would be the finishers. They make the brush by putting the hair into the holes. The finishing is a trade by itself. The brush-maker is the person who puts the hair into the holes. The finisher is the person who puts it into shape.
611. *President.*] You have no resident workers at all? No.
612. What supervision is exercised over these girls? There is no actual supervision over them after they leave here any more than that we know where they live, and the kind of people they are living with.
613. Do the Ladies' Committee take any interest in that matter? Yes. They always know where the women live; but I think it is very likely that the Ladies' Committee will take the matter up in a more practical way by visiting the girls at their own homes.
614. Do they visit them now? Not to my knowledge.
615. The supervision is simply that the institution takes the trouble to ascertain where these people are quartered? Yes; in most cases we find places for them to reside in.
616. The homes are not visited occasionally to see how they are going on? No.
617. Then, when a person comes in here not knowing anything of industrial blind work, what arrangement do you make? He enters as a learner for three months on probation.
618. Do they get anything during that time? In some cases, according to our rules, when entirely destitute, they do. As a rule they get nothing for the first few months. In former years, when the committee used to pay as much as 15s. a week to a person from the time of admission, the committee found that we were getting a lot of people into the institution who could not be taught—people who were only fit for a benevolent asylum.
619. Now you take them on probation for three months? Yes; and if we find at the end of three months that they can be taught, a report is sent to the committee to that effect; then they are admitted and paid 10s. per week.
620. That is from the institution? Yes.
621. In some cases that amount would have to be supplemented from other sources? Yes. We have an application form on which it has to be stated in what position the applicant is or his relations.
622. You give them 10s. a week; but who makes up the balance, because they must live? Their friends in some cases; in other cases the Government.
623. How do they live during the three months' probation? If they come out of a Government asylum the Government pays for them for three months.
624. And if not their friends keep them? Yes.
625. In special cases you make some allowance? Yes. If the person is entirely destitute, the committee make an allowance of 10s. or 14s. per week.
626. After the three months, if you are satisfied that they are of some use, you would give them 10s. a week, and what is necessary beyond that is found by their friends or by the Government? Yes; the Government 5s. for nine months, and after they get 15s. from the institution. When a man is admitted, after serving his probation, we give 10s. and the Government 5s.
627. *Mr. Powell.*] When a man comes in for the first time who pays? The Government, if he comes out of a Government asylum, or his friends.
628. If he does not come out of a Government asylum, what then? Then his friends pay for him.
629. Then when he gets up to the period you mention he receives a wage of 10s. a week? Yes.
630. *President.*] Do you find that this work tends to make them happy and more comfortable? Yes; I think that a blind man when working is far happier and more comfortable than he would be loafing about doing nothing; in fact, we have had men from the Government asylums who have been distracted—more insane than sane—but when they got to work they seemed to make up their minds to do what others were doing.
631. You find that blind people who are idle have a tendency to become morbid, I suppose? Yes; they become very shrewd, and their lives are embittered if they are not at work. We have had people who said that they could hardly bear them at home in their houses.
632. What do you find that blind people, who have not been brought up as tradesmen, can be taught? Some of the trades you can teach are so much more simple than others. There are some intricate trades which you could not teach a man who is over 30 years of age. It would be of no use putting a man to basket-making after he was 30, unless he was very clever; but you can teach them bed-making or mat-making. But the difficulty is with regard to the outlet—getting rid of the work. Competition is so keen outside; what with German production and the products of prison labour from America, they can undersell us to such an extent. I have no doubt that a trade could be opened up for the blind if the times were better. If times were better we should be able to open up other trades in addition to those that are now taught here.
633. Assuming that the Newtown-road institution attends to the education of the young blind, is this institution prepared to take up their industrial training? We always have been prepared to do that. We have never refused anyone admission here yet, if we had room.
634. Are you in a position to take over all the industrial training of the blind, so that, instead of having dual industrial blind institutions, we should have only one? Yes, I am quite sure we are.

635. Scattered all over the country, there are about 750 blind, many of them, of course, too old, and many too young for work, and many of an age suitable for work, have you considered the question of the employment of those people? Yes, I have given a lot of thought to the question of teaching the blind, both at their own homes and in the institution. I have read reports of different institutions from various parts of the world, and I have come to the conclusion that you would divide the indigent blind into three classes. The first class would consist of infants up to 15 years of age, who would be provided for in the Newtown institution. Then you would have to take those from 15 up to 40 or 45 years of age, or even up to 50, and you would find that those between 15 and 50 years of age would comprise the greater number of blind in the Colony.

H. J. Hedger.
1 April, 1898.

636. In 1891 there were fifty-three blind persons in the Colony up to 15 years of age; from 15 to 50, 228; 50 years and over, 460? I believe that the average would be altered if the numbers were taken now. I believe there are far more young blind in the Colony now than there were then. I think that there must be in Sydney at present over 100 blind persons between 14 and 16 years of age.

637. *Mr. Powell.*] Do you think that blindness is on the increase? I do.

638. That is not the experience in other places? It certainly seems on the increase in Sydney, judging by what you see in the streets.

639. *President.*] It would be very easy for the police to run them off the street, but that would not get rid of the blind? No; but it would make it easier for the institutions to deal with them. At present a man can make himself objectionable and get put out of the institution; there are dozens about who have been here and who are begging about the streets—men who have given up a fair wage and gone begging.

640. You divide them into three classes? Yes; the other class would be those from 50 up to any other age. They are not provided for in any way, and I do not see how they can be as far as any industry is concerned. You would not find one that you could teach.

641. As far as industrial occupation is concerned you would leave them out of consideration? Certainly.

642. Those whom you have to deal with are from 16 up to 50 years of age? Our present rule says 40 years of age, but the committee relaxed that rule several times.

643. How do you propose to deal with that class from 16 up to 45 years of age who are scattered all over the country? I do not know what we could do more than this: If a man is in any part of the country, no matter how far away, if he wants to be taught a trade he can come to Sydney and be taught.

644. Suppose there were local agencies in the country to discover and assist these people, could you, if they were sent here, arrange to train them in industrial pursuits? Yes, most of our men now are from the country.

645. Then do you think there would be a living for those people if they went back to their own districts after having been taught? That is a difficult question to answer. At present, the Colony being so young, there is not a living to be earned by many blind men outside of the institution. If you turn out men to start in the country for themselves in nine cases out of ten they would fail and come back to the institution. Except under special circumstances I do not think it possible for blind men to make a success of trying to do for themselves outside the institution.

646. Why? Suppose a man is married and has become a successful worker, if that man has a good wife and some children possibly he could be located in an up-country town, and he could earn a good living, because he would have his wife and children to help him; but a single man, with no means and no friends, would generally prove a failure. What I am saying applies not only to this Colony but to every part of the world. I have read the reports of every institution in the world bearing on industrial work. I have read of the scheme being tried, but only in one place, and that was Dresden, have they made a success. There they have very large funds and they are able to assist the blind after they have left the training institution. There are men who have been trained here and who have left the Colony and are earning a good living through what they have been taught here, but those are exceptional cases. There is a man in Northern Queensland whom we taught basket-making; he has relations there. He left this institution; we supplied him with material and gave him all the advice that we could; and so late as last month we had a Judge here from Northern Queensland who made a minute in the visitors' book stating that he knew this man and that he was pleased to know that he was earning a good living; but that is a case where a man has friends to help him to dispose of his work.

647. Assuming that a man is sent to a place where there is a considerable population, and there is an active local committee to assist and advise him, do you still think that he would be a failure? That would be an exceptional case in a large town. There are not many towns in the country where you could locate a man under favourable circumstances. A man with friends to stick to him might earn a living, but a man with no friends and no money would find a difficulty in earning a living; not only that, the blind seem to lose all self-reliance when they leave the institution. They have not a teacher to refer to, and when they become isolated in the country, without anybody to depend on, they go back in their work to such an extent that they make it unsaleable. There are cases, however, where men trained here are earning a fair living; there are no less than seven cases at the present time. One man left last month, and settled at Picton.

648. How would you deal with young people who desire to learn a trade;—would you advise that they be brought to Sydney, or would you advocate home-teaching? I should not advocate home-teaching; that is thoroughly impracticable. It is not possible to teach the blind man in his own home. Anyone who states that it is only states what he knows to be untrue. It is impossible to train a blind man in his own home. They have to be four or five years in an institution, with all the necessary appliances. To visit a man in his own home, and spend a few hours a week with him, and expect him to learn sufficient to earn his own living is hopeless. We give a man five years to learn basket-making at the institution, with practical teaching, and all necessary appliances.

649. *Mr. Powell.*] You divide the blind into three classes? Yes.

650. The first class consists of children up to 15, who would be provided for at Newtown? Yes.

651. The second class comprises persons from 15 up to 50 years of age, who would come here if they required assistance? From 15 to 40, according to our rules.

652. All over that age you think should be provided for, if necessary, in the asylums? Yes; I think a home ought to be provided for them by the State.

653. Are you overwhelmed with applications now? No; we have only three or four.

654. Are they from the country or from the town? There is one from Wallsend.

- H. J. Hedger. 655. May we not assume that those in the country are provided for by their own friends? No doubt the majority of them are. A blind man who wishes to come and learn a trade has only to apply through a Member of Parliament for a free pass and he will have no difficulty in coming here.
- 1 April, 1898. 656. You have only three or four applicants at present? Yes. We have had to refuse them on account of not having space. As regards the question of bringing blind men from the country to Sydney. We have had men who applied to the Government and said that their friends were not able to keep them. They came to the institution, were paid for for three months, and then returned home. We had to call the attention of the Director of Public Charities to that last month, and to point out that it was very desirable to find out whether the individuals wanted to be taught or simply wished to come to Sydney for a holiday.
657. *President.*] Is your committee opposed to the principle of resident workers? I could not say that they are actually opposed to it. They work the institution on what they consider a more humane principle, allowing a man to live outside with sighted people.
658. You are making additions to this building? Yes.
659. What are they intended for? For workshops. There will be a basement for storage, three large workrooms, and a men's dining-room, so that the present dining-room will be for women only.
660. Is it necessary to have two dining-rooms in a small institution like this? I think it is desirable to have one for the men and one for the women. We expect the number of inmates to increase very materially when the new building is completed. It is quite possible that we may have sixty inmates.
661. Have you any difficulty in selling your products? We have no difficulty whatever. We have sold all that we have made at present. The sales last year amounted to £3,017. In 1892 the sales amounted to £1,200, and the subscriptions have fallen off about 40 per cent. in the same time.
662. The subscriptions have fallen off and the sales are increasing? Yes.
663. You work in harmony with the Newtown-road institution, I understand? Yes; we have never had any trouble with them up to the present time.
664. Does your collector work with theirs;—do they arrange what ground they will cover? I do not think it is done officially, but I believe the collectors do make arrangements between themselves, and they have tried to keep clear of one another. If one was going up the Western Line the other would go up the Northern Line.
665. Have you had many pupils from the Newtown-road institution here? About twenty-five, to the best of my knowledge.
666. Do you receive a grant in aid with each of them? I think that with most of them we receive £10.
667. In this summary of your operations from 1881 to 1897 there is "trust money from deaf and dumb, £20 received," and on the expenditure side, £6? Yes.
668. Are all the operations included here? Yes; but it may be possible that in paying a man 15s. a week, as they did at one time when he came into the institution, that most of the money was not given in trust, but handed to them.
669. Some of the money handed over is not stated in this document? No, I do not think it is. In some cases they got an allowance of 5s. a week until the £10 was exhausted.
670. As regards the pupils that you received from the Newtown institution, do you find that they are specially good or specially bad, or well educated, well equipped, and intelligent? I think that I can say that we have not had a bad boy from the Newtown institution; they turn out well; they are far more tractable than other people that we get here, and they are cleaner and better educated than the general run.
671. They have had advantages which most blind people have not got? No doubt about that; I think they are better in every way than ordinary blind people.
672. What is your salary? £140 a year, and there was £120 last year for commission.
673. Five per cent. on the goods sold? Yes; but I do not sell them all.
674. And you have quarters allowed? Yes.
675. What is the valuation of the quarters? They have not been valued yet. My quarters have been very bad up to the present time.
676. What do you value them at? I suppose at £50 a year.
677. What are your duties generally? Simply the supervision of the employees of the establishment; selling, as we have no salesman; looking after the staff, buying material, attending the committee meetings, and all the clerical work.
678. Do you act as secretary as well? Yes.
679. Do you attend the committee meetings and prepare the business for the committee? Yes.
680. Is it part of your duty to purchase material? Yes.
681. How far do the committee deal with purchases? We have to obtain a requisition for everything; we have a requisition book. Everything is imported; large quantities of brush material are imported.
682. By what firms? John Keep, Henry Markwald, in Pitt-street; Warren & Holdship, J. T. Burnip, and Potts & Paul. We buy absolutely nothing in the colonies if we can possibly import it cheaper.
683. Is there any expert to deal with these things? Yes; Mr. John Keep, who seems to be an expert with regard to brushware.
684. On what terms does he do your business? Mr. Keep gets nothing at all.
685. No commission? No. Mr. Keep attended ten meetings last year.
686. You say that you buy as little as possible locally? Yes; if we did we should have to go to the local brushmakers, and they are rather antagonistic to this institution. Consequently, if we are to purchase material from them, we shall have to pay 20 per cent. more than we ought to pay, and we should be practically shut out of the market for our goods through having to pay so much for material. We tried one firm here, but we found that they were charging us an exorbitant price, and we had to cease to deal with them.
687. Have you had any special subsidies at any time? No. I think the only amount that we have had was a grant of £500, some years back, from the Government.
688. What was that for? We had a large overdraft.
689. What was the subsidy for last year? £700 odd.
690. On what basis? £ for £.
691. Is there any maximum? No.
692. It says here, "Government subsidy, £900, and general subscriptions, £612," which is more than £ for £? Perhaps there was some legacies; perhaps three of £100 each. The Government send a special auditor to audit the books before any subsidy is paid.

693. In addition to general subscriptions, they take in special donations? We get £100 on them, and £^{H. J. Hedger.} for £ on ordinary subscriptions.
694. If anyone left £5,000 to the institution, would you claim from the Government a subsidy of £5,000? ^{1 April, 1898.} No; they do not give you anything over £100.
695. What condition does the Department impose as regards expenditure? No conditions at all, as far as I know.
696. Who appoints your auditors? The committee appoints the auditors.
697. Is that according to the by-laws of the institution? No; there is nothing in the by-laws referring to auditors.
698. Or in the rules? No; Mr. J. C. Taylor audited the books for some years gratuitously, but now he charges.
699. The manufacturing account for 1896 shows a loss of £281 17s. 5d. There are "materials purchased," "commission on sales of goods, &c.," "freight and van hire"; should not some of the following items be charged to the manufacturing account? There are travelling expenses, general expenses, cleaning the institution, gas, wood and coal, printing, stationery, advertising, insurance on building and stock,—is not that a charge which should go to the manufacturing account? Yes; it is purely a manufacturing institution. I think that the whole of those items could be charged against the manufacturing account, but it does not make any material difference.
700. I do not say that it is an important thing, but the manufacturing account should be properly stated; if a man were manufacturing on his own account would he not charge these items against that account? Yes; but we cannot put the Blind Institution on the same footing.
701. Is it not best that it should be stated with absolute correctness, instead of showing that the loss is £10, and perhaps it is hundreds of pounds? Yes, I believe you are correct in saying that; but every year the committee have been adding charges against the manufacturing department until it has brought it very low. No doubt as we progress, and get more workers, the charges will be less against it.
702. The progressing has no material bearing on the fact,—it does not make it more correct? It is a matter of book-keeping, I suppose; the auditor has called attention to that very point. You could legitimately charge the whole of these items.
703. No doubt about it; if it does make it come out hundreds of pounds to the bad it is all the better; why not face the facts? Would not any business man charge these items to the manufacturing account? Certainly.
704. Who values the stock? It is always valued by the teachers and myself every year.
705. You have no outside valuation? No; it is simply audited by the auditors.
706. The valuation is made by the officers of the institution,—not by an outsider? Only by the officers of the institution.
707. Has a valuation ever been made by an outsider? No.
708. Has it ever been discussed or suggested that the valuation should be made by an outsider? Not to my knowledge. Of course if the auditor took exception to any item he could have it altered.
709. We think that you ought to have an independent valuation of the stock? I suppose the committee would have no objection to that.
710. The endowment fund amounts to £3,320 10s. 10d. That has been made up from [bequests chiefly, I suppose? Yes; legacies and bequests.
711. You appear to have drawn £200 out of that fund during the year? Yes; that is not from the permanent endowment fund. That is in one Bank, and we have another fund which is not permanent, but which can be used. It amounts to something like £400. There is £500 which is beyond our control.
712. The funds seem to be invested in the Savings Bank of New South Wales, in the Government Savings Bank, and the Bank of New South Wales? Yes.
713. What is the area of the land which the institution occupies? It is shown on the sketch [*produced*].
714. The land was given by the Government? Yes.
715. How is the land vested? It is vested in trustees.
716. Who are the trustees? Mr. John Dawson, Mr. R. L. Tooth, and Mr. A. Tooth.
717. What has the building cost, excluding the present additions? £9,500, approximately.
718. What is the estimate for the new additions? £2,500.
719. That will make the cost of the buildings about £12,000? Yes.
720. Is the building in every way suitable for its purpose? It was not suitable some time ago, but when we get the additions up it will be very suitable, but not so suitable as it might have been. If the committee had anticipated from the inception of the institution what would be wanted, no doubt it would have been built on a different principle.
721. The idea is to have workshops and sale-rooms? Yes; but the original idea was simply to have a residential institution.
722. Is the site considered by the committee to be entirely a suitable one for a business of this kind? Yes; I think it is an excellent site, and the committee think the same. Some years ago I believe it was thought by the committee that if we had a shop in some part of the town we should do much better. Then shortly after that it was decided to make the front shop which we have now. After that shop was opened the business increased over 100 per cent. The cash takings through the sale-room amounts to about £60 a month now, whereas formerly they only amounted to £15 a month. The business was increased materially through the opening of the front shop.*
723. Has the committee ever discussed the advisability of removing from this site? I do not think so.
724. Is there any legal obstacle to their moving, I mean as regards any bequest? I do not know, unless the trustees would object. The trustees of the will of Mr. Wood are permanent trustees.
725. Have you given any consideration to the extension of the industries that you are teaching here? Yes, the committee have talked about it at different times, and I think it is probable that within another twelve months we may start some other trades. It is only a question of first cost.
726. *Mr. Powell.*] What other trades do you contemplate? Wire-working for example; and on one occasion when Mr. Sinclair visited England he was very much struck by the wire-work done in the Glasgow institution, and he reported to the committee upon it. 727.

* NOTE (*on revision*):—I would not favour the idea of the institution having a shop to dispose of goods in the city, as the sales, in my opinion, would not be sufficiently large to compensate the institution for the extra outlay, viz., rent of shop, salesman, &c.

- H. J. Hedger.
1 April, 1898.
727. Is it likely that, when the additions are finished, the committee will have to consider something of the kind? I do not think there is any immediate necessity. We can find plenty of employment at present in the trades that we are teaching. No doubt, a much larger trade can be done than we are doing. It is only a matter of getting the public to support the institution better than they hitherto have done. The committee have expressed a strong hope that the Government will help them, and that we should get some Government work.
728. What are the hours of labour here? From 8.30 a.m. to 5.30 p.m. in summer, and from 8.30 a.m. to 5 p.m. in winter. The women work half-an-hour less.
729. What is the interval for dinner? One hour.
730. How do these blind people get to and from the institution? They find their own way about everywhere. They have no difficulty in getting about. The women experience some difficulty. They do not care about going out without a guide—in fact, now and again, they take a cab rather than walk.
731. What industries are carried on here? Basket-making, brush-making, mat-making, and bedding, halter-making, netting, and chair-caning. These are the principal industries.
732. Is the bedding the manufacture of mattresses? Yes, kapok beds and fibre beds.
733. Is that done to any extent here? We are doing more than we formerly did. We are employing one man regularly at it—sometimes two and even three.
734. What kind of work is the most profitable for the workers? I think that bed-making trades are the best.
735. That business is not so much cut as the brush-making? It is cut enough, but bed making does not take long to learn.
736. What is looked upon as the least profitable occupation for the workers? I think that chair-caning would be about the worst. Unfortunately that forms a great part of our work here, we get a great number of chairs to do.
737. Bed-making could not be carried on away from the institution? Yes, they can easily carry it on in their homes. They only want a table to work on and they can tease the material in the yard. It is a trade that is specially suitable for blind people.
738. *President.*] That return gives the amount paid in overtime during the year? Yes; it is very small.
739. It was stated in the Strathfield Asylum that the people here had to work all hours at home to make a living? The amount for overtime is so small that it would not help them much. We never give work outside if we can have it done in the institution; it is only when there is a rush. A person might send all the chairs in his house to be done, and we might give a man or a woman a chair to take home, and if they only do one a week they get 2s. 6d. which is a little help for them. If we can give the blind a little work to do at their own homes we give it.
740. Is this price list the price list for the trade? Yes.
741. There is not much work taken by the workers to their own homes? Very little; but there are blind men outside the institution to whom we give work.
742. Is that done to any great extent? No, probably it would amount to about £12 paid to a man in six months.
743. Under what circumstances do you give work to be done in their own homes in that way;—is it where a man is living with his own family? To blind men living at home.
744. In that case his people can help him, of course? Yes. Some of the blind, when they leave here, set up for themselves, and any work that they cannot get rid of they want the institution to take; that is a matter which the committee has not considered yet. A man might start at his own home and employ his wife and family, and we should have to take all that they could make as well as what he made himself.
745. That could be got over by taking work up to a certain amount only? Yes.
746. How many workers have you from outside the Colony? I do not know whether we have any from other colonies, but we have men who have been in the other colonies.
747. Do people come from the other colonies and apply for work here? Only two have done so direct, one from Tasmania.
748. It is a question whether this institution is not attracting people from other colonies who may have to be assisted by the taxpayers of this Colony? I had an application from a woman in Northern Queensland about two boys, but we wrote back and told her that we could not take them, and referred her to the institution in Queensland.
749. So you have had no experience of anything of that kind? We have only had two from other colonies, one from Western Australia and one from Tasmania, the man * * *
750. In taking that man from Western Australia, had you any guarantee from the Government of that colony that they should take him back? It was understood that when the man had learnt his trade here he was to settle at Fremantle, the place where his eyes were injured by an explosion. We had not a guarantee, but the man was anxious to go back. He knew that he would have a better chance there than in a strange place.
751. Your committee will see the propriety of protecting this Colony against having to support the blind from other colonies? Yes, I do not think there is any fear of the committee taking blind people from other colonies, especially when we are getting too many applications from people in our own Colony.
752. Those cases from the other colonies,—did the Governments of the other colonies give a grant in aid of the work? In only one case; we received £100 from the Government of Western Australia. In the other case we received nothing. The young man from Tasmania was an inmate of the Newtown institution for some years. He went to Melbourne, then went to Tasmania, to try and earn a living with his wife, but he found that he could not earn a living there; he and his wife and child came over to Sydney, and got stranded here, and he made application to be admitted to this institution. The committee, taking into consideration that he was married and destitute, took him at 12s. 6d. a week.
753. Was he earning that? No, not quite; he earned 11s. the first week.
754. Should not the committee have called upon the Tasmanian Government to pay for him? We do not know that he is a native of Tasmania.
755. You should inquire? It was not inquired into. The man was stranded here, and the committee took him in temporarily.

756. Assuming that he was stranded here, would it not be the duty of the committee to call upon the Government of Tasmania to keep him? It was understood that he was to earn 12s. 6d. a week. Assuming that he would improve as he went on, the committee could very well give 12s. 6d. a week. H. J. Hedger.
1 April, 1898.
757. How could a man and his wife and children live on 12s. 6d. a week? That is a matter that was arranged with somebody in the Chief Secretary's Department. The wife wrote to the Chief Secretary's office, asking them to allow * * * to land here, and she must have got a favourable reply.
758. *Mr. Powell.*] Where is he now? He left here without giving any notice, and we do not know where he is. I have heard that he is living at Botany.
759. *President.*] Have you any amusement for the workers here? There is nothing specially got up for their amusement, because they live at their own homes and prefer to amuse themselves in their own way. The committee subscribed money to give them an annual picnic with a nice lunch and tea. The first year ten of them turned up out of thirty-four, and the following year I think seventeen, so the committee thought it was not worth while to keep it up and it fell through. The committee have purchased concert tickets and given them to the blind. One occasion Sir Alfred Stephen purchased twenty tickets and out of that number only four were used.
760. Have you a library? Yes.
761. *Mr. Powell.*] Is it freely used? No; it is very little used; I do not think that one book a week is taken out of it.
762. One book a week among forty workers? Yes; the men rarely use the library at all, it is mostly used by the women.
763. Of course they can get the newspapers read to them? Yes; ladies come here four days a week to read to them; some read novels to them.
764. Do you think that their work unfits them for reading the Braille type? Yes; their touch becomes numbed by hard work and they really cannot feel it. It would take them ten minutes to read a line.
765. *President.*] How many workers have you passed through the institution? About a hundred.
766. The report for 1896 says, "130 individuals, who otherwise would have been thrown on the street"? It was an approximate number given by the chairman.
767. It was not correct? No; we do not know where he got that from.
768. It has been taken exception to? I do not think it is correct, but it is what the chairman said.
769. Do you find that your workers get tired of labour, and leave and take up a life of idleness or go begging? A certain proportion of them do. Ten left last year.
770. Then some of these workers do get tired of work, and leave the institution? They do.
771. What becomes of them then? They simply go to their own homes. We find some begging in the streets. One young fellow we had here for three months, who had been brought by the Government from Newbridge. It was reported that his friends were very poor, and he obtained 14s. a week here during his probation term. That term expired at Christmas, when he went home for a month. He then applied to the institution for work; but the first week after his return he said he would go home again.
772. He had had a month's holiday? Yes.
773. Did he receive anything from the institution during that month? No. I asked what was the matter with him. I told him that he was getting on well. He was one of the best men that we had, and was making extraordinary progress. I pointed out that in twelve or sixteen months time he would be earning £1 a week. I said it would be a pity for him to go to his parents, who could not afford to keep him. He told me that Mr. Mattingley was going to teach him at home, and that he could probably do better there than here. We could not keep him here. I tried to get his free-pass stopped. I went to the Colonial Secretary's Office, and pointed out that it was a pity to let these men come and go as they liked; and they tried to keep the pass from him, thinking that he might stop here; but eventually he got the Member for his district to apply for the pass, and he got it. That was three free-passes he had in four months.
774. Have you reason to believe that Mr. Mattingley induced him to leave? I do not know; but from other things that have come to light, I believe that Mr. Prescott has tried to induce them to leave this institution. He has gone to their own homes, and told them that So-and-so was selling tea and making so much profit, and ask them what was the good of working hard when they could do that. He induced several men to leave—good workers, too. Why I know that is so, is that when they leave here they go and get tea from Mr. Prescott.
775. Have you given any consideration to the question of blind mendicants? Not much, but we know a good many about the town. They are not very desirable people to have in an institution of this sort. After they have become accustomed to begging and leading dissolute lives, they spend all their money in beer, and become unfit to learn a trade. We find that it is not desirable for them to mix up with young people. It is like putting young fellows in prison with hardened criminals.
776. Have any of your workers at any time supplemented their earnings here by mendicancy or playing music in the streets? Not that I know of. There was one case of a man who was found selling matches in the street and it was stopped. He was receiving enough to pay for his keep. When that man was arrested and taken to the Woollloomooloo Lock-up, it was found that he had on him deposit receipts for over £900, yet he stood in the streets begging.
777. Is that the only case you know of of any worker in this institution supplementing his earnings here by begging in the streets? That is the only case that I can recollect.
778. *Mr. Powell.*] Some of them do supplement their earnings, though I do not say by begging? Yes; some supplement their earnings by blowing organs.
779. And two have Corporation carts, have they not? Yes; I believe two or three have Corporation carts. If they said that they had not enough to live on, the committee would not let them beg for the sake of a few shillings a week. The object is to take the men off the streets not to put them on the streets, that was the great object of the founder of this institution.
780. *President.*] How long had the man Stephen been in the home at work? I suppose he had been here about seven years.
781. What has become of him? He is working at his own home, but we supply him with material.
782. So he has not severed his connection with the institution? No.
783. *Mr. Powell.*] Do you sell his stuff? No, we do not; it takes us all our time to sell the work which we make in the institution.

- H. J. Hedger. 784. If there was a sufficient number of men outside working could they not combine and have a shop?
 Yes, that might be done.
- 1 April, 1898. 785. *President.*] How long was G. Brown here? About two years.
786. What is he doing now? I do not know what he is doing. He was a miner, and came from Wallsend. He was a Government man—we found his wife work. He had only two children grown up. We used to give his wife bed-tick to make. He had 12s. 6d. from the institution and 2s. 6d. from the Government. He simply sent in his resignation, and said he was going to leave, and the next thing we heard was that his mother had died at Wallsend and left him a house, and that he was making a living there.
787. Who was G. McKay? He was brought down from Armidale on a free-pass, and stayed here twelve months. He was one of the best hands in the institution. He was getting 15s. a week, but he went back home.
788. What is he doing now? I do not know. I asked Mr. Lonsdale, the Member for Armidale. I said that it was a pity that the man left. Mr. Lonsdale said that he asked when the man left, and he could not tell him. I have heard that he gained a little sight in one eye.
789. Where is Barry? He has gone to the Asylum for Insane.
790. And Hillery? He is a man who came out of the Government Asylum at Parramatta. We had him on probation for four months. We found that he was too difficult to teach, and that he was in very bad health, quite unfit for work.
791. What has become of him? He went back to the asylum.
792. The next man on my list is Brewer? He was here about four months; he was another man who had to leave; he could not be taught; he was almost an imbecile.
793. Where is Fox? He left. He came from Orange, and was here three months on probation. When the case was reported to the committee they would not admit him. He was always drinking, and used to come to work intoxicated, although he was only a boy. About a fortnight after he left I saw him in the street with an organ.
794. The next is Stapleton? He was here about eight months. He had served his probation, and was getting 10s. a week. He used to absent himself from the institution one week out of every four. He was suspended, and promised to do better, but afterwards stopped away again for another seven days. Then the committee told his father that he must keep him at home.
795. What about Pound? That is the man whom I have mentioned, who came from Newbridge.
796. You have one collector, I think? Yes.
797. That is Mr. Tuckwell? Yes.
798. What part of the country does he travel in? He is beginning to take the whole Colony now; formerly he was restricted to very short trips.
799. He is styled Secretary and Collector? Yes, that is in our last Report, but he is simply collector now. The committee found that the subscriptions were falling off, and that he would have to devote the whole of his time to collecting.
800. Has the falling off in the subscriptions occurred during his term of office? Yes; he had secretarial duties before.
801. Since what date has he been simply collector? I think about two years.
802. How does that show as regards the subscriptions? Last year they kept about the same; this year they will be a little more.
803. How is he paid? £2 a week and a commission of 10 per cent.
804. What was the commission on his collections last year? The commission on the collections last year was £60, I think.
805. Did that all go to him? Yes, he is the only collector.
806. You have no persons in the country districts collecting for you then? Not one; we never have had.
807. I suppose you know that the Newtown institution has several? Yes. I think they are principally friends of the inmates. People have promised us that in the event of blind persons being admitted they would collect money for this institution, but they have generally disappeared, and we have never heard any more about them.
808. What check is there on the collector? We have a receipt-book out of which he has to give everybody receipts for every item, and he is under a bond of £200. He has to keep a diary of his doings, and to forward it to the committee.
809. Have you a provident fund for the workers? We have a sick fund.
810. Do you find that under the scale of distribution of the benefits the fund is increasing or being depleted? It has been increasing.
811. Have you considered the question of extending the funds or increasing the distribution? We increased the benefits last year by making the medicine free. We allow them medicine when they are sick.
812. In addition to the money payments made, do they get medical attendance? Yes, we have two doctors, who attend them free of charge.
813. So that, in addition to this sum of 15s. a week, they get medical advice and medicine free? Yes.
814. How long does this last when they are sick? It extends over thirty days during the year, except in special cases. A very severe case of illness has to be considered by the committee.
815. There is no provision made on the fund for extended illness? No; such a case would be considered by the trustees of the fund. Formerly it was worked by the men themselves, but the committee found that abuses existed.
816. Is contribution to the fund compulsory? No; it is optional.
817. How many contribute? About twenty-six.
818. A little more than half? Yes.
819. Have the advantages of this fund ever been pointed out to them? Yes; and they all have a copy of the rules handed to them.
820. The rules do not show the advantages of the fund to ignorant people? They all know the advantages of it.
821. *Mr. Powell.*] What do they contribute? Eight-pence a month for females and one shilling per month for males.
822. You spoke of the competition of prison-made goods from America? Yes.

823. They can land their goods here at rates to compete with you? Yes. I mentioned that to show the difficulty that we have in disposing of our products. We have to contend with the competition of American and German prison-made goods, which almost shut us out of the market. H. J. Hedger.
1 April, 1898.
824. Is it not a fact that millet brooms are imported here? Yes. They are mostly made in America, but many are made here now.
825. Do you know that most of the millet brooms made in America are made in blind institutions? I know that some are, but not to any great extent.
826. I find that it is the principal industry in America for the blind? Do the blind make them entirely themselves?
827. They are pretty well all made by the blind? I have had some experience of them. I went to Brisbane to learn to make these brooms so as to be able to start an industry here.
828. It was stated in a report of the Blind institution there that they made millet brooms, and that the industry was very successful? When I got there they showed me to the room where they made these brooms, and I found two men making them, one deaf and dumb man doing the principal part, and the other man who was sewing them was only partly blind. The fact is that no blind man could make them. The principal part of a millet broom would have to be made by a sighted person. The only part that is done by the blind people is the sewing.
829. I understand that the only part requiring the labour of a sighted person is cutting the millet, even when the broom is made? We should have no difficulty to get the blind to do that, because there is the machine to do it. It is the wiring and shaping of the broom that the blind would not be able to do. We all know that in the institutions in England and on the Continent they take credit for teaching the blind certain things, but we find that much of the work is done by sighted people. We could get credit for that sort of thing by employing a larger number of sighted men, but the committee want to employ blind labour without the aid of sighted people any more than is absolutely necessary. I do not know whether it is a wise thing in the long run, because if by having sighted men and opening up another trade we could employ twelve or fourteen more blind men, that would be a good thing. I agree with this, that if you teach blind men you have a right to teach them the difficult parts of the work as well as any other, because if he is to go and earn his own living, how is he to do it unless he is taught properly? We have always endeavoured to teach the blind everything that it is possible to teach, so that when they leave the institution they can rely on their own individual exertion.
830. How many sighted instructors have you? Three.
831. Tell us what work they supervise? One teaches brush-making.
832. What is he paid? £2 15s. a week. The teacher of basket-making is paid £2 5s. a week, and the teacher of mat-making £2 2s. 6d. a week. He is a man whom we taught ourselves.
833. You are paying £7 a week? Yes.
834. You are paying £364 a year to instruct forty-three people? Yes.
835. That is to be added, of course, to the cost of the articles,—you pay in wages £1,460, and £364, and you pay 25 per cent. on the wages for supervision? Yes.
836. Do you think that those who are working outside are making a living wage? In most cases they appear to be making a decent living.
837. I suppose they are people who have to pay rent? In some cases they are married men.
838. Are you not competing with those men by selling your work? They are rather competing with us.
839. Are you not placing them at the disadvantage, inasmuch as you have no rent to pay and they have? No; I do not think so. We paid 25 per cent. over and above the trade value.
840. If they are paying rent, and you are not, are they not handicapped to that extent? I do not see that that follows. We have to sell our articles at the market rate, and we have to pay so much above the ordinary trade value to get an article made.
841. But they cannot undersell you? I do not know. Our men work only eight hours, but a man in his own home may work ten or twelve hours.
842. Can a man working at home without the oversight of a sighted person turn out as good an article as you can? I do not think he can.
843. Is not the outside worker seriously handicapped in his operations by the action of this institution? I think that is not a fair way of putting it, seeing that we teach the blind. The work must be sold.
844. But you can under-sell him? I do not admit that at all. If any blind man working at his own home can get our prices he will do fairly well. My experience of blind people living in their own homes is, that if they are making £2 or £3 a week they will make you believe they are only earning a few shillings. You cannot find out what means they have.
845. You admit that the blind worker outside is seriously handicapped as against a blind man in the institution? I believe he is. He has not the aid that he would have in the institution.
846. How many are there working outside that you know of, who are getting a good living? Six or seven.
847. What work are they doing? Two are basket-making, two are chair-caning, and I think three are at mat-making. One man lives at Mount Druitt. He is a mat-maker, and judging from the appearance of himself and his children and considering that he gave up £1 a week here he must be making a good living.
848. Do you know what the maximum and minimum wages are in the brush trade? They get paid for piece-work.
849. What are the earnings? I could not say.
850. Is it fair to take Mr. Coghlan's estimate given in his book, he says, "That £2 is the maximum earnings for a man and 25s. is the minimum, and a woman's earnings are the maximum, £1, the minimum 10s.";—are not your wages considerably under that? A blind person could not earn so much as a sighted person, even if you paid him 25 per cent. more. One sighted person will do as much as three blind people.
851. Then the blind man is very seriously handicapped all through? No doubt about that.
852. Therefore he cannot turn out an article to compete with the products of the outside workers? No; I do not suppose he could.
853. The question is whether it is worth while to continue these industries;—is it not a fact that you are really carrying on trading operations at a loss? Yes.
854. The loss in 1897 in manufacturing is shown in your statement to be £10? Yes.
855. In the year 1896 the loss was shown to be £281;—will you explain why there appears to be so much loss in 1896 as compared with 1897? Yes; I can explain it this way. The very fact of our starting into the

H. J. Hedger. the brush-making has put the institution on a better footing. We have got better profits out of that than out of the other trades, and during the last two years we have indented our material which gives a considerable saving as against buying in the city.

1 April, 1898.

856. Do you know what your loss has been since 1885 according to your published statements? I do not know the total.

857. Would you be prepared to accept the statement taken from your own figures that the loss on the manufacturing account since 1881 has been over £7,000? Yes, if that is taken from the reports.

858. Your highest loss in one year appears to have been £593? Yes.

859. Now, do you think you are going to make profits in the future? No, I do not think we are going to make profits; but I think that the institution can be more economically worked now than it was in former years. The greater the number of learners the greater the loss will be. If we could take men in and keep them for twenty years we might possibly make it pay, but when they come and go as they like it is different. When the most expensive part of their tuition is finished they leave and you have to take other learners, and that increases the cost.

860. Take your forty-four workers—you paid £146 in wages in 1897, which gives an average wage of under 13s. a week. You admit that you have made a loss since 1881 of nearly £8,000. You are paying an average wage to forty-four persons of 13s. a week, and you are competing with people whom you have instructed, and have gone out to earn their own living? I cannot admit that we are competing with those whom we have instructed. The institution is here to teach the blind, and, whilst teaching them, you have to get rid of their work, and while we keep up our price I do not see how we are competing with the blind.

861. Do you charge the manufacturing account with the rent for the building? No; but that would not affect the matter of competing with the blind.

862. I see that your subscriptions for 1897 amounted to £672, and you received from the Government, by way of subsidy, £972—that is a total of £1,644 for the year; your sales amounted to £826, being in excess of the amount subscribed by the public, and your incidental expenses were £492—that is, £1,318 in expenses, against £1,644;—don't you think the institution is severely weighted by the amount from the sales and the expense of keeping it going? No, I do not think so, considering that we are purely a teaching institution. If we are compared with the institutions of the various colonies it will be found that this institution is far more economically managed than any other in Australia. For the number of workers that we have we must keep up a sufficient staff. The staff will always have to be the same as I pointed out on a former occasion. The staff that we have now would be able to teach another fifteen or twenty people, and that would bring down the cost considerably. The brush-making industry is in its infancy here. It is only two years since we started with three men, now we have twelve at brush-making. It is possible that when the new buildings are up we shall have twenty or more, and the instructor has to do a considerable amount of work himself. As I said, if we could get the people to remain here permanently it should be possible with two of the instructors.

863. Do you see any prospect of making this institution self-supporting by making and selling articles;—can you pay the expenses of the institution in that way, with the addition of the subscriptions given by the public, without the Government subsidy? I am in hopes that we shall be able to do it some day; that in a short time we shall be able to do without the Government subsidy. If we could do without the subsidy the committee would be only too willing to give it up.

864. What are the additions to cost? £2,500.

865. How many more people will the institution accommodate when the additions are made? About fifty.

866. At present you have only three applications? Yes; we seldom have more than that. People are continually coming in, and mostly from Government asylums lately.

867. Do you think the workers are contented? I am sure they are. I intend to ask the Commission to examine the workers, with the view of eliciting whether they are content or not.

868. Do you think, from what we saw when I went round with you, that they are lodged in a satisfactory manner? In every case except one; in that case the man has not much furniture. He is an exceptionally good man, and I have offered to furnish a room for him, but it is not always that the blind like you to interfere with these matters. They are inclined to resent interference sometimes.

869. Do you not think, taking it all round, that these people would have better conveniences and better sleeping apartments—that their surroundings would be far healthier and better in one of the Government institutions? I could not answer that question. From what conversation I have had with our own blind, who come out of Government institutions, I find that they abhor the Government asylums. They consider them an abomination. We have a fair percentage now from the Government asylums, and the Commission can examine them on that point.

870. Have you not found in your reading about these matters that the general opinion in the United States and in England is that people who have been educated in blind institutions very rarely follow the occupation which they have been taught, and in very few cases make a living by it? Yes. In most cases when the blind leave the institution in which they have been trained, and having no friends and no money, they find their way back to the institution. A blind man leaving the institution without money or friends to stick to him cannot keep going.

871. You say that directly a man leaves this institution he feels that he has lost his crutch, that he has nothing to lean on? Yes, except in exceptional cases.

872. And unless they are working in this institution, whatever its merits or demerits may be, they would become chargeable upon the State in some other way? No; I would not admit that.

873. Do you think their friends would help them? Yes; if they are trained to a trade, their friends ought to take them in hand. If the institution teaches them, it is surely not too much to expect their friends to do what they can to push them on.

874. Viewing this as a trading concern, you are carrying it on without any profit? Yes, certainly.

875. And there is a great waste of material? Yes.

876. That is a disadvantage? Yes; especially when they are in the institution, because during the first twelve months of their tuition they waste a great deal of material. They do not waste much after they have been taught.

877. What check have you upon them when you supply the material? There is an instructor in each room.

878. I mean the outside people? We really have no check except that we expect them to pay as soon as they can. In some cases they have not paid. In other cases they pay regularly. If they want to pay they pay almost as soon as they get the stuff. In some cases they let it go on indefinitely.
879. So it becomes a disadvantage to the institution? If we lose money it does.
880. You do not know what they do with the material? My idea is that they work it up and sell it, getting the material for nothing.
881. Do you know what it costs to support indigent blind people in the asylums of the country? I suppose it averages from £15 to £20 a year.
882. £15 is the amount, so that the whole of these forty-four people in this institution could be supported in Government institutions for £660 a year? Yes.
883. And the Government are paying you a subsidy of £900 a year? Yes.
884. And there is £672 a year drawn from the public in the shape of subscriptions? Yes; but you surely would not pauperise all the blind for £900 a year and expect them to go into the asylums all their lives.
885. I am showing that these people would be better provided for and better lodged in every respect in the asylums for a less sum than the Government are paying you to carry on this institution at a loss? Yes.
886. *President.*] Is the attention of the instructors confined to supervision, or do they work? They have to do any little thing to help the blind. In the basket-making they have to do anything that it is difficult for a blind man to do.
887. And in regard to the brushes? The instructor has to finish the brushes.
888. Their work is not solely that of supervision? Not quite, but very nearly. In the mat-making and basket-making the articles have to be finished by the instructor.

H. J. Hedger.
1 April, 1898.

Sutherland Sinclair, sworn and examined:—

889. *President.*] You are a member of the committee of the institution? Yes.
890. With regard to the additions, how many additional workers do you suppose it will accommodate? We calculate there will be room for forty or fifty.
891. Have you a considerable number of these in prospect? No; we gather that from the number of blind there are in the Colony, and the applications that are made for admission.
892. These people that you will get will be the old workers who will come back to you, or persons knowing very little of the trades that are taught? Yes; we prefer the learners.
893. Because your institution is primarily a teaching institution? Yes.
894. And, secondly, you become a manufacturing institution? Yes.
895. If you get forty or fifty learners, will not that still further handicap your finances? Yes, very heavily.
896. You will not get forty or fifty learners all at once? No.
897. But, in proportion as your learners increase in number your financial position will be so much weaker? Yes.
898. And the chances of making the institution less unprofitable will be, for some years at any rate, not very great? The last time I made a calculation, I estimated that each learner cost us £40 for the first twelve months. Mr. Hedger brings it down, under present conditions, to something between £20 and £30.
899. The 15s. a week that you pay to the workers is nearly £40, then there is the loss on the products? Yes.
900. In regard to Mr. Hedger's idea that in time the institution will be self-supporting, what is your opinion? I do not see any possibility of it at all.
901. What are the particular handicaps? In the first place, the outlay for the first twelve months. A learner is entirely unprofitable; it is all expense and no return. Then the waste is greater in the case of a blind man than in the case of a sighted man, then we pay a blind man a slightly higher rate of wages than a similar person would obtain in a factory.
902. In order that he may live? Yes.
903. The meaning of that is that blind labour is less effective than other labour? Yes, then there is supervision.
904. Blind labour requires more supervision? Yes, and our men are not merely foremen, they are teachers. I consider that the salary of the manager should be a charge against the subscriptions, not against the manufacturing account.
905. Is it not equivalent to the living that a manufacturer would get out of a similar business? If there were any profit it might be so.
906. You are of opinion that under no circumstances can manufacturing be carried on here at a profit? It cannot.
907. Is it the idea of the committee to take in these other persons gradually? Yes, as applications come in and as we can afford to pay them.
908. As you can sell the articles? Yes, as we can make satisfactory use of their work. It would be a mistake to take in too many at once. If we took ten or twelve a year, that would be as many as we could do with.
909. Have the committee ever discussed the question of getting any share of Government business? Yes, frequently; but it is a matter of some difficulty. We have invited members of the Government to inspect the institution, and once or twice deputations have gone and asked them for a share of the work.
910. The chief producers of such work, apart from yourselves, are the gaols? Yes.
911. *Mr. Powell.*] In competition with you? Yes, in a way, and yet we are on very friendly terms. Most of the Government requirements are supplied from the gaols. We should like to supply some of the mats required for the Government offices.
912. *President.*] Do you know that the price lists at the gaols have been very much reduced? I have not looked into that recently.
913. If the gaols are selling cheaper than you you could not expect the Government to take your goods? No, not if it is put on a strictly commercial basis; but should it not be on a philanthropic basis?

S. Sinclair.
1 April, 1898.

- S. Sinclair.* 914. The philanthropy is represented by the subsidy of £900 a year? Yes; that is a considerable subsidy, but at the same time there is only a certain amount of trade in the Colony, and if we are to employ the men we must get a sufficient share to enable us to keep them at work.
 1 April, 1898. 915. Have you ever discussed the matter with the Comptroller-General? No.

Henry James Hedger, further examined:—

- H. J. Hedger.* 916. *President.*] With regard to your statement that the institution might be self-supporting, you think it might be self-supporting in the sense that in time you would be able to do without the Government subsidy? Yes; that is all I meant. I did not mean to convey that we could ever do without outside support.
 1 April, 1898.

Edward Dixon, sworn and examined:—

- E. Dixon.* 917. *President.*] What are you? I am the brush instructor.
 1 April, 1898. 918. What is your salary? £2 15s. a week.
 919. Where did you learn the business? At Thomas Mitchell's, in Melbourne.
 920. How long have you been here? Twelve months.
 921. Did you come from Melbourne? Yes.
 922. How many workers have you in the brush-making? Eleven.
 923. How many of these are learners and how many are tradesmen? There is only one at piece-work.
 924. Does that mean that there is only one whom you consider to be a tradesman? Yes; only one who has passed through his time.
 925. The others are more like apprentices? Yes.
 926. How long do you think it takes to teach a blind person brush-making? That lies with the person himself. Some are far quicker than others at picking it up. Some you can never properly teach.
 927. But suppose that an ordinarily quick individual commenced to-day when would he be fairly competent? He could do it in six months. You could trust his work if he was an intelligent man, but he would always be able to improve on it.
 928. What are the wages of an ordinary brush-maker outside? I could not say as regards Sydney.
 929. What is it in Melbourne? My wages as a journeyman were £2 7s. and upwards. I do not suppose that it was ever under £2 6s. a week. I was only twelve months a journeyman. I was in charge of the place over there.
 930. What would a competent journeyman earn? Say from £2 5s. a week upwards.
 931. How does the work of the blind compare with the work of sighted people? Some of it has turned out very well. Some of it you can put against the work of sighted people as regards workmanship.
 932. Can they turn out the same quantity? Oh, no!
 933. So that a blind worker is always at a disadvantage, as regards the product of his labour, as compared with sighted workers? Yes; he could not compete with a sighted man.
 934. How much of the work do you do for a blind worker? I have to do different parts of it. I have to trim off certain work and to finish off.
 935. Do you finish the woodwork of the brushes? Yes, what I can do of it.
 936. Who does the rest? None has been done outside since I have been here; only at the commencement some little was sent out.
 937. When you came there was an accumulation which had to be finished outside? Yes.
 938. But now you have overtaken that work, and it is all done inside;—is that what you mean? Yes.
 939. You do it? Yes.
 940. The finishing is done by you? Yes.
 941. *Mr. Powell.*] No work can go out until you have dealt with it? No.
 942. *President.*] What sort of brushware do you make here? Pretty well every class.
 943. Do you make any fine fancy brushes at all? Yes.
 944. Have you any trouble with the workers, are they willing to learn? One or two are always complaining.
 945. *Mr. Powell.*] You have eleven people to instruct, I think? Eleven or twelve.
 946. One man is on his own account? There is one man who has been on the brushes much longer than he has, but still his work is inferior.
 947. Could the man to whom I have referred make any kind of a brush from start to finish? Yes, on the line he is at. He is on pan work, making hair-brooms.
 948. Does he make that class of broom from start to finish? Yes.
 949. Does he make the holes? No, they never do that; the holes are all bored for them.
 950. It is impossible for them to make a brush from start to finish? No.
 951. Could any of these people with the instruction that they get here, go outside and get a living at brush-making if they had anyone to overlook their work such as yourself? The only difficulty would be as to the trimming their work off.
 952. And they could not do that you say? I dare say they could overcome the difficulty in some way.
 953. Suppose a man goes to Goulburn and commences to make brushes, could he commence and finish, and turn out the brush without any assistance? No; in the first place he could not bore the wood.
 954. In the institution he can work and make wages, but outside he could not make a living? A shop would not bother to take a blind man in most cases. Some small shop might.
 955. *President.*] I suppose that in a place like Sydney a man could arrange to have the finishing done for him? They can get their stocks bored from the mill.
 956. But the final touches could be arranged for in Sydney, could they not? I do not quite understand.
 957. You said you thought he could overcome the difficulty of not being able to finish these brushes; how could he overcome it? By using a small pair of hand-shears.
 958. You are referring to the trimming? Yes.
 959. *Mr. Powell.*] Will you show us a sample of the best work turned out in brushes? [*Samples produced.*]

[The Commission adjourned at 1 p.m. and resumed at 2'15 p.m.]

Ashbury Ashton sworn and examined :—

A. Ashton.
1 April, 1898.

960. *President.*] What do you instruct in? In basket-making.
961. What remuneration do you get? £2 5s. a week.
962. Where did you learn your business? I learned my trade at Pettitt's, in Melbourne.
963. How long were you there? I was four years apprenticed there, but I had been working there previously. I served nine years at my trade altogether.
964. Is your instruction confined to basket-making? To basket-making and chair-caning.
965. How many workers have you under you? I have twelve basket-makers and four chair-caners—two men and two women—sixteen altogether.
966. How many of these basket-makers are experts, and how many are learners? As a rule, they are always learning, even the old hands. I have two learners.
967. Are the other ten expert hands? About half of them are. Some of them you can change on to anything, but the others you can only put on to two or three articles.
968. There are two whom you consider to be learners, and half a dozen whom you consider to be experts, but you cannot put them to the different branches of the basket-making? Not all of them.
969. The others would be pretty expert workers? Yes, on three or four different lines.
970. There would be two learners, six medium, and four pretty well-skilled hands? There are more than four. I would say six skilled workmen.
971. Two learners and six skilled workmen—what are the other four? They are only confined to two or three articles.
972. Do you employ only men in this business? Only men in the basket department.
973. Do these men finish the basket from beginning to end, or do you do anything to it? Some they do and some they do not.
974. Those are the expert tradesmen? Yes. If a basket is out of shape I rectify it by putting a little of my own labour to it.
975. Do you consider that the best of your basket-makers could get along without any supervision, such as you give, if they were working at their own homes? They could on half a dozen articles, such as butchers' baskets and clothes' and linen baskets, but it would be very awkward for them in making perambulators, basinettes, and some other things. Under any circumstances they would want someone to strain the fitches up.
976. You are of opinion that if they are not under constant supervision the best men have a tendency to go off in their work? They would confine themselves to the things that they were best able to do.
977. They could not do the variety of work that they do in the institution? No; I do not think so.
978. As regards the best of these workers, you only occasionally put a little of your own work into their work when you see that they are going wrong? Yes.
979. As regards the bulk of them, you have to do more? Yes. Those who are not so far advanced.
980. What is the average wages of basket-makers in Melbourne? I could always earn £3 a week and over, but, of course, things have altered since then.
981. When were you working in Melbourne? Between nine and ten years ago.
982. Do you know what they are paying here? A good man on piecework can earn £2 5s. a week. I do not know whether they can do that all the year round. Some weeks a man might earn £3. It would depend upon how the orders came in.
983. How many hours a day do they work? Eight and nine hours. Some shops are working day and night on account of the prices being so low.
984. Do you think that a man working eight or nine hours a day can earn £2 5s. a week in Sydney? Not on all round work, he may at different classes of work—some are paid better than others; there are so many branches. One man might be making clothes-baskets and another doing other work at which he could make double the money.
985. Then the tendency is for a man to confine himself to a few different lines? Yes, to earn money he must do so. If a man is changed about he will not have a chance to earn much.
986. How long have you been there? Nearly five years.
987. You have a man named Clapham employed—is he a good man? Yes; and Croft is another good man, but he is not so good all round as Clapham. He is one of our best men. Allen is another good workman at all round work, and Georgeson is a good one.
988. Those are three of your best men? Yes.
989. Jones seems to earn a small amount of money? He is not expert like the other men.
990. Is Jones a learner? No; he has been at it for some years.
991. What is the branch that a man can make the most money on? Some do best at clothes-basket making. Judd could earn more at clothes-basket making than anything else. Georgeson could earn just as much on two or three other articles.
992. Are these men dissatisfied with their position? I do not know. They grumble when put on work that they are not used to it.
993. *Mr. Powell.*] Do you think that these men, if thrown upon their own resources, could get a living from what you have taught them here? They may or they may not. People can get things so cheap now that even in Bathurst a sighted basket-maker could not live, because everything is got cheaper from Sydney.
994. You say some are clever at one thing and not at another? Yes.
995. So that if a man is good only at clothes-basket making he would soon overstock the market in a country place? Yes.
996. So that if they were not in an institution like this they would not be able to get along? No, I do not think they would.
997. You told us that an expert basket-maker could earn (say) £2 5s. a week? Yes; but I do not say that he can do that constantly.
998. Do you think that these men are paid all that they are worth? Some are earning as much inside the institution as some outside. We have fast men and slow men.
999. What is the average wage outside the institution? They are paying different rates now, but an all-round man was advertised for this week to get £2 5s. a week.

- A. Ashton. 1000. Do you consider that these men are underpaid for the work they do? No; not according to the prices that they are paying outside. This institution pays better prices than are paid outside. The blind men are making more money than some of the sighted men outside.
- 1 April, 1898. 1001. On the whole, you think that these men could not do better elsewhere? No; not as things are at present. They may go into a country town and do fairly well, but they would not have to confine themselves to basket-making.
1002. *President.*] Do these men get the full value of their labour, as compared with those outside? They may and they may not.
1003. These men produce a certain amount of work every week? Yes.
1004. Do you think that they get a fair remuneration for the amount of work they produce? Yes; I do.
1005. Considering that they are blind men? Yes. One sighted man can do as much as two or three blind men.
1006. I suppose that sometimes a blind man may have to undo some of his work? Yes, that often happens.
1007. An intelligent sighted workman, if he makes a mistake, can see it, but a blind man goes on until it is pointed out to him? Yes.
1008. *Mr. Powell.*] Do they cut themselves more than ordinary sighted workmen would? I have seen them cut themselves, but I put that down to their using a blunt knife. You will also see that amongst sighted workmen.
1009. Is there more of it here? Not so much of it.
- Mr. Hedger:* About teaching different branches, Mr. Ashton explained that some of the blind could do more at one branch than another. The same thing applies to every trade. One man may be expert on square work, another on oval work, and another at round work. We, as far as possible, keep the blind to one branch, because, if they can do one branch satisfactorily, they will have a better chance of getting employment. I know a man who employed four blind men who had been working in the Melbourne institution. Some men are very expert upon certain kinds of work. The same thing applies to blind men. They cannot make everything. One or two who have left here were quite good enough to go into any sighted shop and compete with sighted workmen.

Stannus Bell sworn and examined:—

- S. Bell. 1010. *President.*] You are a teacher of mat-making? Yes. In mat-making and weaving.
- 1 April, 1898. 1011. What is your salary? £2 2s. 6d. a week.
1012. How many workers have you? I have thirteen now. Sometimes I have fourteen; one or two at the bedding.
1013. How many have you at mat-making? Nine.
1014. Nine at mat-making, four at weaving, and two at bedding? Yes.
1015. Where did you learn your business? At this institution, from Mr. Foster and Mr. Hedger, the Manager.
1016. Mr. Foster was the previous officer? No; he was an officer at the gaol.
1017. How long were you learning the business? About four years.
1018. Did you learn all the branches of the business? Yes.
1019. How many of these mat-makers are expert men? Three of them.
1020. Are the other six learners? Yes.
1021. What can the three earn per week on the average? From 15s. up to 22s. 6d.
1022. Is that working the ordinary hours? They earn 15s. working the ordinary hours. Mat-makers work about nine hours a day, and earn from £1 to £1 2s. 6d. a week.
1023. And these are expert men? Yes.
1024. What do the nine men earn? I could not tell. I do not go into the money value of the work done.
1025. Is much material wasted in learning the business? Yes, more than one-third is wasted.
1026. Is there more waste than there would be in teaching sighted people? There is.
1027. Is the waste in the matting? There is about 5 lb. wasted out of 57 lb. of raw material, that is in the weaving.
1028. Are the men fairly satisfied with the work? Yes; they seem quite happy and contented.
1029. When they come into the institution are they anxious to learn? Yes; of course we sometimes get an obstinate man.
1030. Are those mats that are on show in the shop made specially for showing? No; they are ordinary work. I will fetch a mat in. [*Mats produced.*]
1031. *Mr. Powell.*] Could any of these men get a living at mat-making outside? They could with help.
1032. Could they turn out work without the assistance that you give them here? In a rough way they could.
1033. They would not turn out such good work? They could not finish off their work as well.
1034. If they are away in the country they would be under a still greater disadvantage? No; one man made a very good line, that was Lachlan up at Mount Druitt. He told me that he was doing fairly well at it. Another man named Gorrick left three weeks ago, and I believe he was going to start.
1035. They cannot do fancy border work? Yes, they can do the border work.
1036. If they could do that work here could they do the same work in the country? Yes. Of course it would be rougher work, but the mat would be there.
1037. How far do you deal with the work? I finish it off after it comes off the frame.
1038. Could they do that themselves? They could not do it so well as a sighted person.
- Mr. Hedger:* Mr. Bell mentioned a man named Lachlan at Mount Druitt. I remember him. At the Sydney Town Hall they wanted new mats. I went to the man about it, and he told me that he was thinking about giving the work to a blind man at Mount Druitt. I said, "Oh, he is one of the men whom we have taught, and if you are going to give it to him we do not want it." He turned the mats out very satisfactorily, and got a good price for them. The other man, Gorrick, two weeks ago wrote a nice letter thanking the committee for what he had been taught here, and I had no doubt that he would make a fair living. He has a family who will be able to help him.

Henry James Hedger further examined :—

H. J. Hedger.

1 April, 1898.

1039. *President.*] Is this clerk, Smith, fully employed here? Yes.
 1040. Is he a youth? Yes.
 1041. Is Miss Hedger a daughter of yours? Yes.
 1042. There is a boy at 10s. 6d. a week, what does he do? He carries the cane up and down, and keeps the workshops clean.

Susan McKenzie sworn and examined :—

Susan
McKenzie.

1 April, 1898.

1043. *President.*] Do you wish to make any statement? I made a few statements at the inquiry concerning the Strathfield institution. I wish to go a little further now. I would not have left Strathfield only that I knew I could come here. I came one Tuesday in 1895. When I left Strathfield this institution was not ready for women to come into. Mr. Hedger said, when learning the brush-making I should get at least 10s. a week from the time I started. I said that would not keep a woman and pay her board, and he replied I daresay that the committee in your case, you not having friends, will give you 12s. 6d. He said he would let me know when the Board met. And they did not take me that year, they took me the next year. I was in the country and I was sent for. Mr. Hedger got Mr. Ardill to send for me. Mr. Ardill told me that I should get 12s. 6d. a week. When I got here I saw the ladies and they asked me if I knew that I should have to work here for nothing for three months. I said that I had never heard anything about that, and that I could not do it, as I had no friends in a position to keep me for that time. Then they said they would see what could be done. That was in 1896. On the Tuesday after Easter Monday I came to work. I worked three weeks for nothing at all with Mrs. Nairn and Miss Henderson. I said I could not do this any longer. Then a friend borrowed some money for me, £1 2s. 6d. altogether. Mrs. Nairn and I used to live together, and that kept us about three weeks. Then, the fourth week I told Mr. Hedger that I should have to go back to Strathfield if I did not get wages. Then he gave me 5s., and at the end of the next week he gave us 5s. again, and he gave me a chair to do, and that made my wages that week 7s. 6d. Then the committee decided to give Mrs. Nairn and me 7s. 6d. a week each, and they used to give us work at night to make up the difference, and we used to pay 9s. for our board. We worked on like that from April until some time in the middle of August. Then in August I got some money after the committee met. I had been very bad but I tried to hold out as long as I could, then I got very ill and stayed away. The second week after I got the 10s. a week, I was too ill to go to work. Mr. Hedger grumbled that I was getting 10s. a week and was not at work. He did not say anything to me then. The next week I went to Dr. Crago, who said that a few days rest would do me good. He wrote a certificate, then I went out to Lewisham and my friends called in Dr. Cooti, who said I was to go to the Prince Alfred Hospital. I went there, and afterwards came back to work.
 1044. What are you getting now? 12s. 6d. a week, but it will stop when I have been here 2 years. Then I go on piece-work.
 1045. How will that affect you? I have earned about 8s. this week.
 1046. That is working ordinary hours? Yes, working ordinary hours, and working as well as I can.
 1047. So it is a serious matter for you? Yes, a serious matter about the wages. If one could get ordinary chairs to do—they are easier than the others—one might make 5s. a week. Sometimes you feel unwell and cannot work so well. We women decided to put it before you that we ought to have a stated wage and no piece-work.
 1048. When you came here had you learnt the business? Yes, I learnt at Strathfield all that I know, except netting, and Mr. Bell taught me that.
 1049. Were you as good when you came from Strathfield as you are now? I could do the brush-making as well as I can now; the chair-caning I was not so quick at.
 1050. Then you consider that your earnings last week, if you were paid for what you did, would amount to about 8s.? Yes. We thought that for bass brooms we should get 4d. each, but they are about 10d. a dozen, and you could not do more than a dozen a day however hard you worked.
 1051. *Mr. Powell.*] Do they not make the wages up to 12s.? I get 12s. 6d.
 1052. You can only earn 8s. at piece-work? Sometimes I can earn more if I am doing easy-chairs. Up to last night I made 8s., working as well as I possibly could. I have been working every day all the week.
 1053. That only just pays for your board? Yes; but I get constant wages now.
 1054. *President.*] Do you make much by overtime? We only get it when they have a great many chairs and cannot get them done; we have to sit up late at night to do them. If I work two hours each night, it will take nearly four nights to do a chair.
 1055. *Mr. Powell.*] How many hours does it take to do a chair? It takes a whole day.
 1056. About eight hours? We women work seven and a half hours a day. There is a man who has been working here for years, and he cannot cane more than 5 or 6 chairs in a week.
 1057. If you had your choice which would you rather do, go on as you are or go into an asylum? If I had a fixed salary of 12s. 6d. a week I would rather struggle on as I am, but if I am to be put on piece-work, it would be just as well to go into an asylum.
 1058. *President.*] If you can get 12s. 6d. a week would you prefer to remain as you are? Yes, if I could get it regularly. Mrs. Molloy with whom I board is very kind, and boards me for 8s. a week as an act of charity.
 1059. It is an advantage to you to be independent as you are? I should not like to go into an institution.
 1060. Do you consider that you were as well treated, fed, and housed at Strathfield, as you are now? Yes, I was as well fed at Strathfield as I am now where I am paying for board.
 1061. You would be satisfied if you could get a fixed wage of 12s. 6d. a week? Yes, I could manage. I get my board, washing, and everything done for 8s. a week.

Mary

Mary Ann Nairne sworn and examined :—

- Mary Ann Nairne.
1 April, 1898.
1062. *President.*] You are a worker in this institution? Yes.
1063. How long have you been here? Two years.
1064. You came from Strathfield? Yes.
1065. Do you want to make a statement to the Commission? I hesitated at first, because I scarcely thought it worth while. A rail has been put up separating the women from the men upstairs, and it is an annoyance to us. It has to be lifted, and we knock ourselves against it. It seems a trivial matter, but it has caused a good deal of trouble. I do not think that I shall be very long employed by the institution. There will be a meeting of the committee on Wednesday, when I shall know what the decision is. If I am put on piece-work I shall not be able to earn a livelihood, and I must seek employment elsewhere. The manager is dissatisfied with my earnings. The class of work that I did was heavy. The work that he was first dissatisfied with was chair-caning. That I was not used to. The next was the drawing of bass brooms. Of course, that is heavy work. Mr. Hedger said that the case would have to be considered, and, of course, I know that his dissatisfaction will mean piece-work. At piece-work one cannot possibly earn a livelihood here. I had 2 dozen and 9 brooms, and my earnings were supposed to be 2s. 6d. for the week. They were very little more than 10d. a dozen.
1066. How much did you earn last week? I do not know how much it would be. I think I have crossed Mr. Hedger, because I used to work at the pan; that is not only disagreeable work, but you are very apt to get seriously burnt at that work. No other woman was singled out for the work but me. I undertook to try it for twelve months, but I found that my health failed so much that I could not go on with it. I told the foreman, who spoke to Mr. Hedger, and since then I have had no pan work to do. He said I was unwilling to work at the pan, and it was work that I did better at than anything else. I am sorry I shall have positively to refuse to do that. There may be some constitutions that could stand the work, and I have every reason to believe that I have the best constitution in the building; everybody has been ill but myself. I hesitated to make any statement, but I think I shall have to do something else. Of course, there are the Charitable Institutions, and I daresay that I can get sufficient public sympathy to support me or get work from various sources.
1067. *Mr. Powell.*] Are you satisfied with the wage of 12s. 6d. a week? Well, it covers expenses. As we are placed now I am paying 8s. for board, that is because two of us are living together. Until now I have never paid less than 9s. a week. Then there is washing and 2s. 6d. a month for a guide; the guide is the landlady's child and she refuses to take the 2s. 6d. a month.
1068. *President.*] If you could get 12s. 6d. a week you would be satisfied? Yes; as a standing wage.

Lilian Norman sworn and examined :—

- Lilian Norman.
1 April, 1898.
1069. *President.*] You work at this institution? Yes.
1070. What is it you have to say? When we first came here the wages were 7s. 6d. a week, but a woman can hardly live on that when she has to pay 8s. or 9s. a week for her board.
1071. Was 7s. 6d. a week all that you got? We could do home work and make it up working till 1 o'clock in the morning.
1072. You got 7s. 6d. a week and an opportunity of doing home work, and you got nothing else; no gratuity from the Government, nor anything else? No; only overtime.
1073. Did you do any overtime last year? Yes, at Easter and at Christmas time.
1074. How much did you earn at Christmas? I think it was six chairs that I mended.
1075. I have a return which shows that you earned in six months, from 1st July to 31st September, 7s. 6d. by overtime? Yes, that is right.
1076. You said something about having to work until 1 o'clock in the morning? Yes; that is when we earned the 7s. 6d.
1077. Your weekly wage is now 7s. 6d.? No; it was 7s. 6d. a week for the first three months, and after that 10s. a week.
1078. What are you getting now? 12s. 6d. a week. It was 7s. 6d. for the first three months, then 10s. a week, and now it is 12s. 6d. I have just commenced my second year. At the end of the two years you go on to piece-work, and if you earn only 5s. a week you get only 5s. a week. You have to take whatever you can earn.
1079. You want to direct attention now to the wages you were earning for the first few months you were here? Yes.
1080. Where do you live? At 29, Bennett-street, Surry Hills.
1081. Are you comfortable? Yes; it is the best place I have been in.
1082. How do you go home? A child fetches us.
1083. *Mr. Powell.*] Can you live on 12s. 6d. a week? I have to do as well as I can.
1084. On piecework you think you would not be able to earn so much? No. Some weeks you fall ill. As a rule, I earn my wages; but last week and the week before I was ill, and I do not think that I earned half of it.
1085. *President.*] If you had a regular wage of 12s. 6d. a week you could get along? Yes. If I always had 12s. 6d. a week it would do. Mr. Hedger seems to have the power of suspending people, and directly a thing is done that he disapproves of he suspends some one or sends them away. I think the committee should do that, but he does not leave that for the committee. When I was suspended he never told me, but told me to go away, and for a long while he would not allow me to see the committee. When I told him that I would not leave the grounds until I saw the committee, he let me see them.
1086. *Mr. Powell.*] Did they allow you to return? Not until after three months.

George Evans sworn and examined :—

- G. Evans.
1 April, 1898.
1087. *President.*] What particular work are you doing here? I am brushmaking.
1088. How long have you been here? I came here on the 6th August, 1896.
1089. What do you earn per week on the average? About 7s. 9d.
1090. What does the institution give you? Ten shillings a week.
1091. You earn 7s. 9d. and they make it up to 10s.? Yes.
1092. Have you done any overtime? I have done a little. I get a chair sometimes to take home.
1093. What does it cost you for your lodgings? Twelve shillings a week. 1094.

1094. In addition to the 10s. a week, you get something from the Government? Yes; 4s. from the Government. I had 5s. granted, but I do not get the 5s.
1095. So you are drawing 14s. a week and you have had a little money for overtime? Yes, I suppose on the average it would not be 2s. 6d. a month for overtime.
1096. Where did you come from here? From the Parramatta Asylum.
1097. You earn 7s. a week and receive 3s. from the institution and 4s. from the Government, that is 14s. a week, and you pay 12s. for your board and lodging; how is it that you earn so little as 10s. a week? I cannot get along with my work any faster. It is twelve knots a penny. I am not on piece-work, and when I have nice stuff to work I can make 8s. a week, but that is very seldom. I have made 7s. 9d. pretty often, as nearly as we can make it up.
1098. Do you feel that you are getting on, and that you are likely to earn more money when you have had more experience? I may earn a little more, but I shall never be able to earn 10s. a week though I always try my best to see what I can do.
1099. Are you a steady worker? I work as fast as I can.
1100. Are your lodgings comfortable? Yes; everything is clean and comfortable.
1101. Have you anything to suggest for improving your position at all? I did send in a letter to the Commissioners; but I think it is useless now to say what I was intending to say. It has been impressed upon me that I shall never be changed to any other work whilst I am in this institution. I asked Mr. Hedger about putting me on basket-work, as I fancy I could get on better at that. He said, "You will never be off your present work; you will have either to stop at it or leave the institution." When we come into this institution we are supposed to learn a trade in five years. If we do not do that, what are we to do? The committee can put us out at the end of five years, and I do not want to always live here. I do not like to be shut up like this. I am of opinion that I could earn a living at basket-making, but at broom-making I am afraid I cannot earn enough to buy food.
1102. Were you put to broom-making at your own request? No. The smoke turns me quite sick. I am quite nervous, and the doctor gave me medicine to cure me; but it is too expensive for me to go on buying it.

G. Evans.

1 April, 1898.

John Doyle sworn and examined:—

1103. *President.*] You are a brush-maker? Yes.
1104. What is your weekly wage? 10s. from the institution.
1105. That is made up of two items—7s. 6d. and 2s. 6d.? Yes; and I get 5s. from the Government, that makes it 15s. a week.
1106. You have not done any overtime for some time, have you? I have never done any since I have been in the institution.
1107. Where did you come from to the institution? From an orphan school. I was first in the Randwick Asylum. I was taken out of there by Mr. Robison, the former Inspector of Public Charities, and I afterwards lost my sight. Then he got me put into this institution.
1108. What have you to say to the Commission? Well, if the Commissioners are to find out our grievances, this is my principal complaint: I am not very strong. There is nothing wrong with me except weakness of the chest. I am in a sick fund which allows 15s. a week when one is sick, but when I am sick for a week Mr. Hedger stops my Government money from me, by whose authority I do not know.
1109. You contend that you ought to get the 15s. from the sick fund and the 5s. from the Government? Yes; it does not happen every week. I may be sick four days and have to go to the doctor.
1110. Is not medical advice given from the sick fund as well? Medical advice is given now from the doctor of the institution, but not medicine.
1111. As a matter of fact, is not the medicine given free? Yes; just lately.
1112. And medical advice? Yes.
1113. Your complaint is that whilst you are sick and getting 15s. a week from the sick fund you do not also get the 5s. from the Government? Yes.
1114. When working you get 15s. a week, but when you are sick you think you ought to get £1 a week? I do not say that, but I want to know why the money was stopped.

J. Doyle.

1 April, 1898.

SATURDAY, 2 APRIL, 1898.

[The Commission met at the Sydney Industrial Blind Institution at 9 30 a.m.]

Present:—

GEORGE ALEXANDER WILSON, Esq., J.P. (PRESIDENT).
JAMES POWELL, Esq., J.P.

Catherine Henderson sworn and examined:—

1115. *President.*] You are a worker here? Yes.
1116. How long have you been here? Two years last Wednesday.
1117. You live with your people? My mother.
1118. What are your wages? Ten shillings.
1119. Have you any statement to make? Only that I am not satisfied with the wages. The first year I was here I worked one month for nothing, and then four months for 2s. 6d. and then I got 5s. Mr. Hedger told me I would get 10s. after the first three months, and all I got was 5s. My mother made inquiries, and he said that if I was not satisfied I would have to leave. He told me to leave.
1120. Is your mother able to keep you without work? No, she is not. She has kept me while I was away from here, but by hard work.
1121. *Mr. Powell.*] By having boarders? Yes. Up till I came here she was in different places, and had me with her for a time, and was paying for me for a time. She always kept me by hard work, and, of course, I came here to earn my own living instead of depending upon her, and that was all I got, and because mother spoke of the wages—5s. a week—Mr. Hedger told me I was to leave, that they could do no more. And then he said that I was to get 12s. 6d. the next year, but I only got 10s.

Catherine Henderson.

2 April, 1898.

1122.

- Catherine Henderson.
2 April, 1898.
1122. *President.*] Is there any prospect of your getting more? Next week I should get more. I do not know whether I shall or not until the Committee meets.
1123. You are a brush-maker? Yes.
1124. Is there anything else you wish to say? I do not think so.
1125. We will very carefully consider this as far as it comes within our province. We cannot promise you anything. We shall give it very great consideration? It is not much, and mother has got very bad health, and she cannot keep me now, and from one winter to another she always thinks it will be her last. I do not get the best of health, and if you lose a day or half a day, it is stopped from you.
1126. Do you contribute to the sick fund? Yes; now I do. I have been in it the last three months, but still you don't get a day's pay out of it, nor yet three days. You have got to be a week sick before you get anything, but there's many a time you don't feel well enough to work for a day, but of course you are not sick enough to go to a doctor, and you get nothing without a doctor's certificate.

Walter Northcote sworn and examined:—

- W. Northcote.
2 April, 1898.
1127. *President.*] You are engaged in matting here? Weaving on a hand loom.
1128. What is your weekly wage? At present my weekly wage is 12s. 6d. This is my second year this month.
1129. You have earned very little overtime? No overtime whatsoever. I have not been allowed that privilege. Oh, I made a mistake. One or two weeks I did have a little overtime on some work wanted in a hurry.
1130. You had overtime equal to 6s. 9d. in six months? I don't understand that, sir.
1131. Did you not have overtime the second six months in last year? Certainly not; only about two weeks some considerable time back now, and it was only just about half-an-hour in the evening and a Saturday afternoon on two occasions, as far as I can remember. I got about 15s., including my weekly wages.
1132. We have a return here showing that in the six months ending 31st December you earned 6s. 9d. overtime;—is that correct;—you may have mixed up the dates. However, there is really nothing in it. Have you anything to say to the Commission? When I came here I didn't come as a man from the Poor House in the first place, and receiving any State subsidy. I am the son of a widowed mother whom I used to help to support, and I had the misfortune to meet with this mishap, and my only opening was to come here. Well, they made me do three months here for nothing, and the manager told me that I should pay them to teach me a trade instead of them teaching me a trade and paying me. They asked me what my idea was in coming here, and I told them straight that my idea was that I might learn a trade to earn a living with. The trade they put me at is that I am doing now, and it is no earthly use to me outside, the work being done only in Darlinghurst Gaol. My ambition is to earn an independent living outside a charitable or uncharitable institution, and I can assure you that, to a man with any independent spirit at all, the associations in this place are irksome in the extreme.
1133. How is that? Well, there are men here who take a delight in irritating others younger than themselves, and perhaps possessing a little more spirit than themselves; and I think it is not right either that afflictions should be crowded together; and I say that there is one privilege which I am truly thankful for which I enjoy, and that is that the gates of this place are the bounds of our compulsory acquaintance as an afflicted community. I would much sooner work in solitary confinement than amongst a lot of blind people. My ambition is to get away from this place, and get some employment—I am not particular what it is so long as it is independent—outside this place.
1134. I am afraid that neither the Commission nor the committee can give each blind person a workshop to himself? I do not ask that, but, if I had received a little more money than I have since I have been here, I would certainly not be here now. I would take some other means of earning a livelihood.
1135. Is there anything else you wish to say? I can say a good deal yet, sir. I do not know why this place is founded on a basis which makes a man pauperise himself in order to obtain just a bare existence—that is, the 14s. a week—after doing the three months for nothing, which I did. I was asked my pecuniary condition when I came here, and I can assure you that it was only as a last resource that I came here; and I thought the place would be a little different from what I have found it in my two years' experience. And I may say that some men seem more privileged than others by receiving piece-work to do at home, which I never have had, but even then I don't hold with that idea, for I think it simply amounts to sweating.
1136. *Mr. Powell.*] What piece-work do you refer to? Making halters and netting, chair-caning, and such like work.
1137. You could not do your loom work anywhere but in the shop, could you? No, decidedly not. That would take at least eight hands, and one of those must be a sighted man in order to prepare the work, and it requires the machinery for so doing.
1138. When you have learned the mat-making you can do nothing with it except in an institution of this kind? Decidedly. That is my objection to it, and besides, I think I am not fit for the work. I am not fit now with the cold I have got on me, I suffer from aches and pains through it, and still I have to work or else I have my pittance, such as it is, stopped from me.
1139. You are not altogether dependent upon this? I have my widowed mother's home. I have no other means whatsoever. It places me in a very awkward position. I am almost become used to it now. I walk about without a penny in my pocket, and of course I try to keep up an appearance as far as I can.
1140. What age were you when you became blind? I was 27 or 28. I am now turned 31 last January.
1141. Then of course you feel your affliction more? I am willing to bear my affliction, but I feel most keenly my loss of independence.
1142. You say you become pauperised. In what way do you become pauperised. You work for what you get? The place is not self-supporting.
1143. You don't want the badge of charity put upon you? Certainly not.
1144. It is not very agreeable to you; but unfortunately you are the victim of circumstances to a certain extent, and you came here with a view to benefit yourself, didn't you? I did sir.
1145. Is there any reason why your wages are confined to the amount you have mentioned, 12s. 6d.? Simply it is the sum named in the rules of the place.

1146. According to the rules, how soon would you be entitled to 15s.? In my third year.
1147. How long will it be before you get to that? That three months which I did for nothing, which is called the probation, was not taken into consideration in the time for increases—that goes for nothing. I cannot say whether they will make it so the third year, but in the rules it also specifies that if a man becomes competent in his work before the three years have elapsed he can go on his work on the piece-work footing. I have asked to be put on that repeatedly, but have been refused on some pretext or another; although I make my work to order, no fault is found with it. I am about as expert a man as there is in the shop down below.
1148. How soon will you have completed your second year? I came to this place this month two years ago—the 13th April two years ago.
1149. After the 13th April you will be in your third year? Yes.
1150. Will you then be entitled to 15s.? Well, I do not know whether they will reckon that first three months in, as they didn't last time.
1151. You spoke of the association; but as the President pointed out, you cannot have a shop made for you—but would not the association perhaps be as objectionable to you almost in any workshop? Not amongst sighted people. I feel more happy and contented when I am amongst sighted people, but blind people—of course I could tell you a lot about the conversation and so forth that is irksome, and there is shoving, and some are a little more sighted than others, and they presume to take advantage of that to annoy. The place is a purgatory to me.
1152. *President.*] You complained just now of the place being not self-supporting. Of course the committee would be only too glad if it were? Well, to tell you the truth, I would sooner that the place was directly under Government control.
1153. *Mr. Powell.*] What advantage do you think you would secure by that? More justice, sir.
1154. But if you were subject to the same rules you would still have to follow them? Those rules would be more strictly adhered to and carried out properly. They would not make flesh of one and fish of another, as it is at present.
1155. Have you complained to the committee? I have been brought before the committee on one occasion because I have happened to be a few minutes late when I first came to the place, and I was admonished, and on one occasion sent away home and the pay for that day stopped because I was a few minutes late, by the manager himself; and, on another occasion, the manager suspended me, and I was taking other means to have that seen to, and he took the suspending part of it off me and allowed me to start work again.
1156. Do you think at piece-work you could earn as much as you are earning now? I would earn more; some weeks perhaps slightly under. If I am kept at my work regularly I could earn a couple of shillings more than I am earning now; but, even then, I would not mind if I did not earn perhaps more than I am receiving now as wages on some occasions, because I would feel I was getting what I earned.
1157. Are you limited here as to the hours you work when on piece-work;—can you work later if you like? I would not be allowed to work any more than the bare eight hours. The other men all work for the eight hours in the same shop. In the basket shop there is a bonus for the piece-workers; in our mat shop no bonus. I do not exactly understand how the bonus is paid.
1158. I suppose you view it almost as an impossibility to carry on your trade in your own home? Oh, decidedly I do.
1159. Have you acquired a knowledge of any other trade since you have been here? Oh well, the first three months I was here for nothing; they had me with a man making halters. Well, I learned that business, and I made a couple of dozen of halters or so, and I have not done any since, and I didn't get the option to do any at home.
1160. *President.*] Is there anything else you wish to say? I think that is about all.

W. Northcote.
2 April, 1898.

W. Milne sworn and examined:—

1161. *President.*] You are a mat-maker? Yes. I may as well tell you at once I have no complaints to make, to save any trouble; but it is about the aged blind—those that are working all their lives and become unfit to work, and to ask if anything can be done for them to save them from going to the poor-house. Of course they abhor the poor-house—I beg its pardon, I mean the Benevolent Institution.
1162. Something in the nature of a pension? Well, yes. Of course it is bad enough for a man to be old and go there, but it is still worse for a man to be old and blind and go there.
1163. Would your idea be something in the nature of cottage homes, or a pension;—where they have friends I presume you would recommend that they should have some sort of small pension? Yes.
1164. Where they had no friends a pension might not be of any advantage to them? I can quote you an instance. Mr. Clay, an old man who was working here, kept on till the last minute, and, of course, he got unfit for work at last, and he went out with an organ. He abhorred the idea of going into Parramatta,—of course it is not a pleasant place, by all accounts,—and to the last minute he kept outside, until he had to go into St. Vincent's. He was a steady man, and that sort of thing, and was over 70 when he died. Well, of course, a little pension to anyone like that would be a help. It is bad enough to be old and sighted, but to be old and blind—it is no comfort at all.
1165. Of course, the small pensions which might be given would be very useful to blind persons with friends to look after them, but would be insufficient for those with no friends to look after them, and cases of that kind would be better met by having a few cottage homes where half a dozen people could live together, a couple in each cottage? Yes. Well then it is this way with those that are up there in Parramatta—the sighted, I think, get up to tricks with them, and annoy them, and make their lives ten times worse than they otherwise would be. That is one thing.
1166. I suppose you are aware that in Parramatta there are twenty cottages in charge of a matron, where couples live together, a couple to each cottage. Would that meet the case better than a pension? Well, I suppose something like that would do where they had no friends,—something that would lighten the burden of their lives at the last run.

President.] We will give consideration to that question.

W. Milne.
2 April, 1898.

- W. Milne. 1167. *Mr. Powell.*] Do you find, as a rule, that the blind get along pretty well together, or otherwise? Well, I think they are best separated amongst sighted people.
- 2 April, 1898. 1168. You think they should be mixed up with sighted people? Yes, I do. For one thing, the blind are too apt to live within themselves.
1169. They are thrown inward necessarily? Yes. A sighted man, if he has any brains at all, his life will broaden; but a blind man, being thrown inward, his mind becomes cramped, and is likely to be more cramped if he mixes with other blind people, because he comes in contact with cramped minds, so that I think really it is the best thing to mix them with sighted persons.
1170. Do you find that amongst themselves they have little jealousies and unpleasantnesses that people generally, who are sighted would not have? Well, mixing in any class at all you will find that.
1171. But I mean particularly because of the affliction, and being thrown in amongst themselves. Have they sympathy with each other, do you think? Some have, and some have not; that is the only way I can answer.
1172. You would gauge them as you would ordinary people? Yes, as far as my experience of them goes. Of course I have seen some that have been blind for years, and they have plenty of sympathy.
1173. Sitting here as a Commission we find small matters spoken of as difficulties that I think ordinary people would not mention? Yes. Well, of course it may be the blindness.
1174. Do you think it is inseparable from the condition? Well, yes, I do, in one way, because blindness itself tends towards causing you to go downwards. I do believe it tends towards depravity, if anything.
1175. In what sense?—sense of right or justice? All through.
1176. Delicacy of feeling? Yes, and in sense of manhood. You know that there is a certain manhood that every man should carry with him, and a certain sense of justice and right and wrong, and I think the blindness tends to depravity.
1177. The moral sense becomes blunted? Yes, if you do not take care. It is a hard battle to fight when a man becomes blind at once, and everything before him becomes a chaos.
1178. That would be more the case with the illiterate blind? Yes, in the case of all blind. That is why I think a place where they have got work to do, and a trade to work at, is really the best thing out for the blind.
1179. What are you working at? The mats.
1180. You could not work at home at the mats? I think you could work a little at them, but you could not work at them altogether.
1181. You could not work at them generally? You could not work the lettered mats at home.
1182. Do you work at piecework? Yes.
1183. Do you manage to make a fair wage? Well, I think I do on the average—from 17s. 6d. to £1 a week, and some weeks I may go over the £1, according to the order of work that comes in. Of course you must take the good and the bad in orders.
1184. Do you find the others molest you, or trouble you, or worry you in any way? No. I would not let them.
1185. I suppose there are always butts in a workshop? Yes. I saw it at school, and in the University, and everywhere.
1186. *President.*] Do you look forward to doing anything on your own account? Well, if I can possibly do it I will. I say, "Never say die," that is my motto. If I can possibly manage to do anything I will; but it don't do to leap before you can see a chance. If I could see my way clear I would do for myself at once.
1187. *Mr. Powell.*] Is it not rather a disadvantage to most of the workers that they are obliged to live in the immediate vicinity of their work? I do not think so.
1188. Some of them seem to be quartered rather closely? It is their own fault, I think, because they can all get about as well as anyone else. They have no need to stop here; they can go twenty minutes out of the city. The walk in is merely exercise.
1189. You are pretty close? Yes, I am; but it is only lately. I used to be out at Forest Lodge. I was away out at Moore Park, and I never had any trouble to come in, and really if I felt to-morrow that I was suffering ill-health—I never did suffer ill-health in my life—I would not stay in the place; I would go out. It would mean getting up twenty minutes earlier, that's all.
1190. *President.*] Do you find a difficulty in taking suitable exercise—you appear to be an active man? Not a bit. If I did not have sufficient exercise at the work, if I cannot get out for a walk, I take the dumb-bells; it's all the same to me, and everyone can do that. The will has a lot to do with it in every man, I don't care where he is.
- Mr. Powell:* I think it is very nice to know that you are here to advocate the interests of others, and not for yourself.
- President:* We shall give very careful consideration to the general question you have raised.
- Witness:* Another thing, I think, that would benefit us a lot would be standing orders from the Government Departments. Sometimes we get slack for orders here from private persons, and of course we do not work. We can do better on lettered mats than we could on plain mats.
1191. *Mr. Powell.*] You are competed with by prison work? Yes, and also with American prison work coming in here free. The more work we can get the better. I think it is hard for a man to be 70 years of age and have to die almost on the Sydney streets.
1192. *President.*] Do you think as a whole the workers here are treated fairly well;—you yourself have no complaint, but you are a man that can take your own part—but some of the workers may not be so well able to take their own parts as you are;—do you think that on the whole these workers are fairly treated? Well, as far as I know—as far as I can conscientiously judge—I think they are. Of course, you may speak to a man and he may complain to you, but to judge that man you would want to live within him and know his environments and circumstances.
1193. That is why we ask you;—we know that there always will be complaints, and we want to get inside of these complaints and see what they really mean? Of course, I think that some of them would like the system of a fixed wage; I do believe that.
1194. *Mr. Powell.*] Don't you think that there should be a minimum living wage? I do not exactly understand you.
1195. Do you not think that a man should get enough to keep body and soul together? Yes, I do; some of them would like the fixed wage. Of course, there is one objection to that, and that is that one man may

may act conscientiously and do his work but another man may not; he may loaf, and say, "Well, at the end of the week my money is coming in." I should say that the committee should deal with, him, and if he did not do his work fine him or let him go.

1196. *President.*] That objection is apparent. But if the man is to be employed at all, should he not get the minimum wage?

1197. *Mr. Powell.*] Do you think a man can live on 15s. a week? Well, of course, they do it.

1198. I am only talking about the man himself purely? Well, I think that it is a push—of course it is a push; it is no use saying one thing and meaning another. There is no doubt it is a push, and really it may be better if they get 17s. 6d. to £1 until they came on to their piece-work and then it would be a different thing. Of course, I suppose that would be in the case of those that had no friends or anything like that.

1199. Piece-work is a very good check upon a man? Yes; only it is like everything else; you can make a drawback to everything if you like. A little more than the 15s., I think, would be better for them. If a person has to pay 14s. for his board, or even 12s. 6d., there is not much left for any other little necessity of life that he may require.

1200. *President.*] Do you contribute to the sick fund? Yes; and I have had the benefit of it two or three times.

1201. *Mr. Powell.*] The committee double the subscription? Yes; I give 1s. a month and they double it. If it is 40s. a month they give £2, of course.

1202. Does that fund meet the calls upon it? Oh, yes. I think there is £130 to the good now. Of course, I think that, as a whole, we have been a pretty healthy lot, and there has not been much strain on it as you can judge.

1203. I suppose the doctors do not charge anything? No, they do not charge anything, but of course I can get advice outside of the doctors here. Dr. Crago is very good, but Dr. Chisholm—I had a poisoned leg one time, and wanted to see him, and he said he would see me when he came out that road, and of course, my leg might have mortified if I had waited. He may have had so much to do that in the hurry and scurry of business life he could not come; but Dr. Crago is very good.

1204. *President.*] You quite approve of the fund? Yes; I think the fund is fair enough, but of course the way it is now we get the 15s. a week and the medicine; Hemmell, at the top of Liverpool and Oxford Streets is the one we go to. Of course, some think that a £1 a week and get your own medicine would be better, and perhaps in the cases of persons living at Woollahra it would not be desirable for them to have come in to Hemmell.

1205. *Mr. Powell.*] They might like to prescribe for themselves? Yes; of course these things cannot be helped. I should like you to give the mat-work your consideration. Of course I would like the lettered mats every day in the week.

1206. They pay best? Yes.

1207. Do not the bordered mats mean more? You get paid so much for the border, but for the lettered mats you get 4d. per letter, and if there are seven letters it means 2s. 4d. extra independently of the payment for the weight of the mat.

1208. Does it knock your hands about? Sometimes it may give you a cut, or a strand may break and the wire give you a nick, but even sighted men at their work are liable to that. I think really that the idea of the minimum wage for the beginner would be good for him.

1209. He should be assisted up to the time when he can do piece-work and then he must live by his own hand? Yes. I hope you will not forget us in the mats.

John Spiers sworn and examined:—

1210. *President.*] How long have you been here? Three months.

1211. What have you to say? The sum I receive will not enable me to keep myself? I get 14s. a week.

1212. You are a learner? Yes. I have got 13s. of that to pay for my board.

1213. What work are you engaged in? I am weaving.

1214. I presume that your work, of course as a learner, is not worth much to the institution? I cannot say exactly. I am getting on well with my work; I think I can very near make my wages.

1215. How long have you been blind? It will be five years when July comes.

1216. What had you been engaged in before you came to the institution? I started in business and got a bit "cronk" and lost all I had. Of course I was a coal-miner.

1217. Was that the cause of your blindness? Yes, at Newcastle.

1218. We shall consider as far as our duties lead us the whole question of the wages of the workers, and, of course, your representation will be considered. I do not know how far our duties will lead us in that way? It is like this: a fellow living down here, a stranger, wants a little to keep him in clothes and boots, and he cannot do it on that. Of course it is only a matter of time when I shall be forced to leave if I cannot get anything better. I will be driven away from it, and will have to try something else. There is not enough means of support. A man always needs some little thing in the way of clothes and boots. I am willing to work hard enough.

1219. *Mr. Powell.*] How long have you been on the 14s. pay? Three months since I came.

1220. How long will you have to remain on that pay? Well, I am supposed to be on it three years, and I may go on it for five years; it just depends upon how you go on with your work.

1221. Do you think you could get on with 15s. a week? I do not see how I could keep myself in clothes and boots on that.

1222. Fifteen shillings a week would not be sufficient? No; you need a little for the necessaries of life.

1223. Could you earn better wages at piece-work? I do not suppose I could. You have some very bad luck at times with your work. Anything under £1 a week is no good for a man to keep himself respectable on here in a town like this.

1224. *President.*] We will discuss the whole question of the wages, and consider that? As far as the place is concerned it is right enough.

1225. You have no complaint against your treatment in any way? I have been well treated since I came, and treated with civility. I like the place well enough.

Mr. Hedger, Manager of the Institution, was recalled and examined:—

- H. J. Hedger. 1226. *President.*] This is your overtime return? Yes.
- 2 April, 1898. 1227. I understand that your idea is that a man shall not receive less than 15s. a week, nor a woman less than 12s. 6d.? When they are learners.
1228. What becomes of them afterwards? They go on piece-work then.
1229. And if they only earn 8s., that is all they get? Yes.
1230. You say that while they are learners a man does not receive less than 15s., nor a woman less than 12s. 6d.;—now, how long does the period of learning last? Five years with basket-makers.
1231. Let us take a man first; he commences (say) on the 1st January, 1898? Yes.
1232. What does he get? He serves three months' probation.
1233. What does he get for that three months? If he has friends he gets nothing, and if he has no friends he gets 14s. a week.
1234. After the three months? Ten shillings a week, and if they are destitute they get another 4s., or in some cases 5s., from the Government asylums; that makes it up to 14s. or 15s. a week.
1235. And if they are not destitute you rely upon their friends making up the difference? Yes, of course; they are living in their own homes.
1236. If they are destitute, do you make application to the Government for the subsidy? No. In every case when a man has come here he has been sent here by the Charities Officer. In no cases have we had any application from a worker to the committee for extra remuneration.
1237. The first three months they get nothing unless they are destitute, and then they get 14s. or 15s.; and after the three months they get 10s. from you, which is partly the value of their work and partly made up by subsidy, and if they are destitute they get a grant from the Chief Secretary, which makes it up? Yes. If they come through the Chief Secretary's Office they get a grant of 5s. or 4s. a week.
1238. Do they make any declaration of destitution? I do not think so.
1239. Suppose two people come here on the 1st January and one is destitute, but you have reason to believe that the other is not destitute, how do you know? The application form gives us all the information. (*Application form produced.*) All this information has to be supplied to the committee and signed in the presence of a witness. In some cases, they say they have no friends and then the first Christmas they are here we find out they want a fortnight's or six weeks' holiday, and we find all of a sudden that they have friends.
1240. You take all the information you can get from the applicants and this shows those who are destitute and those who confess that they have some means? But in any case we have never had anybody who was willing to admit having means.
1241. Does the committee make any inquiry to test it? Well, in one or two cases we have police reports.
1242. You take it that those who do not claim the extra 5s. from the Chief Secretary's Office have means? Yes.
1243. After that? The second twelve months we take them off the hands of the Government altogether, and they get 15s. and those who have friends get 12s. 6d.
1244. And the third year? They get the same, 15s., and then the fourth year the basket-makers get put on piece-work and get 5s. bonus on top of what they earn.
1245. So that in order to still get the 15s. they would have to earn 10s. and get the 5s. bonus as well? Yes, but if they earn the 15s. they get a £1 and if they earn a £1 they get 25s. It is an incentive to them to push out. The fifth year they get what they earn and 2s. 6d. bonus, and after that they get what they earn and 20 per cent. bonus. I think if our wages were taken and compared with those of sighted persons outside, it would be found that we are paying fully 20 per cent. more all round.
1246. Do you not think that the piece-workers appear to be more favoured than the others? It might be so considered. The Committee are considering the advisability of making the weekly allowance for the third year more than for the second year, but the difficulty really is in finding out what these people really have. Taking this six months' earnings it would appear to me that some of the men do fairly well for the three years tuition, but on the other hand you might get a person who has been here for three or four years who might not get that much.
1247. Here is a man that has been here twelve years? (*Indicating on list.*) That is a man that would never earn any more. He earns 9s. 6d. and we have to supplement his earnings with 5s. 6d. Then there is another man who has been telling the woman where he lives that he only gets 10s. and she has had to keep him and do for him for that, whereas he gets 15s. from us.
1248. Here is another man who has been fourteen years in the institution and he is only getting 14s. a week;—how is it that a man on piecework is only getting 14s. a week after being here for 14 years? That is what he earns. Some weeks he earns 20s. and the next week he drops down to 13s. It all depends to a certain extent with the piece-workers on their exertions. One week he will earn a guinea and the next week he will only earn 12s. 6d. He is chair-caning. I am not quite sure but I think this man has means and where a man has means he won't exert himself so well as the others who have not means.
1249. Here is a man evidently experienced earning 14s. a week; it seems a poor wage? I think if inquiry were made it would be found that he has means.
1250. *Mr. Powell.*] I have got him down here as "small means"? If a man will not strike out and work we cannot make him work.
1251. *President.*] Having small means, I suppose he looks upon this as pocket-money? He keeps himself very clean and well-dressed.
1252. Coming to another man getting 12s. 9d. a week:—he has been six years in the institution? That man was a chair-caner the same as the other. He was doing fairly well, and then he asked to be put on brush-making, and we made it a point to put him on it, and he was not very particular as to what he earned. He has got a horse and cart in the corporation and a house of his own, and his father is a large squatter, and we know very well he does not want any more.
1253. Now, * * * ; he receives 15s., 10s. from you, and 5s. subsidy? The same applies to him as to * * *. He has been here ten or eleven years. We were paying him £1 a week for years, and his average wages were only 4s. 6d. The committee told him that if he could not do better than that after eight or nine years in the institution they could not keep him on. You cannot possibly subsidise a man to that extent, giving him the difference between 4s. 6d. and £1 a week. He has not got the strength to work. His work is not saleable.

1254. *Mr. Powell.*] Is it a charitable institution or is it self-supporting? It is charitable; but our object is to get men who are really strong enough to work. This * * * works as hard for that 7s. 6d. a week as some men do for 25s. He tries his best. He gets 10s. and 5s. from the Government permanently. There is no doubt about it, it is a charity to keep him here, although he does nothing, and all the brooms he makes come to pieces. We had a Railway contract last year, and all the brooms he made had to come back after a day or two. There is no room for a man like him here. If he left here he would have to work or go to Parramatta. Mr. Maxted offered to make special arrangements and put him in Macquarie-street, and he said he would jump over the Heads. That accounts for the loss in years gone by. Now, my idea is—and it is not the idea of the committee, for Mr. Sinclair said yesterday that he has not any hopes of making the institution self-supporting without the aid of the Government subsidy, but I have.
1255. *President.*] He modified that afterwards? My idea is that before long we would be able to do without the Government subsidy entirely. I would be very glad if we could do without it. It would do away with the political influence. * * * knows Mr. * * * and he kicked up a row. We paid * * * over £400 out of this institution as wages, and he earned £70, and the greater part of that we had to throw away; it was useless. He has been on chair-caning and brush-making and everything we could put him to, and he is not a success at anything. The institution ought not to be blamed for that. On the other hand, there is a man who has been here for five years. On an average he earns 26s. a week and sometimes 35s. He came from Parramatta Asylum.
1256. *Mr. Powell.*] You have helped him to that by teaching him a trade? Yes; and that man could go and compete with any sighted man in the trade. Mr. Ashton made a statement here that the sighted wages were £2 a week, but at the prices paid outside now there is no sighted person can get more than 30s. per week; they are selling the work so ridiculously low that we cannot compete with them. If we had any means of getting the prices higher—if we had a policy of protection, for instance, that would put a duty on the goods coming in here, I believe that the prices of the mats would go up at least 25 per cent.
1257. *President.*] You would then have competition;—others would start manufacturing? We do not mind competition. We rely on the sympathy of the public. They say if you can supply an article at the same price and equally good we will give you all our work. In proof of this you will see that during the worst period the Colony has experienced we have increased our sales.
1258. The next man is W. Northcote, who has been two years in the institution and receives 12s. 6d.;—is that the proper rate for a man who has been two years here? Yes; 12s. 6d. He has a mother and brothers and sisters all grown up. He is very discontented and has caused us a lot of trouble. He will not work. He seems to fancy he is earning double as much as he is getting. He has made very bad work since he has been here. I have had to complain to his mother that he comes here at 9 instead of 8 to work. His mother comes here and says she can do nothing with him and the whole household cannot get him to get up. She says he is such a trouble that she wishes he was in his grave.
1259. *Mr. Powell.*] What induces the committee to dismiss a worker? They give a man every possible chance before they do that. I think only four have been dismissed since the institution has been opened. I think there have only been four dismissed in eighteen years. One of them is that man who sings on the street with his wife whom everybody knows.
1260. *President.*] The next one is C. Pitman, 12s. 6d. a week;—is that the proper wage according to the time he has been here? Yes; he lives with his mother.
1261. Tracy? Yes; 10s. from us and 5s. from the Government.
1262. Evans, 10s. from you and 4s. from the Government? Yes.
1263. Now, with regard to the women;—we understand that every woman who supports herself is supposed to get 12s. 6d.? Yes.
1264. Now you told us how the women entered;—do they give three months' labour for nothing? Well, only in one case, Miss Henderson's. She was living with her mother.
1265. She had to serve the probation for nothing because she had friends? Yes; they wanted pay but the committee would not grant it.
1266. Those who have no friends are allowed something during the three months? Yes.
1267. After the three months what do they get? 10s., I think.
1268. And these others (without friends)? 12s. 6d.
1269. What do they get the following year? The same, and the third year also, and the fourth year they go on piece-work wages.
1270. The third year 12s. 6d.? Yes.
1271. And the fourth year piece-work? Yes; you see they run out in three years, but the basket-makers get five years to learn in.
1272. After they go on piece-work if they only earn 5s. or 7s. 6d. that is all they get? Well, I do not know. You see we are establishing a Destitute Workers' Fund. That has been established lately; in fact, we had it for some time only the money ran out. Possibly, if these people earning such small amounts at piece-work applied to the committee, the amount would be made up if they were doing their best, and if their conduct was satisfactory.
1273. Of course, at the end of next year, when these people go on piece-work, if they only earn 8s., 9s., or 10s., it is self-evident that it will not be enough to keep them? Yes; the committee know that as well as anybody.
1274. What will be the position of these women at the end of the third year, provided they do not earn 12s. 6d., assuming that 12s. 6d. is the minimum on which a woman can support life? We have never had a case where a man has come before the committee and said "I do not get enough to live on." The women have done extraordinarily well with the overtime. This return does not represent all the overtime that they have had. My experience since we started giving them this work at home is that it is a failure, because they do not think you pay them enough. If you pay them 2s. for a chair they think you ought to pay them 3s., or if you give them 3s. they want 3s. 6d. One says to another, "How much did you get for your chair?" and perhaps it was a slightly larger one than the first had, and she says "3s." "Oh," says the other, "I only got 2s. 6d.," and then there is trouble. The overtime is not given to them to supplement their wages, but simply when we get a rush of work. We might get a dozen chairs to-day that might be wanted in two or three days. I would give some to the women and some to the men, and they take them home and do them and are paid for it. The only time they get the overtime is when the work is really wanted. It causes a lot of trouble.

H. J. Hedger. 1275. The Committee have not as yet had to consider the question as to what is to become of these women when they are out of their third year? No, because we have not had the experience yet. I judge that they will be earning 15s. or 16s. a week. That is the experience of the other institutions.

2 April, 1898.

We cannot get the women to do the work they do in other institutions, the pan-work. I have written to the Adelaide institution, and was told that the women earned 15s. and 16s. a week at pan-work and they refused to come off it, but none of our women would do it. Mrs. Nairn tried it, but after a time she objected that the pitch made her head ache, and worried the ladies' committee until they took her off it. I will hand in this statement of wages before they adopted the piece-work system, when every man used to get so much a week. They were credited then with 20 per cent. more wages than they are now. You see all those men were getting from 20s. to 25s. a week, irrespective of what they earned, and then the committee saw it would not run to it. The men were earning 6s. 3d. to 10s. 3d. and getting 20s.

1276. A fixed wage would not answer, but should there not be some minimum wage for the men and women—a minimum that they can possibly exist on? Yes; but no person has come here but he has had enough to live on. Since the institution started the committee have subscribed no less than £1,450 out of their own pockets, in addition to giving their valuable time, and where you get a number of business gentlemen who will touch their pockets to that extent, as well as give their valuable time, it shows they have an interest in the institution. I am sure the committee would not let anyone want.

Mr. Powell: It is perfectly clear that the sympathies of the committee are with these poor people. There is Judge Stephen; he is always willing to see any of them, and Mr. Sinclair, up at the Museum, is always ready to see any of them.

1277. There are four men at 14s. and one woman at 10s.;—if you, as you told the President, take 15s. as your minimum for men, and 12s. 6d. for women, how is it that they are not receiving it? That girl has friends; she is living with her mother. I mean destitute workers. As Mr. Prescott says, there are some people here who ought to be paying the institution, instead of the institution paying them.

[The Commission then adjourned.]

FRIDAY, 15 APRIL, 1898.

[The Commission met at the Offices of the Public Service Board at 10.15 a.m.]

Present:—

GEORGE ALEXANDER WILSON, Esq., J.P. (President).
JAMES POWELL, Esq., J.P.

Mr. H. Hedger, Manager, Sydney Industrial Blind Institution.

Thomas Mercer sworn and examined:—

T. Mercer. 1278. *President.*] You were once an inmate of the Boomerang-street Blind Institution? Yes.

15 April, 1898.

1279. Of course we do not know what evidence you are going to give, but as it will have reference to the institution the Commission have decided that Mr. Hedger should be here to represent the committee of the institution, and he is here so that he may hear what is said, and if anything is said affecting the management of the institution he will have an opportunity of explaining matters to the committee. The Commission will be prepared to hear what you have to say, and Mr. Hedger will have an opportunity of replying to anything that you may say, and even of examining you. You have a statement to make? Yes.

1280. You will remember that it is useless to come here to make statements which you cannot substantiate? Yes. It is expected by all thinking blind that this present Commission, actuated by common sympathy, will investigate and determine for their future temporal well-being. We, the blind, being deprived of the chief of our five senses, are still sensitive to the unnumbered necessities and pleasures common to the human family.

President: Before you go any further you must remember that this is not a Commission to investigate the condition of the blind and to find means for improving their condition. The object of the Commission is to investigate the management of Government and other charitable institutions.

Witness: Knowing what we might be, and feeling ourselves bound by the stubborn cords of affliction, what think you must be the feelings of our inmost souls. Once more, we are not, as a rule, a miserable people, but our happiness or necessity depends largely on the gift of humanity developed in our seeing brethren. In undertaking to vouchsafe evidence to this Commission concerning the Sydney Industrial Blind Institution I deemed it best to relate my personal dealings and experiences with that place. It was in July or August, 1882, when I first was admitted a boy of 17 as a worker into the Sydney Industrial Blind Institution. In all, we, the workers, were under ten in number. The industries then pursued by us were basket-making and mattress-making: The staff of officials consisted of Mr. Pearson, manager and teacher of mattress-making, who, with his wife and family, resided in the building; and Mr. H. Hedger, the instructor in basket-making, whose residence was not in the institution. Mr. Pearson, the manager, was naturally of a kind and sympathetic temperament, being most amiable and agreeable to the men, and at the outset of his career commanded their undivided respect. On my advent to the place there was undoubted amity between the men and the manager. For some days after my admission I was allowed to remain in the building in perpetual idleness. Why this was so is only known to the secret heart of Mr. Hedger, who was the basket instructor. It was certainly not that his time was so fully occupied that he could not give me the attention due to me. He had many long bouts of leisure, in which intervals he might easily have imparted to me instruction without delay. Being always present with the workers in the basket-room, it was my miserable resource there to stand on my feet on the floor, or to sit down when I grew weary of standing, and I would often, very naturally, when tired of sitting and standing in turns, and of the idle talk of the workers, fall asleep upon the floor, out of which I should be speedily aroused by the stirring voice of Mr. Hedger. He was all alive to his duty in that direction, although I was not sleeping over my work. I repeat that this state of things lasted for some days, till at last, growing weary of my idleness; I, one day, in the hearing of a fellow-inmate, confided my opinion that I was dealt with most unfairly, and that Mr. Hedger was guilty of a breach of duty.

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This *confidante* laid my views before Mr. Pearson, the manager. Then I was rapidly arraigned and confronted with it, and being an inexperienced boy, I was powerless to defend myself, and was designated a grumbler, and—as is generally the case—the stronger came to the front. After this, my tuition in basket-making began, but it was very indifferent and intermittent. I continued at that time to be a workman in the Sydney Industrial Blind Institution for two years and nine months, but in May, 1885, I was one of those who left the building on strike and refused to go back on the terms required. Of the period of two years and nine months spent by me in the Sydney Industrial Blind Institution fully one-third was wasted upon me, the reason being that I was made an errand boy of by the manager and teacher. For this work I was naturally unfit owing to my affliction, and it is no small wonder that often after being sent out to the suburbs to deliver small orders I returned, not being able to find the places of those who ordered the goods. This imposition practised upon me, I am persuaded, was known to the committee, and I may add that on several occasions my life was endangered.

T. Mercer.
15 April, 1898.

1281. Have you to read all this that is before you? Yes.

1282. *President.*] We want to know what you have to say about the present management of the institution;—we cannot listen to an account of your doings years ago? I come right down to the institution; I give all my personal experiences from beginning to end.

1283. We do not want your personal experiences—we want what you have to say about the institution, and in a few words? I was informed that in giving evidence before this Commission that I must put what I had to say in writing, and I understood that the Commission was here to investigate the conduct of the institution, past and present.

1284. Not the conduct of the institution years ago. The institution is now under different management. Mr. Hedger is now manager, not instructor, and the management may be entirely different. Even granting that the management was bad formerly, it may be good now? Mr. Hedger was in the Institution then, and he is there now. He was not there in the capacity of manager then, but he is at the present time, and his influence has gone right through the institution, affecting it materially.

President: Mr. Powell suggests that instead of reading this paper you could have it transcribed and hand it in, and you could supplement it by any statement of facts. However, you can go on for a little until we see what it leads up to.

Witness: Having already made mention of the strike that took place in the Sydney Industrial Blind Institution in 1885, I deem it necessary to give an account of its actual cause. I have already touched upon the amity that existed between the men and the manager; but I regret to state that the feeling between the men and the basket teacher was vastly different. The first man who left the institution was one named Hughes, whose resignation was due to an unfriendly dispute between himself and the basket instructor. Hughes, prior to his admission to the institution, earned his living as a street musician, and although he would have gladly remained in the institution at a small wage, he preferred his former peaceable occupation.

President: Take that as a sample. Here is a man named Hughes, who had some words with the manager, and he left the institution. What has that to do with the business of this Commission? As far as we know, he may have been properly expelled. Mr. Hedger may have been perfectly correct all through this matter. The Commission are not going to waste time listening to things of that kind. You have not attempted to show that Mr. Hedger was wrong.

Witness: I cannot attempt that; that is a matter between him and Hughes.

President: Then why should we listen to a narrative of that kind. We insist that you confine yourself to what is absolutely within your own knowledge.

Witness: Is the strike which has been referred to too far back?

President: We are not concerned with it at all. Deal with any substantial grievance. If you are wronged, or if you consider that the present workers are wronged, if it is within your knowledge that they are badly treated, we are prepared to hear you, but we are not prepared to go into ancient history.

Witness: I will briefly state that when the strike took place I refused to go back simply because the conditions on which we could go back were these—that every striker had to sign a paper to the effect that all the complaints lodged against the committee for neglect, and against the manager for bad treatment and neglect, and against Mr. Hedger of inciting the strike, were utterly false. I refused to sign it. That was in May, 1885. In 1894 I applied to the committee in March, and I was informed that in order to get into the institution I must go in as a married man for three months for nothing; for the next twelve months, receive 10s. a week; for another twelve months, 12s. 6d. a week, and for the third twelve months, 15s. a week. I could not find out how I was to live for three months without any wages. That is in opposition to the idea that the institution is for those blind people who have no friends to support them.

1285. Of course you cannot blame Mr. Hedger. If it is a matter of regulation the committee are responsible? I got into the institution by appealing to the Government who granted me, for six months, a sum of 16s. a week to tide me over the probation period. The Government subscribe largely to the institution, and it seems to be an injustice as the funds of the institution are supplemented by the people, and a great deal of goods are disposed of there. For some time after I went into the institution I was not there in the capacity of a learner, although I was there under the learners' regulations. I was taught to make halters when quite a boy, and in the institution I was put to halter-making, and I earned the money that was allowed to me. Where did that money go to? If it went to the institution, the institution was making a large profit out of me every week. At the end of that six months I was put to learning chair-caning—a most difficult kind of work for a blind person, very fine tedious work; and this was after I had worked for so many weeks earning from 16s. to 17s. a week.

1286. Do you state that you actually earned 16s. a week? I do. After I went into the institution I was put to halter-making. I was at halter-making during the greater part of that six months, and occasionally on netting, and at a later period I was put to caning chairs, and I could not earn my salt at it. Very few can. To earn anything at it they have to be very expert, to have extremely fine touch, and a very steady brain.

1287. Blind people do cane chairs? Yes, they cane chairs; and it is one of the worst paying games they can be put to. However, I was suffering—and the institution has a certificate to that effect—from a double complaint owing to my sedentary employment. The complaint brought on stricture and fissure of the bowel, which affected me very materially, and it kept me from work occasionally for a couple of days.

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T. Mercer. One Thursday or Friday afternoon, at the time of taking the account of the work done for the week, I said to Mr. Hedger, "I feel this complaint a nuisance; I am not getting better, and the doctor says I ought to go into the hospital and submit to an operation, and I think I had better leave." He told me I could please myself. I said I would not go on Friday. I went for my wages on Saturday at noon, and Mr. Hedger then wanted me to have a resignation written. I told him I had not been able to get one written. It is not always convenient to get people to write for you. I wished to go before the committee and appeal to them for leave of absence for two or three months, so that in the meantime I might regain my former health. However, I was very briefly heard by the committee. What was said before that concerning me I do not know. I was led by the committee to believe that they had nothing against me, and they said that the complaint I was suffering from must be very annoying, and that they thought it would be better for me not to be a worker in the institution. I know there was a little thing against me. It was in connection with the nuisance caused by the trough in which the basket material is soaked. The cane is soaked for a while and it gives the water a bad smell. At this time I was informed by a boy employed there that the trough had not been emptied for three weeks. The nuisance was tremendous; it prevented me from eating my food.

President: This is personal history which we are not concerned with.

Witness: I am stating that this was against me, because I went to the inspector about it.

1288. We do not want to know what is against you, but what is pertinent to the inquiry into the institution? I left the institution, but I want to specify how I got there. The Government supported me; I was costing the institution nothing; I was earning money; where did that money go to?

1289. What is the next thing;—we do not want to know your personal history, we want to know what you have to say that is really of importance in regard to the institution? I mention these things, because I may be questioned on them by Mr. Hedger.

1290. What is the next thing in regard to the management of the institution? I sell brushes, brooms, baskets, &c. I go about soliciting orders, and take brushes with me. I ordered a couple of brushes two months ago from the brushmaker, and I complimented him on the workmanship, and he said, "Yes, these are good ones; I made some for the Industrial Blind Institution, for them to exhibit at the Show." I understand that the work exhibited at the Agricultural Show is represented to have been made by the blind.

1291. What is the name of their brushmaker? His name is McMahan.

1292. What is his address? Smith-street, off Reservoir-street. I have been informed by two inmates of the institution that independent of the seeing instructor, who must be always there, the brush inspector, outside Mr. McMahan and his son, has been employed even for three weeks at a stretch in the institution, and one of the inmates has informed me that as McMahan finished an article he would let her feel it, and ask what she thought of those beautiful crown brooms.

1293. Is this within your own knowledge? I have been informed by workers.

1294. Who are the workers? Mrs. Nairne and George Evans.

1295. What is the next thing? I am pretty well acquainted with all the blind who have passed through that institution. There may be three or four whom I have not met, but to my knowledge about forty-five have left the institution since its origin, and not one of them is holding his own by what he learnt in the institution. I say that is a proof that the institution is of no permanent benefit to the blind. They have a bylaw that those who go in to learn a trade must stay five years, but that is an outside term. Such simple handicrafts as mat and halter making and netting can be learnt in less than five years.

1296. Would you be surprised to hear that Mr. Hedger admits that it is extremely difficult for blind persons to make a living outside the institution? I am not surprised at all; that is one of the things which I wish to mention to the Commission.

1297. As I understand it, Mr. Hedger, the Commissioners and yourself are as one with this witness as regards the difficulty of blind persons earning a living outside the institution.

Mr. Hedger: Yes, except as I have stated, under exceptional circumstances.

President: You are at one with the witness upon that point?

Mr. Hedger: Yes, but not to his statement that not one is earning a living outside the institution.

President: What is the next thing?

Witness: I wish to imply that the institution is a failure as far as any permanent benefit to outsiders is concerned. I have tried to get orders for halters at two of the warehouses in town. Walkers' is one, but I forget the name of the other. They told me that they would gladly give orders to me and other blind people who had called, but that the institution carts the work into the country, having all the advantage of Government subsidies and public subscriptions; that they conveyed the work into the country at town prices, therefore taking the legitimate trade out of the hands of the warehouses. We are out of the institution, and we are supposed to earn our own living. If we beg in the streets we are treated with contumely, and we like to earn our living without begging, but the legitimate trade of those outside the institution is destroyed.

1298. The warehouses do not carry on the only legitimate trade. It is perfectly legitimate for anyone to engage in lawful business, and to compete with the warehouses? The point is, that when we leave the institution we do not apply to the institution for work—we apply to the warehouses. The institution stands in the light of outsiders—it is an obstacle.

1299. It stands to reason that if an institution is a manufacturing institution, and blind people outside are manufacturing the same goods, that they must be competitors to some extent? Yes; but then we are expected to earn our own living. The institution is really our great obstacle. It competes against the blind outside whom they profess to have fortified with the means of obtaining a livelihood so as to keep them off the streets. The institution being an obstacle in this way to blind individuals, there must be something wrong.

1300. What is the next thing you want to say? I suppose the Commission is open to receive a suggestion?

1301. Yes, if it is a practical one? I should have said that I have learnt from Mr. Hedger that two men who had their sight can turn out as much basket-work in a day as seven blind men can turn out. That will show at what a disadvantage the blind are. I have been informed by a brushmaker that brushmaking is too vast a trade for any blind person to earn anything at it outside of the institution. I believe that a great part of the work of brushmaking must be done by people who can see. I am informed that no blind person can do certain parts of brushmaking.

1302. What is your suggestion? That it is impossible for blind people to earn their living outside the institution; that the blind should be supported by the State; that begging should be stopped; that a sum should be granted to the needy blind to live upon, or they should be furnished with a home and food, so that they could, by their labour, provide themselves with clothes and other things. I cannot see how blind people are to get along successfully under any other circumstances. T. Mercer.
15 April, 1898.

1303. I must remind you that this is not a Commission to inquire into the condition of the blind; it is to investigate the management of the institutions? At present I can think of nothing more to say, but should anything occur to me, if I am not allowed the privilege of appearing again before the Commission, I may be allowed to send it along in writing.

Mr. Hedger: I knew pretty well what Mr. Mercer was going to bring forward here to-day before he came, and I have a few questions to ask him, showing, in the first place, that he is not a reliable man to take notice of, because he has been admitted to the institution three times at his own request.

President: I do not think it is advisable to recriminate. You should confine yourself to anything that has been said which is a reflection on or adverse to the management of the institution.

Mr. Hedger: In regard to the treatment that Mr. Mercer has had from the institution I will refer to that hereafter. His reflections on the management require a little explanation. I was going to refer to Mr. Mercer's career in other colonies, but I will not do that, in deference to your wish, Mr. President. Mr. Mercer stated, that after the strike, before they could return to work the men had to sign a paper to the effect that they would not make complaints against the committee or any of the officials again.

Witness: No.

President: What he said was, that they were required, before they were admitted, to withdraw everything that had been said.

Witness: We had to sign a paper to the effect that all the complaints which had been made against the manager and the teachers were utterly false.

Mr. Hedger: Was not that after an investigation had been held?

Witness: Yes, when we sued to get back.

1304. You informed the Commission that Mr. McMahon told some of the workers that he made work at the institution for the Agricultural Show? I stated that Mr. McMahon told me in the first instance.

1305. And that two workers said that he had shown them work? Yes;—George Evans and Mrs. Nairn.

1306. Do you not know that it is a fact that George Evans was not an inmate of the institution when McMahon was there? Evans told me.

1307. Do you know that McMahon was employed as an instructor temporarily? He was.

1308. And he would have to do what work was required of him? Yes.

1309. You know that that would be the case? Yes; he would have to do what work was required of him, but I do not understand that that work should be turned out of the institution and placed on show as being the work of the blind. I was informed, by those whose names I have mentioned, that Mr. McMahon and his son were at the institution independent of the regular teachers.

1310. Two at the same time? I say they were both there—it may have been at different times.

Mr. Hedger: Mercer has stated that out of forty-five men who have left the institution not one is earning a living at present. I may mention, in the first place, that a man named Tighe who went to Auckland and established an institution for the blind there, and he is not only the principal of the institution but he does all the teaching in the institution. He had no tuition beyond what he received at our institution. I have a letter from him, dated the 19th November, 1897, in which he asks me to get him some willow and other material and tools. Then there is a man in Northern Queensland, named Fearon, who has been making an excellent living for some years by basket-making. We correspond with him and send him material. No later than two months ago a Judge of the Supreme Court of Queensland visited the institution and made a minute in the visitors' book to the effect that he knew Fearon, and that he was pleased to state that the man is making an excellent living. Then there is a man named Brown, who left the institution, from whom I received a letter stating that he was going to Wallsend to try and do for himself. He is earning his living by chair-caning and other work. George Mackay, who was about twelve months on brush-making and six months chair-caning, has gone back to his mother at Armidale, and he is going about the district caning chairs. Another man, Laughlin, has settled at Mount Druitt, and, as far as I know, is making a very fair living at mat-making. We supply him with material, and he buys material from Forsyth's. A man named Gorrick left the institution last month, and we have received from him a letter thanking us, and asking to be allowed to purchase material from us for making mats, &c. The next matter is that of the institution competing with the blind outside.

Thomas Mercer (examination resumed) :—

1311. *Mr. Hedger*.] As regards this matter of the institution competing with the blind outside, I would like to ask what you do for a living? If I have any particular trade it is halter-making. T. Mercer.
15 April, 1898.

1312. You do not make a living at halter-making? Certainly not; I should like to.

1313. Do you know anybody that does? Not a complete living.

1314. Do you know anybody who goes round to the different firms soliciting orders? Yes.

1315. You made a statement that two firms had given some information to you, one being Walker Bros.; could you not think of the name of the other firm? No; I fancy it is a foreign name.

1316. You said they told you that on account of the Blind institution doing business in the country it prevented them from giving orders to the blind? Yes.

1317. Would you be surprised to hear that during the last twelve months we have not had one man on an average employed two days a week making halters in the institution? (*Not answered.*)

1318. Would you tell the Commission how many halters a man would make in a day? An expert man could make one dozen.

1319. That would be two dozen a week, working two days a week on the average, eight dozen a month, or ninety-six dozen in a year. Suppose that the institution did sell ninety-six dozen in a year, do you think that that would prevent the blind from earning a living outside at halter-making? They said the blind institution.

1320. I do not think that we have supplied the firm of Walker and Son with £5 worth of halters since the Institution has been established? They stated that they would have given the institution their orders, but they found out that the institution was selling the goods in the country. 1321.

T. Mercer. 1321. You might give the Royal Commission a little information on another thing; you think that the blind institution ought not to sell their work in competition with the blind outside;—will you tell the Commission what we ought to do with the work when we have taught the blind? I could not say what should be done with the work, but I do say that the institutions are of no permanent benefit to the blind in general.

15 April, 1898.

1322. You have referred to a man named Hughes. I have been on most friendly terms with him ever since he left the institution. He may have transgressed the rule, but we do not bear any vindictive feeling on that account. I would ask you has the institution ever helped you in any way since you left the last time? In what way.

1323. In any way whatever? Do you mean by donations.

1324. Have they helped you in any way, by giving you work, supplying you with material, or lending you money? You have given me work occasionally on halter-making and on netting at home.

1325. Have you ever been supplied with rope at cost price? Yes, pretty well at cost price, I think.

1326. How long were you given to pay the account;—what were you told by me when you were supplied? To pay the account when I finished the goods.

1327. How long were you given to pay it? I do not know.

1328. Is it not a fact that I told you that the committee would be quite satisfied if, when you were paid for the halters, you paid for the rope? Yes.

1329. Is it not a fact that we sent the rope to your house in our own cart? Yes.

1330. Is it not a fact that we delivered the halters in our cart? I do not remember that.

1331. If it was the case it does not look as if we were trying to compete with the blind? You brought the rope to the house, but you did not deliver any private orders of mine.

1332. Have you ever been helped with money by any official in this institution within the last three or four months? All the money that I received from the institution was not given to me; it was given to my wife, and it is right that the Commission should know how it was that I received this help.

I am only asking the question to show that, instead of being antagonistic to the institution, you ought to have a grateful feeling, and to appreciate what has been done for you.

1333. How much money did you receive from any official in the institution towards paying off any debts that you owe? I believe about £1. I did not receive any of the money myself; it was given in instalments of 5s. each.

1334. You were given so much a week to pay off a debt by one of the officials? Yes; but there are circumstances surrounding that which must be expatiated upon.

1335. You acknowledge that? Yes.

1336. Do you recollect after you left the second time you applied to the committee to be taken on as a canvasser? I did not apply. You suggested in the first instance that I should take certain goods and try to sell them.

1337. You were getting employment, and I told you that the committee would allow you 10 per cent. commission on what you sold? No, 7½ per cent.

1338. Do you remember that there was some difficulty about orders that you delivered, and you were given notice to discontinue canvassing, and warned that if you continued to represent yourself as connected with the institution you would be prosecuted? Yes.

1339. Have you ever since, in going about, represented that you canvassed for orders for the institution? I have not.

1340. Have you ever been paid by cheque for goods that you supplied from a manufacturer, representing that they were from the blind institution in William-street? In one instance, I was paid by cheque, but I could not read the cheque.

1341. You had a boy with you? Yes; but he cannot read writing.

1342. Did you not offer to give the gentleman a receipt, and say that the boy would write it out? Yes.

1343. Then how can you say that he could not read writing? He can write, but he cannot read strange handwriting.

Mr. Hedger: I received the following letter from Mr. Sadler:—

To Secretary, Industrial Blind Institute,—

28 December, 1897.

Sir,

On 20th instant I paid for a door-mat delivered to me on that day. Your representative promised to post me a receipt for the same, which he has failed to do. Will you kindly do so, and oblige.

Yours truly,

HENRY SADLER.

This gentleman has been dealing with the institution for some years. Mercer went to him and represented himself as a canvasser, and took an order for a mat. He charged more than would have been charged by the institution for the mat. The cheque was made out to the Sydney Industrial Blind Institution, and Mr. Sadler asked Mercer for a receipt, and Mercer said, "I can give you one now," but Mr. Sadler said, "No; I want an official receipt"; not getting one, he wrote and complained about it.

Thomas Mercer: I went into Mr. Sadler's place and got an order for a mat. Some time before this I went in, and Mr. Sadler said, "Are you a private agency, or are you connected with the Sydney Industrial Blind Institution?" I said, "I have a private agency," and he said, "I will do anything that I can." I gave him my address, and he bought a small article from me. The next time that I went into the shop, he gave me the measurements, in writing, for a door-mat. I delivered that mat to him, and he asked me for a receipt, but he mentioned no institution at all. It was his stupid blunder; he had my address at the time. As regards the cheque, I did not know whom it was made out to.

1344. Did you write a letter to Mr. Sadler after he had written to me? Yes.

1345. Did he write asking you for a receipt? He did not.

1346. How did you come to write to him? It was owing to a notification in the papers.

1347. Did you tell him that the Sydney Industrial Blind Institution could not make mats? I told him that they could not make a mat equal to that which I sent to him, and that the price charged for that mat was only the price charged by the firm who were considered the cheapest firm in the town.

1348. Did not Mr. Sadler ask you the name of the secretary? He asked who was secretary to the Industrial Blind Institution, and I told him that Mr. Sinclair was.

1349. Do you know Mr. Gumsden, of Bondi Junction? I do.

1350. Do you supply him with anything now? I do not.

1351.

1351. Did he give you an order for three dozen flower-baskets when you were canvassing for us? I believe he did. T. Mercer.
1352. Did you not take him three dozen supplied by a sighted manufacturer, and did he not refuse to take them? No; he never refused to take anything from me. 15 April, 1898.
1353. Did you ever solicit orders on behalf of the institution for a man named Cooghan at Newtown within the last four or five months? No.
1354. So at present you are not doing anything of the sort? No.
1355. And Mr. Sadler is quite wrong? Yes, he made a mistake; I wrote and told him so.
1356. You wrote and told him that anyone with common sense would see that your explanation was quite right without referring any further? I did not say without referring any further.
1357. You have been supplied with rope for the institution at cost price? Yes.
1358. When did you have the last supply of rope for making halters at your own home? I do not know.
1359. Is it two years ago? It must be.
1360. Have you paid for it? No.
1361. How much is it? About £2 15s.
1362. Did I write and ask you for the money recently? Not recently; you may have done so six months ago.
1363. You received a note requesting you to pay;—what was your answer? That I should be glad to pay the debt by working it off.
1364. What reply did you receive to that? That you would give me so much work every week if it would be agreeable to me.

Mr. Hedger: The following is a copy of my letter to Mr. Mercer on the subject:—

Mr. T. Mercer, 4, Kendall-street, S.H.,—
Sir,

6th January, 1898.

Yours of the 4th instant to hand. Referring to your offer to work off the amount you owe this institution, viz., £2 15s. Sd., if the institution supplies you with materials, I have to state that the committee are willing to accede to your request, and I will send you every week enough material to make one dozen halters, which will amount to 3s. 9d. per week off your account.

If this meets with your views you can let me know and I will send you the rope.

Yours, &c.,
H. HEDGER,
Manager.

We offered to let him make one dozen halters a week. It would not have hurt him to work the debt off in that manner, but he would not do it.

1365. In December last, did you stand up in the Domain one Sunday and make some remarks about the blind institution? Yes.
1366. That was at the time when you were receiving 5s. a week from the Industrial Blind Institution to help you to pay off a debt? I do not know where the money came from; I believe it came from you—not from the institution.
1367. *Mr. Hedger.*] You came down and got it every week, and when I went away for three weeks I left 15s. there for you, and at the same time you stood up in the Domain and asked the public to believe that that institution and the Deaf and Dumb and the Blind Institution were not doing their duty to the blind, and you appealed to the people to take the matter up? I did, but the Commission having heard Mr. Hedger on the subject, I should like now to make my statement. In November last, I asked a young man if he would come and board with me to help us to get along. He acceded to my request, and had made all preparations to come, and had gone to expense to provide for himself. When he told Mr. Hedger where he was going, Mr. Hedger raved and said, "No, I will not allow anybody from my institution to go and board with him." It was a matter of speculation on the part of my wife, and she went to Mr. Sinclair, told him about it, and said she would appeal to other gentlemen on the point. Mr. Sinclair said he would confer with Mr. Hedger, and she was to wait. Some twenty minutes after Mr. Hedger came and mentioned the matter to her and said he was sorry she had gone to any expense, and that he would give so much a week to pay the money off so as to prevent the man from coming to lodge with us. It was mere spite. He paid the money for four weeks, and then discontinued it.
1368. About refusing to let a man go to your place to live, is it a fact that Mrs. Nairn wanted to go and board there? She said she would like to do so.
1369. She was thinking about going to live at your place? We did not want any females.

Frederick Adolphus Crowther sworn and examined:—

1370. *President.*] You were at one time an inmate of the Woolloomooloo blind institution? Yes.
1371. I may tell you that you must confine your attention to the management of the institution;—what is it that you want to say? My complaint is that I cannot get into the institution to work. F. A. Crowther. 15 April, 1898.
1372. You have applied and been refused? Yes. There are men from other colonies employed there, but I, a Sydney man, cannot get into my own institution.
1373. Is there anything else? I was expelled from the institution.
1374. What were you expelled for? Because I went into Court against the Railway Commissioners to get damages for injury done to my arm.

Mr. Hedger further examined:—

1375. *President.*] Crowther says he was expelled from the institution;—can you say why he was expelled? He was never expelled. H. J. Hedger. 15 April, 1898.
1376. He was never formally expelled? He was not expelled at all.
1377. What were the circumstances under which he left? He fell out of a tram and hurt his shoulder, and was away from work for some months. After that he entered an action against the Railway Commissioners for £1,000 damages, with the result that certain matters were brought out during the trial with regard to his position which made the committee think that they would not be justified in admitting him to the institution again. 1378.

H. J. Hedger. 1378. What matters came out? In the first place, it was said that £1,000 had been left to his wife.

15 April, 1898.

Mr. Crowther: No; I deny it, and you know it is false.

Mr. Hedger: I am only stating what came out to show why the committee refused to again admit Mr. Crowther.

1379. *President*.] You say that certain circumstances came out showing that Crowther was in such circumstances that the committee thought that he ought not to be an inmate of the institution? Yes. The committee told Crowther that they would be glad to give him any work that he could do at home; that if we were very busy at any time we would help him in that way. We have supplied him with rope at different times at his own request at cost price, and we have given him work to do at home. He will acknowledge that I have helped him.

Mr. Crowther: In what way?

Mr. Hedger: By giving you work.

Mr. Crowther: How much did you give me?

Mr. Hedger: I say we have given you work.

F. A. Crowther's examination continued:—

F. A. Crowther.
15 April, 1898.

1380. *President*.] I understand that after you left the hospital you were not afterwards readmitted to the institution? No.

1381. That is what you call being expelled? Yes.

1382. You were going to say something? Yes. When I came out of the hospital, after having been nine months under doctors, I got permission from the doctor to go to work if I could get light work. The manager of the blind institution said that I should have to make application like a stranger for readmission. I did so; then they told me that I could not be admitted.

1383. *Mr. Powell*.] Are you in indigent circumstances now? Yes; all that I have to live on is a horse and cart that I work under the Council. That is all that I had at that time, barring one that I was renting. I am getting three guineas a week for the cart, and out of that I have to pay a man and to feed him and to feed the horses. You can see from that how much I have to live on.

1384. *President*.] Are you a married man? Yes.

1385. Has your wife any means? No, none at all. All she got was £340 on the death of her father. We thought of buying a house and paying £200 down, the rest to be paid off as we could raise the money. £10 went in legal expenses, and we never got more than £190 paid on the house, the debt on which stands just the same as when we bought it; the other £140 was spent in general household expenses.

1386. You say on your oath that that is all that your wife is possessed of, and that all that comes to you is the balance from the Corporation cart? Yes; I say that on my oath.

THURSDAY, 2 JUNE, 1898.

[The Commission met at the Offices of the Public Service Board, at 10 o'clock a.m.]

Present:—

GEORGE ALEXANDER WILSON, Esq., J.P. (PRESIDENT).

JOSEPH BARLING, Esq., J.P.

JAMES POWELL, Esq., J.P.

Mr. James Powell sworn and examined:—

J. Powell,
Esq., J.P.
2 June, 1898.

1387. *President*.] Will you inform us of the result of your visit to the Deaf and Dumb Institution at Waratah? I visited the Institution at the request of the Commission, and I now hand in a report, which I furnished to the secretary upon my return. The report is as follows:—

WARATAH DEAF AND DUMB INSTITUTION.

On the 29th April I visited the Deaf and Dumb Institution, situated at Waratah, about 4 miles from Newcastle. The teaching of the deaf and dumb in the Northern District was commenced at Newcastle in the year 1875 by Dominican Nuns, who were chosen for the work by reason of the special training which some members of their community had undergone in the famous institution for deaf mutes conducted at Cabragh, near Dublin. The increasing number of pupils, and the necessity for increased accommodation, demanded the foundation of a separate establishment, and in 1885 the Dominican Nuns secured a site of a most desirable kind at Waratah, upon which the present building was erected and completed in the year 1888, at a cost of nearly £12,000, about half of which sum remains a debt upon mortgage with interest amounting to £300 per annum. The site is undeniably good, well drained, and healthy, with 4 acres of ground for garden, playground, and other purposes. The building is an imposing feature in the locality in which it stands, with a good entrance and reception rooms, right and left, class-rooms in the wings and dormitories above, with all usual domestic offices and sanitary arrangements. At the time of my visit there were thirty beds, twenty-six of which were allotted to that number of pupils, and other pupils were expected. Day pupils, deaf and dumb, are also taken. The institution with its present appliances could take a much larger number of children. Children of any religious denomination are received, and attendance upon the usual religious services is not insisted upon if the parents object. The teaching staff consists of the Superior, with an assistant, a lady of the same religious order, who is deaf, and two pupil-teachers, both deaf and dumb, trained at the institution. The oral method of teaching is followed, but the combined method of oral, sign, and manual is considered best under existing circumstances. A few of the children are paid for—one £25, two or three from £5 to £8 per annum—and some of the parents send a little money for clothing. Several thoughtful friends of the institution send old clothing, which the Superior with her assistants remake up for the more needy little ones. The institution receives no support whatever from the Government, although many of the children's parents are in such necessitous circumstances that they cannot contribute anything, and the children would really become State children, and would be paid for as such by the Government if they were sent to the Deaf and Dumb and Blind Institution at Newtown. The institution is conducted with the greatest economy, its main support depending upon voluntary contributions and the efforts of many sympathising friends. The children, several of whom entered the institution in an enfeebled condition, look well, and appear to be well nourished, cheerful, and contented. The building, which is capable of housing many more children, was built when labour and materials were much dearer than they are at present; the heavy interest is a dead weight upon the institution, which is doing good work in an unostentatious but effective manner. I may add that the fullest information about the institution was given by the Superior, by whom I was informed that the accounts are audited at regular intervals. I think I may say that the total annual subscriptions do not reach £300.

1388. *Mr. Barling.*] You say the total amount of annual subscriptions does not reach £300;—how does the institution manage, as the annual cost must be much larger than that? The friends of the institution help it to a great extent in various ways, by means of entertainments, balls, &c.; but the Superior told me she found very great difficulty in getting sufficient money. The chief trouble is in regard to the interest they are called upon to pay.

J. Powell,
Esq., J.P.
2 June, 1898.

1389. The £300 received in subscriptions is, then, really absorbed in paying the interest, and the institution is carried on by the assistance of friends? Yes.

1390. I suppose the working expenses, so far as the sisters are concerned, have been practically nothing? Yes; the whole of the business is carried on voluntarily by those ladies.

APPENDIX.

Appendix No. 1.

The Superintendent of the N.S.W. Institution for the Deaf and Dumb and Blind to The Secretary of the Royal Commission.

N. S. W. Institution for the Deaf and Dumb and Blind, Sydney, 26 May, 1898.

The Secretary of The Royal Commission.

Sir,

In reply to your inquiry to hand, permit me to say that a bright and capable pupil should be fit to leave school after having had seven years tuition—indeed their help is often wanted at home much sooner; consequently not a few of them leave us after from three to five years schooling; but one or two or even three extra years would be an advantage to any deaf pupil, even to the brightest, since they are handicapped very seriously, not only while in school, but also in after life. And it is only a good education, touching the moral qualities, if possible, as well as the mental powers, which can really lift up these “children of silence” and fit them for all that awaits them in the future.

Indeed, in the case of these deaf young people, their education should tend both to awaken intelligence and inspire feelings of confidence; it should, if possible, create a certain quiet strength to resolve and to act, instead of that distrust in themselves and in their own powers so enervating in its effects and likely to mar progress.

All this can perhaps be best done with youths who have grown up fairly well and reached that stage when thoughts about life, its work and responsibilities, begin to dawn upon them.

And I need hardly observe that the mind of a deaf child, having lain dormant for so many years, unstirred by the helpful chit-chat of its mother and others, is singularly immature and undeveloped as compared with his hearing brothers and sisters. For these reasons, one is glad to find that both in England and in America especially, eight and even ten years are frequently devoted now to the education of these young people, thus fitting them for positions more in keeping with their own tastes and social standing. With much respect,

I have, &c.,
S. WATSON.

1898.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STATE CHILDREN RELIEF BOARD.

REPORT

OF THE

PRESIDENT, THE HON. SIR ARTHUR RENWICK, K.B., M.L.C.,
&c., &c., &c.,

FOR THE

YEAR ENDING 5 APRIL, 1898.

Presented to Parliament, pursuant to Act 44 Vic. No. 24, sec. 12.

Printed under No. 3 Report from Printing Committee, 7 July, 1898.

SYDNEY: WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER.

1898.

The President, State Children Relief Board, to The Chief Secretary.

Charitable Institutions of New South Wales,
State Children Relief Board,
Richmond-terrace, Sydney, 5 April, 1898.

Sir,

In accordance with the provisions of Act 44 Vic. No. 24, I have the honor to submit, for the information of the Honorable the Chief Secretary, my Report upon the operations of the State Children Relief Board for the official year which ended on the 5th April, 1898.

In my published reports of previous years I have so often referred to the success that has attended the administration of the State Children Relief Act, from an economical standpoint, and more especially in regard to the benefits secured to more than 11,000 children who have passed under the Board's control, that it is not necessary now, when reviewing the results of the eighteenth year's operations, to further enlarge upon the merits of a policy that the Legislature of this and other colonies, the Imperial Parliament itself and the Governments of other civilised countries have recognised as the best method of dealing with dependent children of the State.

The most serious difficulty that the State Children Relief Board has now to contend with is the absence of legislation enabling the President to recommend, and empowering the Chief Secretary to sanction, the transfer of incorrigible State children for corrective treatment in Industrial and Reformatory Schools, when, in the interests of the children themselves, such a course becomes a matter of urgent necessity. The absence of this provision in the Social Reform Acts of this Colony was not so seriously felt by my Board when the numbers under control were less, but now that the aggregate has reached 3,700 children, legislation is urgently required to remedy this omission. That this is so must be obvious when it is recognised that the Board's officials receive direct from the police almost the whole of the children who have been rescued from vicious parents and the deplorable surroundings of slum life; and, acting under my Board's instructions, place them with tried guardians in the country districts rather than press for commitment to Industrial Schools before first affording such children an opportunity to reform under the beneficial influence of wholesome family life. Experience has shown the wisdom of adopting this method of dealing with these waifs; but it is not to be expected that each and every child rescued in this way can be successfully treated under this system. Failures in isolated instances there must be, and it is to meet these exceptional cases that legislation has been introduced in other colonies, and requires to be brought into effect in the Social Reform Acts in New South Wales. There are at present under the control of the State Children Relief Board from thirty to forty incorrigible and indolent children cunning enough to know that even were they to thieve or wander, and thereby bring themselves within the jurisdiction of the Industrial Schools Act, the respectable guardians with whom they are placed would refuse to appear against them at the police courts in order to secure their commitment to an Industrial or Reformatory School; nor is it to be expected that they should do so, consequently these offenders have to be removed periodically from home to home at considerable expense

expense to the Government; the unsettled lives they lead, without firm discipline or proper punishment, encourages them to continue their misconduct; the impression they create on the minds of the public militates against the credit of the system, and numbers of excellent homes for apprentice children are lost to others whose good conduct and faithful service would have been appreciated. Were it not for the continuous misconduct of these children, who cannot be reformed in the absence of the legislation outlined, I have no hesitation in affirming that in this Colony there would have been very little, if any, occasion to pay for the maintenance of well-developed and healthy children after the age of 12 years.

REGULATIONS.

During the year now closed the regulations under the Principal Act and the State Children Relief Act of 1896 have been revised in conformity with the altered conditions of the system, and have now the force of law. These regulations, in addition to simplifying the method of collecting maintenance and other moneys, have led to a considerable saving in clerical labour, and have also enabled the State Children Relief Board to pay to deserving widows and deserted wives reasonable and necessary allowances instead of the standard rate of 5s. per week for each child, which the regulations under the Principal Act provided.

ANNUAL INCREASE IN NUMBER OF STATE CHILDREN SINCE THE INITIATION OF THE BOARDING-OUT SYSTEM.

The following table shows the rate at which the number of children under the care of the Board has increased annually since the initiation of the boarding-out system :—

Under control on	Supported by Govern- ment.			Adopted without payment.			Apprenticed.			Total under control.		
	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.
5 April, 1881.....	24	35	59	...	...	...	...	...	...	24	35	59
5 ,, 1882.....	40	60	100	...	3	3	...	...	...	40	63	103
5 ,, 1883.....	118	174	292	1	10	11	...	4	4	119	188	307
5 ,, 1884.....	221	289	510	6	15	21	5	16	21	232	320	552
5 ,, 1885.....	523	363	886	15	35	50	26	64	90	564	462	1,026
5 ,, 1886.....	614	411	1,025	28	65	93	137	111	248	779	587	1,366
5 ,, 1887.....	741	473	1,214	49	74	123	309	156	465	1,099	703	1,802
5 ,, 1888.....	793	485	1,278	52	84	136	357	189	546	1,202	758	1,960
5 ,, 1889.....	815	526	1,341	61	93	154	440	238	678	1,316	857	2,173
5 ,, 1890.....	805	543	1,348	62	96	158	513	265	778	1,380	904	2,284
5 ,, 1891.....	807	566	1,373	67	91	158	543	295	838	1,417	952	2,369
5 ,, 1892.....	776	613	1,389	69	94	163	545	299	844	1,390	1,006	2,396
5 ,, 1893.....	821	643	1,464	61	97	158	590	325	915	1,472	1,065	2,537
5 ,, 1894.....	955	786	1,741	59	106	165	592	311	903	1,606	1,203	2,809
5 ,, 1895.....	1,167	927	2,094	56	91	147	599	334	933	1,822	1,352	3,174
5 ,, 1896.....	1,356	1,085	2,441	50	76	126	548	341	889	1,954	1,502	3,456
5 ,, 1897.....	1,506	1,145	2,651	55	71	126	524	370	894	2,085	1,586	3,671
5 ,, 1898.....	1,442	1,179	2,621*	69	80	149†	572	367	939‡	2,083	1,626	3,709

* This total includes 15 children in Hospital, 147 in Cottage Homes, 25 in Depot, 24 under 2½ years paid for at 7s. per week, 38 paid for at 6s., 6 infants paid for at 8s. per week, and 1 lad paid for at 10s. per week, 138 paid for at rates ranging from 2s. to 4s. 6d. per week, while the balance are paid for at 5s. per week.

† This total includes 38 children who are classed as "Boarders without subsidy," that is, placed with guardians who, as in the case of adopted children, do not receive payment for maintenance.

‡ This total includes 16 absconders, whose names still appear on the books, and 5 children classed as unofficial.

I consider it my duty to call the attention of those interested in the beneficent work of the State Children Relief Board to the fact that, for the first year since the appointment of the Board in 1881, there has been an actual decrease in the number of children paid for under the provisions of the Principal Act. It will be noticed that during the three preceding years the relative annual increase in numbers was over 300; while the total number supported by the Government and under control on the 5th April, 1898, was thirty less than the total shown under this division on the corresponding date of the preceding year. This variation is, of course, primarily due to the operation of the State Children Relief Act Amendment Act of 1896, which enabled the Board to pay deserving widows and deserted wives for the support of their own children; but it is also, to a less extent, due to the vigilance of the Board's officials in securing homes for the children without cost to the Government, and in apprenticing others, under the provisions of the Act passed in 1881, instead of continuing maintenance payments until each child reached the age of 14 years, which would have been done were it not for the special efforts in the direction I have indicated. Assuming, therefore, that if it were not for these influences the relative normal increase would have followed, 330 additional children would have had to be maintained under this division at a cost of over £4,000 per annum. Most of these children were, however, dealt with under section x of the Act passed in 1896, which provides for children being boarded-out with their mothers; but as half rates only were paid for supporting them, it is fair to assume that a cash saving of over £2,000 a year has been effected.

Including both divisions—paying and non-paying—there has been an increase during the year of thirty-eight children compared with the total under control on 5th April, 1897.

VARIATION IN NUMBERS.

Admissions.

There were 3,671 children under control on 5th April, 1897. Six hundred and sixty-six (666) children were admitted during the year ending 5th April, 1898, against 929 in 1897. Of this number 373 were boys, and 293 girls.

Discharged.

The number of children discharged during the year was 628—375 boys, and 253 girls; consequently the total number remaining under control in the general division on 5th April, 1897, was 3,709, or thirty-eight only more than the corresponding total of the previous year.

The sources from which the children were received will be found fully explained in Appendix D, the manner of the disposal of those discharged is shown in Appendix A, while Appendix F clearly explains how the 3,709 children now under control are distributed throughout the Colony.

FINANCIAL.

The sum standing to the credit of the State Children Relief Board on 5th April, 1897, was £2,998 7s. 10d. Advances were made from the Treasury during the year to the amount of £57,376 2s. 3d., while the amount of £59,596 1s. 1d. was withdrawn to cover the expenditure of the several branches of the Department during the same period—leaving to the credit of the Board on the 5th April, 1898, the sum of £778 9s. Of the amount, £59,596 1s. 1d., expended during the year, the sum of £34,499 17s. 1d. was utilised in maintenance, clothing, medical expenses, travelling, &c., in connection with the support of boarded-out children under the Principal Act; but allowing for the sum of £792 9s. 10d. collected from parents in part payment of maintenance, and £342 8s. 1d. refunded to the Treasury as over-issues, the net cost for the year was £33,364 19s. 2d., or (not including salaries) £13 10s. 6d. per head for the maintenance of an average number of 2,467 children.

GUARDIANS'

GUARDIANS' OCCUPATIONS.

Actor ...	3	Domestics ...	328	Master mariner ...	1
Accountants ...	11	Dairy farmers ...	38	Nurses ...	14
Agents ...	9	Drapers ...	6	Orchardists ...	71
Artists ...	3	Dress-makers ...	19	Organist ...	1
Attendants ...	13	Doctors ...	3	Overseers ...	2
Auctioneers ...	2	Dealers ...	5	Painters ...	8
Bricklayers ...	4	Drover ...	1	Plumbers ...	4
Bootmakers ...	21	Engine-drivers ...	4	Printers ...	8
Bailiffs ...	2	Engineers ...	15	Police ...	19
Bakers ...	9	Fishermen ...	4	Plasterers ...	3
Bank managers ...	3	Fitters ...	4	Photographers ...	2
Brickmakers ...	7	Farmers ...	936	Postmaster ...	1
Blacksmiths ...	11	Fruiterers ...	5	Porter ...	1
Butchers ...	16	Fettler ...	1	Poultry-farmer ...	1
Brass-finisher ...	1	Firemen ...	4	Piano-tuner ...	1
Broom-maker ...	1	Florists ...	4	Quarrymen ...	5
Builders ...	9	Graziers ...	15	Railway employees	24
Boiler-makers ...	2	Gardeners ...	29	Selectors ...	16
Civil Servants ...	5	Gatekeepers ...	2	Slater ...	1
Clerks ...	29	Grocers ...	17	Saddlers ...	4
Clergymen ...	8	Householders ...	7	Solicitors ...	5
Contractors ...	16	Hairdressers ...	5	Seamen ...	5
Carpenters ...	42	Ironworkers ...	2	Surveyor ...	1
Cooks ...	4	Instrument-maker	1	Salesmen ...	4
Collectors ...	2	Independent ...	40	Storekeepers ...	53
Carters ...	13	Inspectors ...	3	Stoker ...	1
Confectioner ...	1	Jewellers ...	3	Smelter ...	1
Cordial manu- facturers ...	4	Journalists ...	2	Sawyer ...	1
Cabman ...	1	Joiner ...	1	Shipwrights ...	3
Cabinet-makers ...	2	Labourers ...	96	Teachers ...	27
Caretaker ...	1	Laundresses ...	7	Tailor ...	1
Chemists ...	5	Letter-carriers ...	2	Tanner ...	1
Cooper ...	1	Librarian ...	1	Undertaker ...	1
Coachmen ...	2	Miners ...	76	Umbrella-maker ...	1
Compositors ...	2	Merchants ...	9	Vignerons ...	2
Coach-builders ...	3	Moulder ...	1	Wire-workers ...	2
Conveyancer ...	1	Masons ...	6	Warders ...	6
Captain ...	1	Machinists ...	4	Watchmaker ...	1
Drayman ...	1	Midwife ...	1	Weighman ...	1
		Maintenance men	4	Wheelwright ...	1

As a rule there is little variation from year to year in the general classification of the occupations of the guardians of State children, and the statistics of the year under review are in no way exceptional. Most of the elder male children are under the care of farmers, orchardists, storekeepers, and artisans in healthy country districts, while the servant girls are generally placed with farmers and in the comfortable homes of the middle classes. A large proportion of the young children placed out as boarders are under license with the wives of labourers, miners, mechanics and others, and with widows having small incomes. Approximately, half are located in the metropolitan suburbs, and the other half in the country towns and districts. In all, there are 2,287 homes containing 3,506 children, against 2,115 homes in which there were 3,472 children in 1897. Although there has been no material increase in the number of children under control, there has been a great increase (172) in the number of homes in which they are placed—a gratifying result of the efforts of the Board to limit the number of children sent to each guardian. It is improbable that this number of homes can now be materially increased without separating the

the children of one family—a policy that the Board has resolutely determined not to adopt—until each child reaches the age when a transfer to the apprenticing division becomes a matter of necessity.

LIST of Districts in which Children are placed out, with the number shown in each :—

District.	No.	District.	No.	District.	No.
Araluen	9	Eden	3	Moruya	3
Ashfield	19	Eastwood	2	Merrylands	10
Arncliffe	8	Ermington	3	Mulgrave	1
Annandale	27	Fairfield	9	Mudgee	11
Auburn	32	Forrester	3	Molong	3
Albury	9	Forbes	13	Miller's Forest	17
Albion Park	1	Glenbrook	4	Morpeth	6
Adamstown	9	Glebe	24	Muswellbrook	7
Armidale	15	Gladesville	18	Manning River	7
Balmain	147	Goulburn	250	Macleay River	2
Berrima	7	Grabben Gullen	11	Menangle	1
Broken Hill	1	Granville	77	Murrurundi	1
Botany	16	Guildford	11	Newtown	76
Burwood	46	Gunning	27	Nowra	18
Breeza	1	Gerrigong	10	Newcastle	78
Boggabri	2	Girilambone	1	Nelson's Plains	2
Bexley	6	Germanton	1	Narrabri	5
Bredalbane	1	Gerogery	1	Narrandera	1
Bowral	17	Glen Innes	4	North Sydney	75
Bundanoon	4	Gosford	5	Nyngan	2
Box Creek	7	Greta	2	Narrawa	1
Bungonia	1	Gunnedah	1	Nelson	6
Braidwood	10	Gulgong	4	Oberon	4
Bulli	53	Geo. Plains	2	Orange	3
Berry	24	Hunter's Hill	23	Pennant Hills	1
Bega	5	Hurstville	26	Pymont	9
Binalong	3	Hexham	3	Paddington	58
Brogo	1	Helensburgh	2	Peak Hill	1
Bathurst	22	Hinton	3	Parramatta	150
Brewongle	1	Hornsby	2	Petersham	35
Blacktown	4	Hawkesbury	79	Parkesbourne	5
Branxton	42	Hillston	6	Paterson	31
Baulkham Hills	4	Hay	4	Picton	31
Clifton	1	Hermidale	1	Pitt Town	12
Croydon	12	Islington	7	Peelwood	1
Camperdown	12	Inverell	3	Penrith	17
Canterbury	6	Junee	4	Parkes	4
Carlingford	2	Jamberoo	21	Prospect	4
Coogee	1	Jerilderie	1	Queanbeyan	10
Carcoar	1	Kogarah	21	Quirindi	2
Cudal	2	Kangaloon	2	Rockdale	6
Campbelltown	20	Kingsdale	2	Rookwood	46
Castle Hill	4	Kiama	15	Redfern	61
Canley Vale	2	Kangaroo Valley	14	Ryde	10
Caddai	9	Katoomba	1	Randwick	10
Crookwell	11	Kellyville	2	Riverstone	30
Cabramatta	4	Leichhardt	77	Richmond	2
Camden	46	Liverpool	34	Rooty Hill	9
Cootamundra	19	Lambton	18	Raymond Terrace	17
Cambewarra	8	Lismore	12	Rydalmere	3
Cargo	3	Lawson	1	Rylstone	2
Collector	1	Lochinvar	3	Richmond River	25
Cooma	6	Manly	8	Sackville Reach	11
Cessnock	6	Maitland, East	18	Summer Hill	11
Clarencetown	11	Maitland, West	78	Sydney	19
Cobar	1	Marrickville	50	Singleton	26
Clarence River	8	Macdonaldtown	36	St. Peter's	24
Deniliquin	1	Middlearm	6	Surry Hills	32
Dapto	6	Mummel	5	Shellharbour	4
Dungog	9	Minmi	1	Scone	3
Dundas	1	Mittagong	105	Stuart Town	2
Douglas Park	1	Moss Vale	15	Smithfield	3
Dural	14	Marulan	19	Tarrana	5
Dubbo	12	Murrumburrah	3	Tarago	15
Dora Creek	6	Milton	34	Tarana	2

District.	No.	District.	No.	District.	No.
Tumut	2	Wallerawang	2	Wickham	2
Thirlmere	19	Wheeo	12	Woodville	5
Tamworth	6	Windellama	4	William Town	1
Toongabbie... ..	2	Watson's Bay	3	Wollombi	1
Tempe	8	Wagga Wagga	1	Walgett	1
Temora	2	Wollongong	34	Yarra	7
Tweed River	1	Windsor	35	Yass... ..	34
Tarlo	3	Wentworth... ..	3	Young	7
Waverley	33	Waratah	16	Out of Colony	6
Woolloomooloo	13	Wilberforce	23		
Woollahra	14	Wellington... ..	5	Total... ..	3,506
Waterloo	51	Wallsend	10		

The following return shows the number of applications received during the past five years for State children, and explains the action taken by the State Children Relief Board in dealing with them:—

Year.	Approved.	Refused.	Not yet inquired into.	Total.
1894	667	186	244	1,097
1895	908	292	615	1,715
1896	858	398	264	1,520
1897	769	301	440	1,510
1898	927	332	529	1,788

Of the number received during the year ending 5th April, 1898, 1,384 were from Protestant and 404 from Roman Catholic applicants. The number of children applied for, and the conditions under which they were to be placed out, are explained hereunder:—

Religious Denomination.	Boarders.	For Adoption.	For Service.	Total asked for.
Protestant	1,466	30	527	2,023
Roman Catholic	532	11	94	637

The success of the Boarding-out System in any community depends entirely upon the quality of the homes available for the reception of the children to be disposed of. Fortunately for the operations of my Board the selection in this Colony is not restricted. It is becoming more noticeable from year to year that the number of applications is far in excess of the number of children available. No difficulty is experienced in securing good homes. It will, however, be seen that 36 per cent. of the total number of applications dealt with were declined—substantial reasons in each case having been submitted in support of their rejection. Notwithstanding this fact, and allowing for the cases already satisfied, fully 1,000 additional children could be provided for within a few weeks if they were available for boarding-out. The most remarkable feature that presents itself in dealing with these figures is the little difficulty that undesirable persons appear to experience in securing recommendation from responsible citizens. One thousand five hundred and nine applications have been rejected during the past five years, and each and every one has been supported by a strong recommendation from a clergyman, a magistrate, or other approved person.

INSPECTION OF HOMES AND CHILDREN.

The total number of visits to children and other inquiries made by Inspectors in all divisions during the year ended on April 5, 1898, was 21,115, against 14,808 recorded during the previous year. After adding to the former total 4,164 recorded visits made by the lady visitors, the total aggregate number of visits and inquiries made by permanent officials and lady visitors is shown to be 25,279. The figures included in this total, which directly bear upon the division under

under review (State children with non-relatives), are shown in the following table side by side with similar statistics of previous years:—

Year.	Permanent Staff.	Lady Visitors.	Total.
1894	6,323	1,666	7,989
1895	6,851	1,305	8,156
1896	6,606	2,008	8,614
1897	7,147	1,465	8,612
1898	5,950	4,164	10,114

Average 2·87 visits per child per annum.

It is satisfactory to notice that the lady visitors, who in their honorary capacity take a keen interest in the children under their local supervision, have substantially responded to the Board's request and sent in more numerous returns this year than heretofore. But it is well known to the Board that, even now, these returns form only a very small portion of the actual number of visits paid by these ladies throughout the year. The discrepancy is due to the fact that, although the visits are paid, the honorary visitors omit to prepare the required returns. Steps have, however, been taken to lessen the amount of clerical labour when satisfactory inquiries have been made; and I hope next year to be in a position to publish a more correct statement of actual results than the returns submitted this year afford me an opportunity of doing now.

The decrease in the number of visits paid to State Children by the experienced officers of my Department (5,950 in 1898 against 7,147 in 1897) forms the most serious defect in the year's operations. This is, however, in no way due to laxity, as I have already pointed out that the inspectors have increased the gross total of 14,808 in 1897 to 21,115 in 1898—an increase of 6,307 visits during the year under review. The decrease is due to pressure of work in administering the provisions of the Act passed in 1896; and as my Board has not until now been in a position to form an estimate of what the permanent work of my Department would be, I have hesitated, on economical grounds, to bring the matter under the notice of the Chief Secretary before the rush of applications from widows and deserted wives had ceased and the work of the Department had subsided into its normal condition. Such a condition is now noticeable in the Board's work, and it is anticipated that at an early date the required number of visits will be paid to these children at small extra cost to the Government.

NUMBER OF CHILDREN IN EACH HOME.

The principle of maintaining, as far as possible, the feelings of family affection, by not separating brothers and sisters, has been adhered to, with the results as shown hereunder:—

1,481	homes with 1 child.
483	” ” 2 children, including 249 with children of one family.
246	” ” 3 ” ” 156 ” ”
66	” ” 4 ” ” 57 ” ”
9	” ” 5 ” ” 8 ” ”
2	” ” 6 ” ” 1 ” ”

2,287 homes, containing 3,506 children (exclusive of 16 absconders, 15 in hospitals, 147 in cottage homes, and 25 in depôt):

It will be seen, therefore, that there are 471 homes with children of one family.

Exclusive of homes containing children of one family, there are:—

1,481	homes with 1 child.
234	” ” 2 children.
90	” ” 3 ” ”
9	” ” 4 ” ”
1	” ” 5 ” ”
1	” ” 6 ” ”

1,816 homes, containing 2,266 children, or an average of 1·24. (Last year the average was 1·41.)

HEALTH,

HEALTH, CONDITION, EDUCATION, AND GENERAL SURROUNDINGS OF STATE CHILDREN.

Although the experienced officials have not, for the reasons already stated, been enabled to visit the State children as frequently as my Board desire, still I am pleased to be able to report that the children have as a rule been found well and happily placed; they have been sufficiently clothed and fed, their education has not been neglected, their general surroundings have been found wholesome and clean, and, as will be observed upon reference to the appendices, the school teachers and lady visitors substantiate the opinions of the Board's inspectors that the boarded-out children compare favourably in appearance and in general behaviour with the children in the districts in which they are placed.

The usual number of transfers and removals have had to be made during the year, principally on account of the behaviour or health of the children and the altered circumstances of the persons with whom they have been placed, while one master had to be proceeded against for harshness to his servant; but considering the troublesome dispositions of many of the children, and the physical and mental weakness of others, and taking into consideration the large number of persons with whom they have been placed, the results compare favourably with the experience of previous years.

ADOPTED CHILDREN.

The number of children adopted by reputable citizens without payment has increased from 102 in 1897 to 111 in 1898.

APPRENTICED CHILDREN.

Until the passing of the State Children Relief Act in 1896, all children upon reaching the age of 12 years were transferred from the Boarding-out Division; and thereafter, apart from the cost of supervision, they ceased to form a further burden upon the public funds. It was, however, found that the whole of these children could not be apprenticed at 12 years, and power had to be obtained to pay maintenance until the age of 14, if situations could not be found for them before they reach that age.

On the 5th April, 1897, there were 860 children (497 boys and 363 girls) under indenture in various parts of the Colony: 173 boys and 71 girls were apprenticed during the year, and 116 boys and 70 girls were discharged—leaving 554 boys and 364 girls, or a total of 918, apprenticed on the 5th April, 1898. All the girls are at domestic service, while the boys are employed by bakers, blacksmiths, boot-makers, butchers, carpenters, chemists, coachbuilders, dairymen, dealers, drapers, farmers, gardeners, grooms, grocers, hairdressers, orchardists, plumbers, printers, saddlers, tailors, and vigneron, &c.

Since 1887 the sum of £18,607 2s. 9d. has been collected on account of wages earned by State children. £15,143 3s. 8d, of this amount has been paid over to those who have served their terms of service, and the cash balance now to the credit of the Apprentices' Trust Account is £3,463 19s. 1d.

Taking into consideration the many thousands of these accounts that have been opened, and allowing for the depression that has existed throughout the country in past years, a comparatively small amount of the wages claims has remained unadjusted; but endless trouble has been occasioned where obstacles have been thrown in the way of settlement, owing to the difficulties to be encountered in securing these moneys. The Inspectors, however, now promptly report upon the circumstances of employers where wages remain unpaid, so that the indentures may be cancelled if there is no prospect of settlement, while
the

the new regulations provide that wages payments must be made at the Board's offices, an arrangement that secures jurisdiction in Sydney, and will remove the necessity for sending officials into the country districts to recover these moneys, should extreme steps prove necessary.

THE CENTRAL HOME, PADDINGTON.

The policy of adopting a uniform system by placing all industrial and reformatory schools under the Minister of Public Instruction, necessitated the transfer of the Shaftesbury Reformatory from under the control of my Board; but the officials in charge were not relieved, and were, in consequence, unable to take over their duties at the Central Home until recently. The Reformatory had been utilised, perhaps, in a strictly legal sense, irregularly, as a receiving home for State children, and for disciplinary purposes wherever girls had shown themselves unfit for private service. This change necessitated recourse to the former practice of sending children to the Sydney Benevolent Asylum before being boarded out; and, in the absence of legislation, enabling incorrigible girls to be sent for a time to the Industrial School, before being again tried at service, the unwise policy of changing them from home to home had again to be resorted to. The transfer of the staff to the Central Home has, however, materially lessened these objections; a number of direct admissions are now made there, and some of the more troublesome children are also admitted to assist with the domestic work of the depôt. With a little extra accommodation, and provided the legislation outlined by me is given effect to, my Board will no doubt be able to admit all children direct to control, and discontinue the practice of sending children to the Benevolent Asylum.

The average daily number of children in the Central Home throughout the year was 24; the total cost for maintenance was £222 4s. 9d.; and the capitation cost, £9 5s. 2d. per annum.

COTTAGE HOMES FOR INVALID CHILDREN AT MITTAGONG AND PARRAMATTA.

There are nine of these homes—seven at Mittagong and two at Parramatta, containing in all 147 inmates—thirty-three males and 114 females.

The following tables furnish additional particulars:—

	Boys.	Girls.	Total.
Total number of children admitted to Cottage Homes to 5th April, 1898	655	913	1,568
Total number of children discharged from Cottage Homes to 5th April, 1898	622	799	1,421
Number in Homes on 5th April, 1898	33	114	147
In Homes on 5th April, 1897	40	113	153
Admitted during year ended 5th April, 1898	58	110	168
Discharged during year	98	223	321
In Homes, 5th April, 1898	65	109	174
In Homes, 5th April, 1898	33	114	147
Discharged:—			
To relatives	3	8	11
Boarded out	60	89	149
Died	1	1	2
Newington Asylum	0	1	1
Deaf and Dumb and Blind Institution	1	5	6
Over age	0	3	3
Married	0	1	1
Benevolent Asylum	0	1	1
	65	109	174

Appended will be found a return showing the afflictions from which the children were suffering when admitted :—

Accidents	3	Hip disease	20
Anæmia	2	Heart disease	5
Abscess	7	Hydatids	1
Aptha	1	Knee-pan, injury to	2
Asthma	1	Kleptomania	3
Blind... ..	3	Influenza	3
Bronchitis	20	Malformations	8
Burns	1	Marasmus	4
Croup	1	Necrosis	2
Chilblains	1	Nymphomania	1
Catarrh	7	Ophthalmia	84
Canker of Mouth	2	Paracosis	1
Chorea	4	Paralysis	19
Contraction of sinews	2	" of brain	1
Congestion of Lungs	1	Poisoned finger	2
Debility	447	Rheumatism... ..	5
Dysentery	4	Ring-worm	28
Dentition	1	Scrofula	119
Disease of ear	47	Scabies	13
" spine	14	Skin disease	6
Dropsy	4	Syphilis	1
Dirty habits... ..	15	Tonsillitis	2
Diarrhœa	11	Typhoid	1
Defective palate	2	Ulcers	5
Deformed	39	Urine, incontinence of	8
Epilepsy	23	Ulcerated throat	2
Eczema	4	Whooping cough	14
Fractures	1	Weak intellect	34
Deaf and dumb and blind children admitted for change of air	31		
Half-caste children	9		
Dumb	1		

On economical grounds, as well as for administrative purposes, and for other sufficient reasons, a rearrangement of the Cottage Home system is contemplated. A comprehensive statement of the changes suggested was submitted for the consideration of the State Children Relief Board in October last, when a deputation from the Board waited upon the Chief Secretary in order that the proposal might be carried into effect. The following memorandum, prepared after careful investigation, has not previously been published :—

State Children's Relief Department, Sydney, 25 October, 1897.

In accordance with my promise to the Board, I visited Mittagong during September last, accompanied by the Director of Government Asylums, for the purpose of making personal observations and inquiries with reference to the condition of the Cottage Homes for Invalid Children, which are under the control of this Department in that district; the methods adopted of classifying and treating the children; the internal economy of the homes; the rent value of the premises held under lease, and of the other buildings, which might be given up immediately if necessary; and, finally, for the purpose of arriving at some conclusion in my own mind with regard to the prime question of whether or not it would be advisable to continue the present method of dealing with this important division of the Board's business, or to substitute for it a system of partial centralisation with regard to which there has hitherto existed much difference of opinion among those members of the Board who have from time to time made official visits to the homes.

I remained two days in the neighbourhood, and made a critical examination into all the matters I have enumerated; and I now present, as shortly as possible, the result of my investigations for the consideration of the Board.

1. *The General Management.*

Considering the disadvantages under which the Cottage Home mothers are labouring with regard to the general unsuitableness of the buildings for hospital purposes, and the absence of proper sanitary arrangements, I found the general management of the homes on the whole satisfactory, with exceptions as to proper classification of children and minor matters of detail which it is not necessary to discuss at present. I may state, however, that I went carefully into all these questions, both from medical and administrative standpoints, and issued instructions which it will be the duty of the officers of the Department to have carried out in their integrity. I have not the slightest doubt from my observations, and the many interviews with the children individually, that the inmates of the Cottage Homes are generally receiving true motherly treatment,

treatment, and every necessary care and kindness; and that the defects I pointed out, and gave directions to have remedied, arose rather from ignorance on the part of the mothers than from any desire to evade the conscientious performance of their very responsible duties. And I may here fitly state my opinion that the results of the operation of the cottage-home system at Mittagong fully justify the selection of that locality as a sanatorium for the treatment of invalid children; and that with more suitable buildings and surroundings the most beneficial treatment possible for this class of State dependents may be secured for them in the climate of this district.

2. Rents of the present Buildings.

I spent much time in ascertaining the rent value of houses in the township and neighbourhood of Mittagong; and I have no hesitation in saying that, with one or two exceptions, the rents of the cottage homes are most excessive. It may be remembered that I drew attention to this matter some time ago, but it was not considered advisable to deal with it finally because I was not in possession of sufficient data to enable me to express a positive opinion for the guidance of the Board. At the time these premises were secured, house property at Mittagong was of very much higher value than it is at present; and the rents which were then paid were probably fair, as I have ascertained that they were in nearly every instance a continuation of the rents received from the previous occupants of these buildings. But the depreciation in the value of house property in this district has been so great during the past three or four years that the rents paid by this Department are now out of all proportion to the value of the buildings occupied; and the difficulty the Board will have to deal with in endeavouring to set this matter right is that no other premises of sufficient capacity to meet the requirements of the Department are obtainable in the district. Of that there can be no doubt, as I made careful inquiries throughout the neighbourhood. This, however, is a question which will have to be considered in connection with the principal proposals later on. At present the Board pays rents amounting in the aggregate to £443 10s. per annum, and this sum should, in my opinion, be immediately reduced by £100 (at least) a year in connection with premises which are not held under lease. The details are as follows:—

No. of Home.	Present Rent.	Estimated Value.	Nature of Holding.
	£ s. d.	£ s. d.	
No. 1 (and farm)	85 0 0	85 0 0	Leasehold.
No. 2	40 0 0	26 0 0	Monthly tenancy.
No. 3	70 0 0	70 0 0	Lease; 3 years to run.
No. 4	52 0 0	31 4 0	Monthly tenancy.
No. 5	60 0 0	60 0 0	Lease; 2 years to run.
No. 6	65 0 0	31 4 0	Monthly tenancy.
No. 7	71 10 0	40 0 0	"
	443 10 0	343 8 0	Excess, £100 2s.

NOTE.—Some of these rents have since been reduced, but the charges made are still considered excessive. Other suitable premises cannot be secured.

No. 3 premises, rented at £70 a year, and No. 5, rented at £60 (leased for three and two years longer respectively), are each not worth more than £50 per annum; so that under a fair arrangement with regard to these two buildings, when the leases expire, there should be a further reduction of £30 a year, or a total saving of £130 2s. a year upon the sum of £443 10s. now paid as rents of cottage home premises in the district of Mittagong. Of course, the buildings held under lease cannot at present be dealt with; but I recommend that the owners of the other buildings be at once informed that the Board cannot after the 1st day of December pay higher rents than the amounts which have been mentioned as being equitable, in view of the rents generally prevailing throughout the district, and that, in the event of their declining to accede to this proposal, other arrangements will have to be entered into on behalf of the Government. Two buildings should, in my opinion, be vacated immediately if possible—namely, No. 4 and No. 6—and I should have given instructions to that effect, on behalf of the Board, during my visit if it had been possible to obtain other premises, but there were not any other suitable houses empty. Directions were, however, left with the Manager to report as soon as he found an opportunity of giving up these premises, and procuring others sufficiently commodious for cottage-home purposes.

4. The Cottage Home Farm.

A pleasant contrast to all the other cottage homes and their surroundings is afforded by the new home and farm connected with it, rented by the Board on the Southwood Estate, about two and a half miles from the Mittagong Railway Station. There are existing facts and possibilities of development in connection with this establishment which I, freely confess have helped to convert me from views that I formerly held respecting the placing of all the cottage homes on one estate, and I would invite those members of the Board who have still any doubt upon this subject—the abstract arguments with regard to which have I know been frequently debated at this table—to visit Mittagong and go fully into the question in all its bearings, and postpone arriving at conclusions until after careful consideration of every matter of detail. This is a question, however, which I shall deal with more fully in the final and principal paragraph of this memorandum. The new building is fairly well adapted for cottage home purposes, and might, with modifications and minor alterations, be taken as

a model for future homes. It is sufficiently commodious to accommodate the full number of children that ought to be placed in one home; the rooms are lofty and well ventilated, and all the dormitories are under one roof, and therefore fully under the control of, and easily accessible to, the mother in charge. This is a point with regard to which I can now quite understand the anxiety of the Board ladies who have visited the other homes, in view of my discoveries respecting the character of some of the elder female inmates. The Board pays for the new building and 100 acres of land £85 a year, and it seems to me that this is the only good bargain that has been secured in connection with the premises rented at Mittagong. It is not my intention to discuss matters of detail with reference to the farm, but a return has been prepared which shows that, although the land was virgin soil (the greater part of it being uncleared) when the Board entered into occupancy little more than two years ago, it has, making the usual allowance for depreciation in the value of stock and perishable property, and notwithstanding bad seasons, thus far fully paid its expenses, and left a margin of profit of about £20. Vegetables, milk, eggs, and firewood are supplied to all the homes from this farm, which is worked by inmate labour from the Government asylums, and it was very pleasing on the day of my visit to see a number of hearty old fellows who could not, by reason of their age, earn a livelihood outside, healthfully employed on this estate in the manner indicated. It afforded an example which might well be adopted as a system in connection with our larger Government and public institutions. The payments to the old men are merely nominal, ranging from threepence to sixpence a day, according to the nature of their occupation, with tobacco allowances and extra indulgences for special good conduct. The farm buildings and their own dwelling were erected by the old men themselves with materials supplied by the landlord, whose undertaking with the Board was to bear the cost of erecting the cottage home only. These outbuildings are necessarily crude and imperfect, but still homelike and comfortable, as is seemly in connection with buildings placed partly at Government cost, as far as labour is concerned, upon land which is not the property of the Government, but they serve their temporary purpose well. The lease of the cottage home and estate is for five years, at the period of which the Board has the right to renew for another term of five years. The land as it is now improved would probably be valued on resumption at £15 an acre, and capitalising its value upon this basis, the amount represented would be £1,500. The interest upon this at the rate paid for State loans (say 3½ per cent.) would be £52 10s. a year; which leaves the amount of the main building occupied for cottage-home purposes at only £32 10s. a year. The outbuildings comprise piggeries, poultry-yard, dairy, &c.; and, if the information furnished to me is accurate, and fairly favourable seasons are experienced, the farm should prove very profitable during the current financial year.

5. *Visit to the Public School.*

I made a visit to the Public School, but unfortunately did not succeed in arriving there while the children were in attendance. A lengthy interview with the headmaster, however, enabled me to form an accurate opinion of the physical condition, behaviour, and general appearance of the large number of State children who attend this particular school. These are, of course, exclusive of the cottage-home children, for whose education special provision is made at the homes. The report of the master of the Mittagong Public School with reference to the children under the control of this Board, who are daily brought under his observation in the school and on the playground, was highly satisfactory, and left no room for doubt that so far as the district of Mittagong is concerned the boarding-out system is thoroughly fulfilling its objects. The school-teacher had evidently been induced to take particular notice of these children in consequence of the occasional visits to the school of the principal Boarding-out Officer, and I would suggest here that the Board ladies might, perhaps, make similar visits to this school when at Mittagong inspecting the cottage homes. I am sure they would gain a good deal of useful information by doing so, and would indirectly obtain a knowledge of the moral training and general treatment of the children in a large number of the boarding-out homes, which it would be impossible for them to visit separately without remaining several days in the district. The teacher's report was to the effect that, generally speaking, the State children compared favourably with the better class of children attending his school; that they did not present any distinctive features—either with regard to behaviour, clothing, or general intelligence—to mark them as State children; and that their attendance, in the majority of cases, was above the average.

6. *The Present Cottage Home System.*

The principal object of my visit to Mittagong was to give serious attention to the question of whether or not the present system of renting houses for cottage homes should be continued, or whether the Board should recommend the Government to grant or purchase an estate of sufficient area and build homes of its own. The existing method has, as the Board Members are aware, always been a source of trouble in connection with complaints from the townspeople, either with reference to alleged misconduct of the children, or the danger of these homes spreading contagious diseases throughout the community, or some other reason equally supposititious; and, although no tangible ground for such objections could ever be traced, still they have from time to time led to local agitation for the purpose of having the homes removed from this district to a more isolated locality; and so keen was this movement on two occasions that it led to deputations and petitions to more than one Chief Secretary from its promoters, and to one clergyman forbidding the attendance of the cottage-home children at his church. These are past matters, but they may recur at any time, and although, on the surface, they may appear to be unimportant, still they are decidedly unpleasant to meet and overcome.

overcome. Not only do such difficulties keep this small community in a state of turmoil, but they quite destroy the harmony and good feeling within the homes, which are essential to their good management, and which cannot prevail while the attitude of the outside public, both with regard to mothers and children, is unfriendly. The two main reasons which have led members of the Board to submit to frequent unpleasantness of the character I have pointed out have been that, on medical grounds, it would be a calamity to remove their weaklings from the climate of Mittagong; and that administrative reasons made it undesirable to adopt a system of comparative centralisation, instead of scattering the homes at points so remote from each other that the mothers in charge should not have favourable opportunities of intercommunication. There has always been such a division of opinion upon this latter point that, although a vote of £5,000 was once obtained from Parliament for the purpose of erecting cottage homes, nothing practical resulted from it, and it was, consequently, permitted to lapse. I have to admit that I was myself strongly opposed to any policy of centralisation, for reasons which I then considered valid; and if my enlarged experience and observations have led me to change my opinions in regard to this particular matter, they should probably have greater weight with the Board than the more hastily-formed convictions which previously guided me. One point that struck me very forcibly during my recent visit to Mittagong was that, although there are, in two instances, two homes quite close together, neither the mothers nor the children appeared to exchange visits, although their personal relationship was quite friendly; and so marked was this in the case of two homes (distant only half a dozen yards from each other) that, although the mother and children in one had prepared for my visit, the inmates of the other next door were not aware that I was at Mittagong. Again, my inquiries led me to discover that on their "off days" the cottage-home mothers seldom visit each other. Therefore the main reason which led me and other members of the Board to formerly object to placing the homes on one estate really does not exist. Having said so much by way of preface, I may now state definitely that the result of my visit to Mittagong has been to firmly convince me that on medical grounds as well as for purposes of economy, and in order to secure improved administration, the Board should immediately endeavour to obtain a sufficient area of land within a mile or two of Mittagong as a suitable site, and also funds to admit of the erection of the necessary buildings. Having arrived at this conviction I next proceeded to ascertain if any suitable sites were available, and particularly if it were possible to obtain Crown land. I found that the only Government land sufficiently near to the railway station to be conveniently accessible was situated on the western heights of the town, and I went carefully over it. It would, in my opinion, be most undesirable to select this land as a site. Its altitude and situation expose it to the full force of the westerly winds, which are peculiarly bitter in this district, and frequently blow continuously for days. These winds, from which it is impossible to obtain shelter at this spot, would not only cause suffering among the stronger children, but would almost certainly increase the mortality among those whose vital powers were not strong. Another fatal objection to this site is the absence of a suitable water supply. I tested the water in the neighbourhood from a spring well, and found that it lacked the essential qualities of the water obtained from the low-lying neighbourhoods. One prime factor in improving the health of the cottage-home invalids is the water that they drink. In many directions in the township it is strongly impregnated with iron, and is, in fact, obtained from chalybeate springs. This quality is absent from the water of the hills, which is as soft and sweet as rain-water; it is in consequence useless for the purpose of building up the constitutions of delicate children. I next proceeded to inquire as to whether it would be possible to obtain sufficient private land in the neighbourhood, and I could not discover any that would be more suitable than the land now leased by the Board on the Southwood Estate, a large portion of which is already cleared and under cultivation, and where there is the nucleus of the new system which I have advised the Board to adopt. The locality can be well sheltered; an ample supply of suitable water can be obtained; a sufficient area can be secured to admit of the separation of the homes; the land in different parts is well adapted for fruit-growing and farming purposes; it possesses admirable sites for cottage hospitals; and it is sufficiently near to the railway station and the township to secure all necessary conveniences, as well as medical attendance, without difficulty or extra expense. I devoted half a day to going over this land, and I had 150 acres of it measured in one block that I considered would be the best for the Board's requirements. This block includes the present farm and two cottage homes; and it has frontages to two main roads, each a chain wide, while two other roads could be opened, in order that the estate might be completely enclosed and rendered inaccessible to the public. This area would be sufficient to contain seven cottages, which could be placed quite a quarter of a mile apart.

I do not propose at this stage to go fully into all details of the cost of carrying out these proposals, but a mere outline of this very material aspect of the matter will show that they must result in a large saving of public money. I may state, however, that in my opinion it would be impossible to make any reasonable bargain in the shape of an ordinary purchase, and that the land would have to be resumed by the Government under the method of valuation which is usual in such cases. The owner, for example, suggested £25 an acre as a fair price; I believe that an all-round price of £10 would be nearer the mark; but, assuming that the Government valuation reached £15 an acre—and I do not think it possible that it could exceed that price—the cost of 150 acres would be £2,250. There are two buildings upon the land, rented as cottage homes, which could not possibly be valued at more than £450 and £200 respectively, and the smaller of which could be used for a farm manager's residence. It would then
be

be necessary to build six other cottage homes. Most suitable brick buildings, with all necessary appliances, could be erected for about £700 each; a building to be used as a school and church, with the usual adjuncts, would cost about £1,000; then I have allowed another £1,000 for sundries, including clearing, fencing, &c.; and also £1,000 for securing a sufficient water supply. These figures make a total of £10,100, which would represent an annual charge for interest, at $3\frac{1}{2}$ per cent., of £353 10s., or a saving of £90 a year upon the present rent charges, and a sum about equal to that reduced expenditure I have already proposed with regard to the imperfect accommodation at present provided. There would also be contingent savings of the expenditure that is incidental to the present system, the full extent of which it would be difficult to estimate until they came to be realised; such, for example, as about £60 a year for the night service (now charged by the Borough Council), which could be carried out without extra cost and beneficially utilised on the farm; the present expense of distributing wood, vegetables, and milk; the cost of carrying water in dry seasons; and other minor items of expenditure which cannot at once be taken into account. There would also be the better provision for educating the children, who can now only attend half-time schools; and also for providing a large number of them with some light industrial occupation, which no attempt can be made to secure for them under the existing system. But far above all these considerations there would, under the new system, be proper scientific provision for affording the best treatment possible to the unfortunate inmates of these homes, whose intellects are in many instances only partially developed, and many of whom, I assure the Board, suffer from inherited complaints of the most painful nature.

I think I have now said enough to show my reasons for the recommendations I have made in this memorandum; and, if these are approved, I would suggest the appointment of a sub-committee to formulate them in the most business-like and practicable form; and to wait as a deputation upon the Premier and Chief Secretary for the purpose of having them carried into effect. Probably, as the Public Service Board has been appointed a Royal Commission to deal comprehensively with all matters relating to Government expenditure upon charity, they will have to be referred to that body for consideration.

ARTHUR RENWICK,
President of the State Children Relief Board.

The total cost of these cottage-homes during the year was £3,981 7s. 4d.—£3,229 5s. 8d. being for maintenance, and £752 1s. 8d. for clothing, &c. The average number of inmates throughout the year was 176, and the capitation cost (not including salaries), £22 12s. 6d.

RELIEF TO DESERVING WIDOWS AND DESERTED WIVES.

The administration of the State Children Relief Act of 1896, under which power has been given to assist mothers in supporting their own children, has been a source of much anxiety to the State Children Relief Board since September, 1896, when this Act first had the force of law.

While fully recognising its humane intentions in providing against the forced separation of children from their natural guardians, whose distressed circumstances were in no way due to moral faults or indolent habits, the State Children Relief Board, strengthened by many years experience in dealing with destitution in all its phases, fully realised that, unless each and every case were carefully investigated and justly considered, this form of relief would be open to serious abuse, while thrift would be stifled by granting supporting allowances where assistance only should have been conceded. The Board was also prepared to find that a heavy expenditure would have to be incurred in meeting the numerous demands for assistance, but, at the same time it was considered, and experience has confirmed this opinion, that by cautious administration, and keen oversight the abuse of this relief could be reduced to a minimum, while its necessary and far-reaching benefits could be secured to deserving widows and deserted wives who through ill-health, dearth of employment, or other sufficient reasons were unequal to the strain of providing food and shelter for those dependent upon them, but who, in the absence of assistance in this form, would continue in misery and want rather than accept charity in any other way. To more forcibly explain the distress that some mothers will suffer rather than let their poverty be known,

I may cite the case of a refined but consumptive mother struggling to provide for her four children—one imbecile and the others delicate. This family I know to have lived for several days without fire or light, and with only a little bread in the house, which they ate with the extract of malt and cod-liver oil that had been issued to them. Yet the allowance for one child was instantly declined upon an inquiry being made at a Public School concerning the child referred to. The semi-starvation that this woman and her children suffered was not known even to my Inspectors who visited the home; the children were trained to conceal it. Whether the mother acted wisely is not for me to consider. I explain the case as I find it, and refer to it here merely to show that the money expended in this Branch of my Department is to a large extent disbursed in relieving destitution that would otherwise never be heard of, and which, in some cases at least, is never thoroughly understood. This, however, is but one of many pitiful and equally deserving cases.

Conceiving that it would be more judicious to grant small allowances, and increase them when it became expedient to do so than to pay the standard rate of 5s. per week provided under the Principal Act, the Regulations, upon my Board's recommendation, were revised, and a nominal standard rate of 3s. per week inserted, the Board reserving the power to increase or lower this rate according to the necessity of each case. The wisdom of adopting this course will be at once apparent upon reference to the following returns, which show that 2,363 children out of a total of 2,422 are being paid for at rates ranging from 1s. to 3s. per week, while fifty-nine only are paid for at rates exceeding the nominal standard. Were it not for my Board's action in this connection, the actual cost of this Branch of my Department for the past year alone would have been over £23,000, whereas the service was adequately met by an expenditure of £11,794 7s. 6d.—an amount that might be further reduced by over £2,000, seeing that there was no relative increase upon the general division during the past year, from which it can only be concluded that over 300 children are being provided for at half-rates who, but for the new Act, would have been wholly supported at the Government expense.

Statistical Returns relating to the issue of Relief to Deserving Widows and Deserted Wives.

The State Children Relief Board dealt with 1,207 cases during the year ended 5th April, 1898, with the results shown below:—

Allowances granted.	Allowances increased.	Allowances reduced.	Allowances continued.	Consideration postponed.	Refused.	Discharged.
501	66	137	278	62	154	109

The undermentioned Mothers are now in receipt of relief:—

Widows.	Deserted Wives.					Total.
	Deserted Wives.	Husbands Insane.	Husbands in Gaol.	Husbands in Govt. Asylums.	Husbands in Hospitals.	
567	132	26	25	15	5	770

During the year 1,618 children were admitted to control, 426 of whom have since been discharged from control, leaving the total number now on the books, inclusive of 1,230 on at end of previous year, as 2,422. The ages are as under:—

Under 1 year.	1 to 2.	2 to 3.	3 to 4.	4 to 5.	5 to 6.	6 to 7.	7 to 8.	8 to 9.	9 to 10.	10 to 11.	11 to 12.	Over 12.	
97	137	177	180	243	240	256	258	243	239	251	101	...	2,422
Discharges.													
11	14	19	26	31	34	31	39	32	33	35	62	59	426

The children now under control are being paid for at the following rates:—

5s.	4s. 6d.	4s.	3s. 9d.	3s. 6d.	3s.	2s. 6d.	2s.	1s. 6d.	1s.	Total.
24	2	24	1	8	466	324	813	227	33	2,422

The children now on the books belong to the religions set forth in the Schedule.

Church of England.	Roman Catholic.	Presbyterian.	Wesleyan.	Congregational.	Protestant.	Primitive Methodist.	Methodist.	No religion stated.	Baptist.	Salvation Army.	Plymouth Brethren.	English Episcopalian.	Protestant Catholic Apostolic.	Greeks.	Jews.	Total.
953	785	107	126	44	209	48	7	101	25	5	5	3	3	6	4	2,422
Discharged during period to 5/4/98.																
183	120	35	19	1	44	2	...	6	9	2	...	1	1	...	3	426

The daily average is 1877.

BOARD MEETINGS.

There were thirty-two (32) sittings of the Board during the year, viz., 12 general, 1 special, and 19 adjourned, at which the members attended as follows:—The Hon. Sir Arthur Renwick, Kt., M.D., M.L.C., President, 31; Mrs. Garran, 29; Lady Manning, 26; Mrs. McMillan, 26; Lady Renwick, 26; Mrs. Goodlet, 20; Mrs. Slattery, 8; the Hon. W. J. Trickett, M.L.C., 8; and the Hon. L. F. Heydon, M.L.C., 4.

On the 28th March, six (6) months' leave of absence was granted to Mrs. McMillan, who was proceeding to England.

The Regulations under the Principal Act provided for monthly meetings of the Board; but since the passing of the State Children Relief Act of 1896, the duties devolving upon the members of the Board have immeasurably increased. Thirty-two meetings had to be held during the past year, instead of twelve; and, in addition to the twenty extra sittings, the members of the Board, in their zeal to administer the Act with conscientious regard to its intentions, have paid regular monthly visits to the nine Cottage Homes at Mittagong and Parramatta; they have regularly inspected the material purchased for the children's clothing; they have as well held regular financial meetings, and have frequently attended at the Board's offices to gain an intimate knowledge of the working of the new department, in order that their subsequent decisions, when dealing with applications for assistance

assistance from widows and deserted wives, might be just to the mothers and their children without the interests of the Government being affected by the injudicious expenditure of the public money placed at their disposal for disbursement in the cause of charity.

LADY VISITORS.

As is now well known, the State homes in various parts of the Colony are placed under the supervision of lady visitors, whose voluntary services on behalf of the children cannot be too highly appreciated. The usual list is appended hereto, viz. :—Armidale, Mrs. Allingham, Mrs. J. J. Bliss; Albury, Mrs. E. Edmondson; Auburn, Mrs. C. Gannon, Miss Darmody; Bowral, Mrs. J. C. Bagot, Mrs. D'Arcy Irvine; Bega, Mrs. Evershed; Balmain, Miss C. B. R. Dixon, Mrs. W. McKenzie, Mrs. G. Boulton, Mrs. Venables, Mrs. Pole; Branxton, Mrs. J. A. Tulloch, Mrs. Bercini, Mrs. E. Smith; Bundanoon, Mrs. Osborn; Bathurst, Mrs. Marriott, Miss Newman, Miss C. White, Miss Meagher; Bulli, Mrs. H. Tate, Miss M. Hicks; Berrima, Mrs. G. Shephard, Mrs. Wilshire; Bethungra, Mrs. M. Sawyer; Baulkham Hills, Mrs. W. M. Best; Burwood, Mrs. Ireland; Box Creek, Mrs. E. Zouch; Brookfield, Mrs. S. Carlton; Berry, Mrs. E. Morris, Mrs. English; Boolong, Miss Grant; Burrawang, Mrs. W. F. Brenning; Burrowa, Mrs. C. Robinson, Mrs. J. H. Boucher; Barraba, Mrs. Kidd; Braidwood, Mrs. O'Brien, Mrs. Bayley; Cootamundra, Mrs. E. Barnes, Mrs. W. H. Mathews, Mrs. E. G. Webster; Cobbitty, Mrs. G. H. Allnutt; Camden, Miss Raymond; Camperdown, Mrs. E. Barnier; Chatswood, Mrs. A. M. Street; Canterbury, Mrs. Wilson; Croydon, Miss M. M. Stack; Cassilis, Mrs. Maria Traill; Crookwell, Miss Olivia Smith; Carlingford, Mrs. H. Cox; Cambewarra, Mrs. Brennan; Cobargo, Mrs. E. Tarlinton; Cessnock, Mrs. M'Donald; Campbelltown, Mrs. J. Kidd, Mrs. J. Loney; Deniliquin, Mrs. H. M'Cullough, Mrs. A. H. Noyes, Mrs. Holt; Dungog, Mrs. M. Day, Mrs. Waller; Dalton, Mrs. H. T. Beresford; Forbes, Mrs. Raymond; Goulburn, Mrs. Ross, Mrs. Oliver, Mrs. Arthur Chisholm, Mrs. Handcock-Burkitt, Mrs. William Chisholm, Mrs. De Lauret, Mrs. M'Killop, Mrs. E. Gillespie, Mrs. Jessop, Mrs. Craig, Mrs. E. Zouch, Mrs. T. M'Killop, Mrs. C. H. Emery, Mrs. G. Sheaffe, Mrs. E. Kingsmill; Gundaroo, Miss K. Elliott; Grafton, Mrs. E. A. Ebsworth, Mrs. M. A. Lee, Mrs. A. Saunders, Mrs. A. Lipman, Mrs. T. Creagh, Mrs. J. S. M'Kittrick; Gosford, Mrs. J. K. Brown, Mrs. Fielder; Gresford, Mrs. R. Boydell; George's Plains, Mrs. M. Young; Gladesville, Mrs. Lumsdaine; Guildford, Mrs. Gurney; Granville, Mrs. E. B. Docker; Gordon, Mrs. Richardson; Gunning, Mrs. Saxby; Gerringong, Miss M. Foley, Miss M. Devery; Gerogery, Miss M. Vile; Hay, Mrs. Johnson, Mrs. Lavender; Hunter's Hill, Mrs. Irving; Homebush, Mrs. H. C. Kent; Hoxton Park, Mrs. F. W. Biden; Ingleburn, Mrs. D. H. Warby; Jamberoo, Miss S. Boyle, Miss E. Colley; Junee, Mrs. Studds; Kempsey, Mrs. Minnet; Kurrajong, Mrs. M. Gray; Katoomba, Miss E. Gittins; Kelso, Mrs. G. S. Oakes; Kangaloon, Mrs. W. F. Brenning; Leichhardt, Mrs. J. J. Dougherty; Lambton, Mrs. Arnott, senr., Mrs. M. Turnbull; Largs, Mrs. Warden; Lismore, Mrs. N. J. Simmons; Liverpool, Mrs. E. J. Asheroft, Mrs. E. Simpson; Maclean, Mrs. M'Innes; Maitland, Mrs. M. Smith, Mrs. P. Rafferty, Mrs. W. G. Lipscombe; Menangle, Mrs. Onslow; Morpeth, Mrs. F. H. Thomas; Mudgee, Mrs. E. J. Willis, Mrs. M. Crossing; Moruya, Mrs. Williams; Milton, Miss Kendall; Marrickville, Mrs. W. W. Clarke, Mrs. A. E. Perkins; Marulan, Mrs. M. E. Shaw; Molong, Mrs. Alldis, Mrs. Browne, Mrs. Panton; Minmi, Mrs. M. A. Froome; Newcastle, Mrs. Berkeley; Muswellbrook, Miss Luke, Mrs. W. S. Wilson; Murrumbateman, Mrs. M. E. M'Clung; Manly, Mrs. S. C. Douglas; Mosman, Mrs. E. M. Sayers; Newcastle, Mrs. M'Donnell, Mrs. Cuthbertson, Mrs. Mulholland, Mrs. M. Timbury; North Sydney, Mrs. T. O'Sullivan;

T. O'Sullivan; Newtown, Mrs. R. Scott, Mrs. J. G. Clegg, Mrs. J. E. Lee, Mrs. Goldsmith, Mrs. Painter, Mrs. Howe, Mrs. M. Aszstalos; Narrandera, Mrs. E. Elwin; Parramatta, Mrs. Inglis, Mrs. Gunther, Mrs. Rook, Mrs. Holt, Mrs. A. Quirk, Mrs. R. L. Fitzpatrick, Mrs. G. Lee, Mrs. C. H. M'Ferran; Orange, Mrs. James Dalton; Penrith, Mrs. F. E. Lethbridge, Mrs. F. Woodriffe; Picton, Mrs. Gibson, Mrs. W. R. Antill, Mrs. Sheppard; Prospect, Mrs. Remmington; Pymont, Mrs. S. Fuller, Mrs. H. T. Holliday; Queanbeyan, Mrs. G. Campbell, Mrs. Willans; Redfern, Mrs. Boyce; Raymond Terrace, Mrs. J. Richardson; Ryde, Mrs. M. Plews, Mrs. M. F. Makinson; Richmond, Mrs. Onus, Miss Onus; Rooty Hill, Mrs. R. Lister; Rouse Hill, Mrs. M. Pearce; Randwick, Mrs. Hellicar; Rookwood, Mrs. A. Gormley; Sutton Forest, Mrs. A. G. Stoddart; Stroud, Mrs. Rushforth; Stockton, Mrs. S. W. Smith; Summer Hill, Mrs. Holland; St. Peter's, Mrs. E. D. Madgwick; Stanmore, Mrs. W. Clarke; Singleton, Mrs. Moylan, Miss Snelson; The Burrier, Mrs. Thompson; Tamworth, Mrs. Middleton; Tumut, Mrs. A. M. Brown; Toongabbie, Mrs. C. E. Wilmott, Mrs. E. Perry; Windsor, Mrs. J. B. Johnston, Mrs. Holland, Mrs. Hall, Miss Hall, Mrs. W. Dean, Mrs. Fitzpatrick; Wollongong, Mrs. Elder, Mrs. M. Fairweather; Wallsend, Mrs. Neilson; Waverley, Mrs. Best, Mrs. W. H. Simpson, Miss Walker; Wentworth, Mrs. W. B. Grang, Mrs. M. E. Morgan; Wallerawang, Mrs. Abbott; Wagga Wagga, Mrs. G. Coleman; Windeyer, Mrs. Mallon; Windellama, Mrs. Calthorpe; Wiseman's Ferry, Miss A. Wilson, Miss Laughton; Woodville, Mrs. Graham, Mrs. O. C. Thomas; Wybong Creek, Mrs. Cox; Wahrenoonga, Mrs. J. T. Toohey; Watson's Bay, Mrs. Fitz-William Wentworth; Waterloo, Mrs. J. L. Alderson; Yarrunga, Mrs. Throsby; Young, Mrs. Byrne, Mrs. Heeley; Yass, Mrs. B. Sheedy, Mrs. H. Faunce.

OFFICIALS.

On 23rd November, Mr. Sydney Maxted, who has held the office of Director of Charities and Principal Boarding-out Officer since the initiation of the present system, was compelled, in consequence of ill-health, to retire from the Public Service. On the occasion of his retirement the Board passed a resolution expressing its regret at the cause, and its appreciation of his long-continued services.

Mr. Hanson, formerly connected with the Audit Department, was appointed to act as Director of Charities and Principal Boarding-out Officer on the retirement of Mr. Maxted, and has given the Board every satisfaction in the performance of his onerous and very responsible official duties.

CONCLUDING REMARKS.

In conclusion, I have much pleasure in conveying the thanks of the members of the Board to Mr. Critchett Walker, C.M.G., the Principal Under Secretary, and to Mr. Fosbery, the Inspector-General of Police, for the valuable assistance rendered to the Department during the year.

I have, &c.,

ARTHUR RENWICK,

President.

APPENDIX E.

INSTITUTIONS from which Children treated at Cottage Homes for Sick Children have been received during the year.

Benevolent Asylum, Sydney.	Central Depot, Paddington.	Little Bay.	Sydney Hospital.	"Sobraon."	Moorecliff Hospital.	Deaf, Dumb, and Blind Institution.	Shaffesbury Receiving House.	Total.
35	6	.....	.....	.....	.....	6	.....	47

APPENDIX F.

DISTRIBUTION of Children under the control of the State Children Relief Department on 5th April, 1898.

	Boarders.						Apprentices.	Adopted.	Boarders with- out Subsidy.	Absconded.	Unofficial.	In Hospitals.	In Cottage Homes.	In Depot.	Total at present under control.	Increase during year.
	10s.	Special 8s.	Under 3 years old, 7s.	6s.	5s. and under.	Total.										
Boys	1	2	13	13	1,357	1,386	554	51	18	14	4	12	33	11	2,083	...
Girls .....	...	4	11	25	1,008	1,048	364	60	20	2	1	3	114	14	1,626	...
Totals...	1	6	24	38	2,365	2,434	918	111	38	16	5	15	147	25	3,709	38

APPENDIX G.

THE State Children's Relief Branch, in account with the Colonial Treasurer, April 5th, 1898.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance	2,998	7	10	By Maintenance	£33,023	15	0
„ Deposit from Treasury—				„ Clothing	2,210	10	10
14 July, 1897.....	9,500	0	0	„ Salaries	5,258	3	1
23 „ „	1,000	0	0	„ Medical	535	0	11
24 Aug., „	1,500	0	0	„ Gas	49	16	9
15 Sept., „	2,000	0	0	„ Books	69	8	3
15 Oct., „	10,200	0	0	„ Incidentals	329	1	3
30 Nov., „	900	0	0	„ Conveyance.....	415	14	0
8 Dec., „	1,550	0	0	„ Travelling	1,728	11	9
13 Jan., 1898	4,200	0	0	„ Cottage Homes..	3,229	5	8
19 „ „	6,000	0	0	„ Depot	222	4	9
11 Feb., „	1,400	0	0	„ Travelling	300	0	0
4 Mar., „	1,850	0	0	„ Deserted Wives and Widows...	11,794	7	6
5 April, „	8,000	0	0	„ Payments to Re- gistrars, C.P.A.	87	4	0
15 „ „	2,500	0	0	„ Repayments to Treasury	300	2	3
„ Salaries from Treas- ury	6,013	12	0	„ Justice Dept. ...	11	11	0
„ Accounts paid at Treasury	762	10	3	„ Post and Tele- graph Dept....	30	2	1
				„ Treasury and G.P.O.	1	2	0
				„ Balance	778	9	0
					59,596	1	1
					£60,374	10	1
					£60,374	10	1

APPENDIX H.

COLLECTIONS from Parents and others on account of Maintenances.

Dr.	Relatives Over-issue.						Cr.
	£	s.	d.	£	s.	d.	
1897.							1897.
30 April... ..	81	2	4	11	10	0	1 May—By Treasury ...
31 May	56	13	6	1	10	0	1 June „
30 June	75	8	1	19	3	8	1 July „
31 July	70	4	8	.....	.....	.....	1 Aug. „
31 Aug.	47	6	2	33	11	6	1 Sept. „
30 Sept.	63	4	8	11	6	6	1 Oct. „
31 Oct.	90	12	10	44	19	0	1 Nov. „
30 Nov.	52	5	9	25	7	2	1 Dec. „
31 Dec.	74	18	9	105	4	8	1898.
1898.							1 Jan. „
31 Jan.	58	18	5	23	10	0	1 Feb. „
28 Feb.	51	17	10	24	17	11	1 Mar. „
31 March	69	16	10	41	7	8	1 April „
	792	9	10	342	8	1	£1,134
				1,134	17	11	17
							11

APPENDIX I.

Mother has bad leg	1
" in gaol	3
" in asylum	9
" insane	1
" drunkard	4
" half-caste	1
" " living with man at Narrabri	1
" " in service, another illegitimate child	2
" confined of another illegitimate child	4
" destitute	3
Father-ill treats mother, mother pregnant	2
" " " " deserted	9
" cannot control, mother dead	4
Parents keep a brothel	4
Child from Dublin Orphan Asylum	1
Father attempted to outrage child, mother in hospital	1
Parents acquitted of murder, mother in gaol for sheep-stealing	1
Parents unable to control	95
Father bad character, mother dead	10
" " " bad character	9
" killed child and stabbed wife	3
" neglects child, mother insane	4
" too old to work, mother unknown	2
" in hospital, mother destitute	25
" " " drunkard	5
" " " dead	2
" " " in gaol	1
Foundlings	116
Miscellaneous	171
Total	9,053

APPENDIX J.

Mrs. Marriott, Deanery, Bathurst :—

It has always been a marvel to me that so much interest and affection should be shown by the foster-mothers under the provisions of the Act. I regard every guardian as a self-sacrificing benefactor to the State, and can only be thankful that there should be so many such for the children's sake. I regard the system as an ideal one.

Mrs. M. Antill, Picton :—

The boarding-out system answers well in this district. The children are well taken care of, and are very happy and healthy.

Miss M. A. Asztalos, Newtown :—

Judging from what has come under my personal knowledge, all the State children in my district are happily and comfortably placed. The guardians seem to treat them as they would their own.

Miss E. Colley, Jamberoo :—

So far as my observation has gone, the children who are under my supervision are well cared for and the best relations exist between children and guardians.

Mrs. J. J. Bliss, Armidale :—

The children boarded-out in my district compare favourably with children who are under their own parents' care. They all seem happy and look well.

Mrs. A. Berkeley, Newcastle :—

I think the boarding-out system an excellent arrangement. The State children boarded-out in my district are even more loved and better cared-for as wards of the State than those under the care of their own parents.

Mrs. M. M. Dalton, Orange :—

As far as my experience goes, the children boarded out by the State are better cared for than many children living with their parents.

Mrs. C. Gannon, Auburn :—

From my observation, as lady visitor in the Auburn district, I think that the children of the State compare favourably with children living with their own parents. The relations existing between the children and their guardians seem satisfactory.

Mrs. Gibson, Picton :—

The State children who come under my notice are better cared for than many others living with their parents. In some cases the guardians are quite proud of their foster-children.

Mrs. A. Gormley, Rookwood :—

I think the boarding-out system is working admirably, as the little ones seem to be contented and happy.

Mrs. R. Lipman, Grafton :—

I beg to express my pleasure at the result of the boarding-out system for dealing with State children.

Miss Maud Vile, Gerogery :—

From what I have seen of the boarding-out system of State children, my opinion is that it is highly successful.

Mrs. N. Oakes, Kelso :—

The State children under my supervision appear to be perfectly happy with their guardians, and could not, under any ordinary circumstances, be better cared for than at present.

Mrs. O'Brien, Braidwood :—

The children belonging to the State in this district are in good health, and are carefully looked after by their guardians.

Mrs. D. Osborn, Bundanoon :—

I have much pleasure in again giving my testimony as to the boarding-out system. The children in my district are doing well, and in every sense are comfortable, happy, and well attended. I believe the home life they have with their guardians is much preferable to the barrack system. Mrs.

Mrs. M. Pole, Balmain :—

I have much pleasure in expressing my opinion in favour of the boarding-out system. As a rule, the children are well cared for, and their health is exceptionally good.

Mrs. Richardson, "St. Ives," Sydney :—

As to the results of the boarding-out system, I should say, as far as I have been able to judge from the homes in my district, that it is undoubtedly successful. The children appear to be well cared for, and compare very favourably with those who are living with their own parents.

Mrs. E. M. Sayers, Mosman :—

The boarded-out children under my supervision seem very happy and contented, and look healthy and well cared for.

Mrs. M. Scott, Newtown :—

I have much pleasure in stating, from my personal experience during the past four years as lady visitor of State children, that the boarded-out system acts splendidly; all the children under my supervision have good homes and are well cared for, and as a rule a good feeling prevails between guardians and children; indeed, the children so provided for compare very favourably with those under the care of their own parents.

Mrs. B. A. Sheehy, Yass :—

I have always found that the State children boarded-out in the district under my supervision are neatly dressed and apparently well cared for. The relations existing between the children and their guardians seem to be very satisfactory. The children seem to be as well provided for as those under the care of their own parents.

Mrs. E. Simpson, Liverpool :—

I have much pleasure in stating that the relations existing between the children under my supervision and their guardians are those of sympathy, kindness, and affection. The children answer readily and satisfactorily the questions I ask them, and compare favourably with children under the care of their parents. I consider the present boarding-out system an excellent one.

Mrs. W. H. Simpson, Waverley :—

My experience as a visitor for the last ten years is that in most cases that have come under my notice the children are well cared for, and have the advantage of a comfortable home; in some instances they are loved and made much of, so that I come to the conclusion that the system is a good one.

Mrs. A. M. Street, Chatswood :—

I am happy to express my entire approval of the boarding-out system. The cases that have come under my notice enable me to say that I think boarded-out children compare favourably with those in their own homes who have their parents to look after them.

Mrs. M. Turnbull, Lambton :—

I am happy to say that as far as my district is concerned the boarding-out system works well; all the children under my supervision have good homes, and there seems a happy relationship between them and their guardians.

Miss Wilson, Wiseman's Ferry :—

So far as the children under my supervision are concerned, their behaviour and appearance compare very favourably with other children.

Mrs. U. S. Wilson, Muswellbrook :—

The State children in this district are all well treated, fed, and clothed. I have never had any complaints of unkindness or neglect from the children under my supervision.

Mrs. C. E. Willmot, Toongabbie :—

The State children who come under my supervision are well cared for, and take their place amongst the other children at the local school without any slur being cast upon them, as is generally the case with State children when reared in the Government institutions. There is no doubt that in after life these children, through receiving the same training as those of an ordinary family, will become useful members of society.

The Public School Teacher, Adamstown :—

The State children attend regularly, are well clothed, and indicate by their appearance that they are well cared for at home. They are all progressing satisfactorily in their school studies, and compare favourably with other pupils.

The Teacher, Superior Public School, Annandale :—

The majority of State children attending this school compare favourably with the other children.

The Teacher, Superior Public School, Annandale :—

The State children attending this school appear to have good homes. They compare favourably with the other pupils.

The Public School Teacher, Arncliffe :—

The children attending my school are well-clad and fed, and in behaviour and mental effort compare favourably with the other pupils.

The Public School Teacher, Auburn :—

I think the boarding-out system is very good, and feel quite certain that the children must be happier than they would be in an institution. They compare favourably with the other children in the school; in some cases looking cleaner and better in every way.

The Teacher, Superior Public School, Bathurst :—

The State children attending the school under my charge are healthy-looking, and seem quite happy and contented, and they attend regularly.

The Public School Teacher, Baulkham Hills :—

The children attending this school, who are boarded out, come to school clean and tidy, and appear to be well cared for, and in all respects compare favourably with other children attending this school.

The Public School Teacher, Balgownie :—

The State children appear to me to be well cared for, both as regards food and clothing. It would be impossible for a stranger to distinguish them from the other pupils. They appear in many cases to be even better provided for than many of the other children in the school.

The Public School Teacher, Baw Baw :—

The State children have been well looked after. They compare favourably with the other children under my supervision in their attendance at school, in attainments, and general conduct.

The

The Public School Teacher, Bowral :—

So far as the conduct of State children in school and school-grounds is concerned, they are as well behaved as the other children. They appear to be well looked after in their homes, being clean and tidy.

The Public School Teacher, Bondi :—

The four State children under my charge compare favourably with any pupils in the school. They seem to be as well cared for and as happy as the other children, and their behaviour in school is all that could be wished.

The Public School Teacher, Brookfield :—

From all appearances the State children are well cared for, and are suitably clothed and fed. They attend school regularly. It is a pleasure to me to hear the children speak of their guardians as "father" and "mother."

The Public School Teacher, Bundanoo :—

The State children attending this school compare favourably with other children in dress and cleanliness, and also in mental capacity.

The Public School Teacher, Canley Vale :—

Speaking from a nine years' acquaintance of the system of boarding-out children, in no case that has come under my supervision have I found cause for complaint. The children have invariably been well cared for and well conducted.

The Public School Teacher, Chatswood :—

There are three State children attending this school. They attend regularly; are well clothed and appear to be very kindly treated by those in whose charge they have been placed.

The Public School Teacher, Coolangatta :—

Two children, who are boarded out, attend this school. They attend very regularly, are always well clothed and seem very happy. I am sure they are well looked after. Their conduct at school is very good.

The Public School Teacher, Cobbitty :—

The boarding out of State children is a decided success. Those placed around Cobbitty, have good homes; are thoroughly well cared for; are neat, clean; regular in their attendance at school and evince good home-training by their general conduct.

The Teacher, Croydon Sup. Public School :—

The State children attending this school are well looked after; are regular in attendance, punctual; and compare very favourably with the other children attending this school.

The Public School Teacher, Cullinga :—

The two State children now attending my school are always clean, neat, and tidy, and are healthy looking, well-fed, and comfortably clothed; and are also well behaved. There are several young men working in this district who were boarded out some few years ago, they are now industrious and well-behaved young men, well able to compete in the battle of life.

The Public School Teacher, Ermington :—

The two State children under my charge at the present time have the appearance of being well cared for, and I should think they receive kind treatment. They compare favourably with others under my supervision.

The Public School Teacher, Forrester :—

The State children under my charge are progressing satisfactorily, and compare quite favourably with the other children.

The Public School Teacher, Gladesville :—

There are more than twenty State children among my scholars and they certainly do not appear to disadvantage when compared with the others. Amongst the best clad and nurtured of my pupils are some of these little ones.

The Public School Teacher, Glenhaven :—

The State children attending this school appear to me to be well-cared for, and they compare very favourably with the other children under my supervision.

The Public School Teacher, Eastgrove, Goulburn :—

The children, with few exceptions, appear to be well looked after, and compare favourably with other children, both in appearance and in attendance at school.

The Teacher, Public School, Gordon :—

The State girl who attends this school compares favourably with my other pupils, both as regards dress and behaviour, and I feel certain she receives every care at the hands of her guardian.

The Public School Teacher, Gundaroo :—

There are five State children attending my school; they attend more regularly than any other of my pupils, are always cleanly and tidily dressed, and appear healthy and well-fed. They show every indication of good treatment and of living in as much comfort and happiness as ordinary country children living with their parents.

The Public School Teacher, Gunning :—

There are at present five State children attending this school. They are well treated, their guardians making no distinction, apparently, between them and their own children. They are regular and punctual, and compare very favourably indeed with the other children. It is quite a pleasure to see the interest their guardians take in their welfare, and how very prompt they are to speak in their behalf when they consider them unjustly accused.

The Public School Teacher, Ingleburn :—

The result of my observations is that the boarding-out system works admirably. The State children compare favourably in dress, appearance, and general bearing with those of well-to-do parents, and, owing to more constant attendance at school, outstrip the latter in progress.

The Public School Teacher, Kayuga :—

My experience is limited to two cases. These State children compare very favourably with the other children under my supervision.

The Teacher, Kogarah Superior Public School :—

As far as my experience goes, the results of the boarding-out system appear to be eminently satisfactory. The children appear well cared for, and present no striking contrast to the other pupils of the school.

The Public School Teacher, Kellyville :—

The State children attending this school are well-cared for. They are kept scrupulously clean and tidy, and are sent regularly to school. Their conduct in school is good, and at home they appear to be contented and happy; their guardians take great interest in the children, and make great efforts to train them to be methodical and careful in their habits.

The Public School Teacher, Liverpool :—

The State children who have attended this school appeared to me to be well-cared for, kindly treated, and contented. As pupils they were well conducted, and compared favourably with the other children under my supervision.

The Public School Teacher, Spring Creek, Nadgingowar :—

At present there is only one State child attending the schools under my charge. He is always comfortably clad and has every appearance of being well-fed, and on the whole he has a much better time of it than many of the children living with their parents.

The Public School Teacher, Manar and Virginia, Manar :—

I have had two pupils only, under my supervision, one for a few months only, the other for a period of about one year and six months. From what I can observe of this latter child, as she has a good home and guardian, attends school regularly, and is always neatly and cleanly dressed, appears to have a sufficient supply of food, and compares favourably with the other children under my supervision.

The Public School Teacher, Mittagong :—

The State children attending this school compare favourably in appearance with the other children of the school. They come regularly, and are clean, tidy, and generally appear to be well-cared for.

The Teacher, Public Infants' School, Mittagong :—

I have thirty-nine State children enrolled in the Infants' department. These children appear to be well-fed, well-clad, and clean. They compare favourably in appearance with the other children.

The Public School Teacher, Cook's Hill, Newcastle :—

In the cases that have come under my notice the State children appear to be quite as well-cared for as those who are living with their parents—indeed, in some cases they are better off. In the matter of attendance at school and tidiness they compare very favourably with the other pupils.

The Public School Teacher, Nelson's Plains :—

At present there is only one State child that I know of in this school district. He is treated in every way as one of the family, and seems to be quite happy and well-cared for in every way.

The Teacher, Girls' Department, Superior Public School, Newcastle :—

The State children who attend this school compare very favourably with other children under my supervision.

The Public School Teacher, North Newtown :—

The children attending this school are in many cases more regular in attendance, better dressed, and more carefully taught at home than many of those whose parents have full charge of them. I am quite satisfied with those in my own department.

The Public School Teacher, Ourimbah :—

From what I have seen of the one State child under my care, I feel satisfied she is remarkably well-cared for. The child compares favourably in appearance with the children at this school.

The Teacher, Superior Public School, Picton :—

As far as my knowledge extends, the State children, in point of intelligence, and conduct, are of the average standard; they seem to have comfortable homes, and treated with such kindness and consideration as would be shown by parents rather than paid guardians.

The Teacher, Penrith Superior Public School :—

The children are uniformly neat, clean, and well-conducted. They do not compare unfavourably with other children in any respect.

The Teacher, Superior Public School, Parramatta North :—

From the evidence of my staff, and the general appearance of the State children, I have little doubt that here, as elsewhere, the system is a decided success.

The Public School Teacher, Raymond Terrace :—

I have noticed the condition of a great many of these children, and find in nearly every case that they are well-fed and cared for, are sent regularly to school, and are learning to become creditable members of the community. Their progress at school has been quite as satisfactory as that of the children under the care of their own parents.

The Public School Teacher, Shellharbour :—

The cases with which I am familiar cause me to speak in high terms of the boarding-out system. The boys seem willing and contented.

The Public School Teacher, St. Albans :—

The State children under my charge compare favourably with other children under my supervision. They are well-fed, lodged, and clothed, and their average attendance compares favourably with the other children.

The Public School Teacher, St. Ives :—

The children under my care in this district are well-fed and clothed, and while they have in all cases been well worked in healthy occupation (orchard work), their work would be exceedingly beneficial to them.

The Public School Teacher, South Strathfield :—

There are seven State children attending this school. They attend regularly, are well-behaved, and are making satisfactory progress. They look well-cared for, and compare favourably with the other pupils of this school.

The Public School Teacher, St. Peter's :—

Regarding the State children boarded out, my experience, here and elsewhere, is that they compare very favourably with the majority of pupils attending school.

The Public School Teacher, Sackville Reach :—

The six State children attending my school seem to be well looked after. They attend school regularly, are always clean and well dressed, and compare most favourably with the other children under my supervision.

The Public School Teacher, Thirlmere :—

I think that the State children attending this school compare favourably with majority of other pupils.

The Public School Teacher, Narrandera :—

The State children in attendance at this school appear, clean, well-fed, and are regular in their attendance. They compare most favourably with other children in the school.

The Public School Teacher, Ulladulla :—

So far as the State children in this district are concerned, the system has proved highly successful, the children being well-cared for in every way, and likely to become useful members of society.

The Public School Teacher, Ultimo :—

My experience of boarded-out children is that I have always found them to be in no way distinguishable from others in the humbler walks of life.

The Public School Teacher, Waverley :—

As far as I am able to judge, the boarding-out system is attended by very satisfactory results. The children appear to be well-fed, well-clothed ; they attend school regularly, and in all respects compare favourably with other children.

The Public School Teacher, Watson's Bay :—

There is only one State child attending this school ; her attendance, conduct, and tidiness of dress compare favourably with the other pupils.

The Teacher, Girls' Superior Public School, Woollahra :—

The half-dozen State children under my charge are comfortably clothed, well-nourished and cared for, and appear happy and contented. They compare favourably with the average child of our schools.

The Public School Teacher, Wiseman's Ferry :—

With reference to the State children attending the school under my charge, they appear to be well-cared for, well-clothed, and as happy as the other children. They are kept employed at some farm or orchard work on Saturdays, and in the mornings and evenings during the summer months—a good healthy training for boys. The guardians are sober, steady, and industrious people, likely to inculcate habits of frugality and industry.

The Public School Teacher, Woolwich :—

The State children who attended the Woolwich Public School appeared to be as well-cared for as most children who live with their parents.

The Public School Teacher, Woonona :—

Many State children have come under my notice, and in all cases they compare most favourably with other children, and are happy and content in the freedom and privilege they enjoy.

The Teacher, Wallsend Superior Public Girls' School :—

The State children attending this school compare favourably with the other children. They appear to be well-fed, are comfortably clothed, and their attendance is very satisfactory.

The Public School Teacher, Wentworth :—

There are three children boarded out in this town. They are well-cared for by their respective guardians, and come to school regularly ; and in appearance and attainments compare favourably with the other children under my charge.

APPENDIX K.

[Map.]

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

DEPARTMENT OF LABOUR AND INDUSTRY.

REPORT

ON THE WORKING OF THE

FACTORIES AND SHOPS ACT

(60 VICTORIA No. 37)

DURING THE

YEAR 1897.

Printed under No. 2 Report from Printing Committee, 6 July, 1898.



SYDNEY: WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER.

1898.

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CONTENTS.

	PAGE.
Introduction	1
Sanitation	3
Dining-rooms	7
Machinery	7
Lifts and Elevators .. .	9
Accidents	10
Certificates of Fitness ...	11
Hours of Labour .. .	12
Outworkers .. .	14
“Sweating”	16
Apprentices	17
Laundries	18
Employment and Wages .. .	20
Shops	22
Bakehouses	23
Chinese	24
Fire	24
Steam-boilers	26
Prosecutions	26
Conclusion	27
Appendices—	
I.—Classification of Factories and Employees	28
II.—Wages Paid in Various Trades	30
III.—Employment of Apprentices	35
IV.—Machinery Used in Factories	36
V.—Evidence of Outworkers .. .	38
VI.—List of Prosecutions	39

REPORT.

The Clerk-in-Charge, Department of Labour and Industry, to The Honorable
Jacob Garrard, Minister for Public Instruction, Labour and Industry.

Sir, Department of Labour and Industry, 31st January, 1898.

I have the honor to furnish, in accordance with the provisions of section 17, the first Annual Report on the working of the Factories and Shops Act of 1896, for submission to Parliament.

The report covers the period from the proclamation of the Metropolitan district to the close of last year.

Unlike similar legislation in other Colonies, this Act did not on coming into force become applicable to the whole Colony, but only to such portions of it as were from time to time proclaimed to be factory districts.

In accordance with this provision, a proclamation was issued on the 25th of January last year, the Act having come into force on the first day of that month, declaring Sydney and a number of the suburban Electoral Districts to be a district bearing the title of "The Metropolitan Factories and Shops District." This district covers an area of over 500 square miles, and extends from Sydney as far west as Parramatta, north to Broken Bay, and south to George's River, embracing the following Electoral Districts:—Annandale, Ashfield, Balmain North, Balmain South, Botany, Burwood, Canterbury, Darlingtown, Glebe, Granville, Leichhardt, Marrickville, Paddington, Parramatta, Petersham, Randwick, Ryde, Redfern, St. George, St. Leonards, Waverley, Woollahra, Willoughby, Waterloo, and Warringah; Sydney-Belmore, Bligh, Lang, Phillip, Cook, Denison, Fitzroy, Pyrmont, Flinders, Gipps, King (excepting South Solitary, Montague, and Lord Howe Islands) Divisions; Newtown-Camperdown, Erskine, and St. Peters Divisions.

On January the 29th the regulations under the Act prescribing the sanitary requirements, also forms of notices to be given and returns and records to be made in accordance with its provisions, were published, and during the following month the Public Service Board selected Miss Annie Jane Duncan, late Inspector of Workrooms under the Vestry of St. Mary Abbots (Eng.), from a large number of applicants, to be the inspector on the women's side, and transferred Mr. W. I. Taylor, late of the Statistician's Office, and Mr. W. Armitage, civil engineer, from other branches of the Service, to be senior and junior male inspectors respectively. The Clerk-in-Charge of the department was also, for departmental purposes, appointed an inspector under the Act, and named as the person on whom occupiers of factories in the Metropolitan district should serve notices of registration.

Notices were inserted for several weeks in the columns of the local Press, notifying occupiers of factories of the provisions of the Act with regard to registration, and calling on them to apply for the formal notice to register. Simultaneously a concise abstract of the Act was published in pamphlet form, and on receipt of applications was posted to occupiers. Chinese residents were at the same time apprised of the provisions of the Act by advertisement in the journal published in their language, and by a specially translated abstract in the form of a poster distributed through their business quarters. Upon receipt of the required particulars the occupiers were registered, and certificates of registration issued to them in the prescribed form. At the close of the year 1,787 factories had been registered. Of this number, 114 registrations had been cancelled consequent on the removal of occupiers. This gives 1,673 as the number of registered factories in the Metropolitan district in occupation at the end of 1897.

It may be convenient at this stage to explain that the following places are factories within the meaning of the Act:—

- (I.) Any place (including a laundry, dyeworks, and bakehouse) in which four or more persons are engaged directly or indirectly in working at any handicraft, or in preparing or manufacturing articles for trade or sale.

This does not, however, include any place in which the persons engaged in working are shown, to the satisfaction of the Minister, to be all members of one family.

- (II.) Any place (irrespective of the number of persons employed, or the fact that they are members of the same family) in which steam or other mechanical power or appliance is used—

- (a) In manufacturing goods; or
(b) In packing them for transit.

- (III.) Any place in which two or more Chinese are so engaged.

Coincidentally with the work of registration, the district was divided into two parts for purposes of inspection. For a few weeks the inspectors worked together so as to acquire a similar method of carrying out their duties, but thereafter each worked systematically in his own division. As was expected, numerous cases were found of factory occupiers ignorant of the requirements of the Act, and these had to be instructed and their places registered. The female inspector at the same time commenced a systematic inspection of the factories and shops in the city where female labour was employed. A code of rules was issued to the inspectors for their guidance, and a general instruction given them that, inasmuch as legislation of this nature was new to the community, they must for some time regard their duties rather as those of instructors than of inspectors in search of violations of a law long established. They were directed to point out the provisions of the Act, and to endeavour to procure compliance with them by appeals to judgment and reason rather than by calling attention to the penalties the law imposed for their violation; in short, to so far as possible secure observance of the Act without appeal to the Courts. Subsequently it became necessary to punish certain offenders, but in no case was this course resorted to till ample opportunity had been given to conform to the law.

Instructions were also given to the inspectors to endeavour to immediately secure the carrying out of the health clauses of the Act, and so far as the women working in the factories were concerned, the provision for them of separate and adequate sanitary accommodation. The figures quoted under the special paragraphs devoted to sanitation will give some idea of the useful work already accomplished in these directions by the Department.

The work of the female inspector was, in the early part of the year, limited to those factories in the city in which women-labour alone was employed, such as laundries; she then extended her inspection to the women's side of those factories in which both sexes are employed, and subsequently visited the shops in which women were engaged. The experience gained in the first six months of inspection led her to express to me, in an interim report, her surprise at the absolute want of consideration from which women had to suffer in the lack of privacy and sanitary accommodation. In this respect, however, Sydney is not exceptional, for until the recent appointment in England of a corps of female inspectors, no better conditions prevailed in a country where factory inspection had been in active operation for years.

In the last English report Miss Squire states that "where separate accommodation already exists, it has not always been found to be suitable, sanitary conveniences without doors, or opening out of work-rooms where men and women are employed, or those for men and women placed side by side in a passage or yard." Exactly similar conditions were reported by our inspectors, whose statements will be found on a subsequent page, to exist here. When the factories in the city had been inspected, the shops were taken in hand, and a like state of affairs found in them.

The male inspectors, in addition to giving close attention to the sanitary conditions of factories, also enforced, so far as was practicable, the requirements of the Act with regard to the fencing of machinery. In connection with this branch of the work, the English Board of Trade and the United States Department of Labour were communicated with, for the purpose of obtaining diagrams of the machinery guards used in those countries. From both departments a number of valuable works of reference, plans, and diagrams have been received, and have proved of great use to the inspectors in carrying out this portion of their work.

During the year the inspectors made 2,786 official visits to factories and shops. This number does not, however, include many calls subsequent to the first to see that instructions had been carried out. In some cases as many as half a dozen such calls have been made.

In August last a deputation waited on you, representing the New South Wales Chamber of Manufactures, suggesting that certain amendments should be made in the Act. The following list of the principal suggestions and your replies thereto embodies the substance of the representations then made:—

Submitted by the deputation:—

Part I, section 7 (sub-section 1).—It is recommended before the inspector proceeds to examine the factory that he first notifies the proprietor or manager at the office at the works (sub-section v), and that a principal or managing employee may accompany the inspector through the works.

Reply:—

Instructions have been given to inspectors when proceeding to examine a factory for the first time to wait on the proprietor, explain to him the provisions of the Act, and ask him to accompany the inspector on his first visit of inspection. In order to avoid any appearance of discourtesy in this respect, visits have been made repeatedly at the same factory, but inspection deferred in the absence of the proprietor.

In all subsequent visits, however, the inspector is instructed to use his discretion whether he should first see the proprietor or not, as it is manifest that an inspection carried out in the presence of a proprietor would in many cases prove quite ineffectual. The Act advisedly gives the inspectors power to enter, inspect, and examine, at all reasonable hours, by day or night, any factory or shop; and this is a power which the Department, to do its work effectually, cannot yield. It would, for instance, be almost impossible to carry out an inquiry into an alleged or suspected grievance or infraction of the law with the eye of the employer upon a woman or lad who anticipated dismissal if she or he were suspected of giving evidence against the employer.

The powers given inspectors under our Act are identical with those given to factory inspectors in England.

Submitted by deputation:—

Part III, section 19.—The conditions of this clause are far too stringent, and should be considerably modified. Clause 20.—The exemptions should include the following factories and shops, viz.—Engineers, woollen mills, iron-rolling mills, belting, harness, boot, printing, tin-plate, and coach-building.

Reply:—

An order will be made under the powers given by section 20 granting a special exemption from the lime-washing requirements, &c., to engineers, iron-rolling mills, and tin-plate factories.

Submitted by deputation:—

Part IV, clause 28.—Applying to mill-gearing should apply to main shafting and main wheels and belting, and not to individual machines being driven, or to the gearing attached to individual machines.

Reply:—

The inspectors have been instructed to interpret "mill-gearing" in the light of the English Act of 1878, in which it is held to comprehend "every shaft, whether upright, oblique, or horizontal, and every wheel, drum, or pulley by which the motion of the first-moving power is communicated to any machine appertaining to a manufacturing process"; and in *Holmes versus Clarke*, decided in the English law courts, it was held that this definition included every wheel except the operative wheel with which the manufacturing process is directly effected.

Submitted by deputation:—

Part V, section 37.—In connection with boiler-making works, it is recommended that under this clause rivet-boys and boys employed in rolling-mills be exempted. Clause 40.—Be amended to read that such boys be allowed to work any eight hours in the twenty-four, and overtime be paid in accordance with the men's scale.

Reply:—

The question of exempting for a limited period rivet-boys in rolling-mills, certain lads employed in connection with the slaughtering trade, and lads and girls employed in the jam and fruit-preserving trade, from the restriction on their employment at night-time, is under consideration.

The discretionary power vested in the Minister under section 40 is sufficient to meet special cases of the kind referred to.

Submitted

Submitted by deputation :—

Regulation No. 9.—It is recommended that the Government appoint medical officers to examine children coming within the meaning of the Act free of charge.

Reply :—

In England, Victoria, and New Zealand the course adopted with regard to the issue of certificates of fitness is for the Government to appoint its own medical officers and fix a scale of fees to be charged by them. In Victoria the fee is 5s. per head. As, however, it was thought that in many cases a more advantageous arrangement might be made between parents and their lodge doctors, no further limitation was introduced into the New South Wales Act beyond that the persons granting the certificates should be legally qualified medical men.

In consequence of the representations of this deputation you subsequently made an order granting a special exemption to engineers' shops, iron-rolling mills, and tin-plate factories from all the requirements of the Act with regard to lime-washing and painting.

SANITATION.

The principal provisions with regard to the sanitary arrangements of factories and shops are contained in the regulations, and are to the following effect :—

- (a) That there shall be not less than 400 cubic feet of space for every employee.
- (b) That provision for ventilation be made in the proportion of not less than 12 square inches of inlet and a similar area of outlet opening for each employee.
- (c) That closet accommodation be provided separately for each sex, in the proportion of one closet to every twenty persons employed.
- (d) That all floors and windows be washed with hot water and soap once at least every three months, and the seats and floors of every closet thoroughly scrubbed with water and soap once at least every week.

The Act itself makes provision for the periodical painting, varnishing, or lime-washing of all the inside walls of the rooms of a factory, and the ceilings of such rooms.

It is, perhaps, in the direction of securing a higher degree of cleanliness and comfort in the environment of the factory hands' daily employment that the most successful work of the Department during the year has been done. It was considered that towards this end the first efforts of the Department should be concentrated, and at the present time, I believe that, making allowance for those structural difficulties which are traceable to the want of legislation of this kind in the past, and which will for some time to come stand in the way of any thoroughly satisfactory system of ventilation, the city of Sydney will compare not unfavourably with the capitals of the sister Colonies in the provision made in its factories for the comfort and health of the employees. There are certain factories producing well-known standard brands of food goods which for cleanliness and completeness are not excelled in the older countries.

On the other hand, inspectors have come across places which, in their utter disregard of cleanliness, are a menace to the health of the community. The task, not yet fully accomplished, of securing some degree of cleanliness and decency in these places has been, perhaps, the heaviest part of our work, and the following figures will give some idea of the cleaning-up process that has been in operation since the Act came into force :—

Number of factories in which lime-washing and cleaning have been carried out ...	652
„ sanitary conveniences either erected or set apart for separate use ...	110
„ sanitary conveniences ventilated, cleansed, or repaired ...	99
„ factories where additional space and ventilation have been provided ...	70

As will be seen from the inspectors' reports, they have in enforcing cleanliness been met in a good spirit, and here I must express the thanks of the Department for the co-operation that has been frequently and willingly given to it by the Municipal authorities; for this Department, while carrying out the duties assigned to it under the Act, has also kept an eye upon abuses and insanitary conditions that, whilst outside its own immediate province, have yet offended against public health and decency. In such cases it has referred the matters to the proper authorities. Similarly, the officials in connection with the Public Health and Water and Sewerage Boards have co-operated with our inspectors.

As an example of the sort of "factory" of which not a few were in existence at the beginning of the year, and had to be dealt with by the department, the following may be cited from the report furnished to me at the time. The place in question was used by an upholsterer. "We found," says the report, "a stable under the bedding-room, also a manure-heap at the foot of the stairs leading to the bedding-room, and a large rubbish heap under the stairs. The floor of the upholsterer's room, being on the natural soil, is very dirty. The men's water-closet is off a stall, and is filthy, the floor being covered with horse-manure, the seat broken, and the pan cracked. A sheet-iron soil-pipe leads from the females' water-closet (overhead); it is jointed with putty between the lead-pipe and sheet-iron pipe, and is without any flushing cistern. We found some crockery which had evidently been used in a recent meal stacked alongside this water-closet, also we ascertained that the butcher next door had his beef-salting tables next to the wall of the men's water-closets. We found some of the stock in trade in the stable placed on top of 6 to 12 inches of manure."

The occupier of this "factory," like so many of his kind, was prodigal in promises to amend, but as week after week went by and no material improvement was made in the place, he was given the option of making extensive alterations or vacating the premises within a given time. He accepted the alternative, and this eligible factory property is now to let. In passing, a word might be said as to the desirability of some proper system of disinfecting the flock from which flock-beds are made. This flock is simply disintegrated cloth, and for the purpose filthy remnants picked up on tips and wherever else they may be found are used, and are in some instances, as Miss Duncan reports elsewhere (p. 16), manufactured into flock without even the pretence of cleansing them being made. There are, however, said to be cases where steps more or less effectual and sufficient have been taken to disinfect the material from which this flock is made.

Complaints have been made to me both by letter and through the reports of inspectors concerning the insanitary premises used by printers and others in connection with their businesses. It frequently happens that basements or cellars, damp, lit by artificial light, and inadequately ventilated, are used as composing-rooms.

composing-rooms. As pointed out by Inspector Taylor, such steps have been taken, as under the circumstances were possible, to reduce the defects referred to; but it is hoped in time to prevent the use of these premises at all for such purposes. When the Act came into operation, leases and other obligations had been entered into, and it was recognized by the Department that arbitrary action in this direction would in some cases inflict serious loss, and perhaps do more harm than good; but it should be clearly understood that it will not sanction a continuance of this system in cases where it is proposed for the first time to so utilize a basement.

The questions of cubic space and ventilation are dealt with fully in the inspectors' reports, and it will be sufficient here to direct attention to the necessity for fixing a minimum superficial space for each employee in a factory, so as to prevent the crowding together that now frequently takes place even in rooms with ample cubic air-space and sufficient ventilation for all the workers if they were fairly distributed over the floor-space.

It is probable that during the new year a system will be adopted which has been found to work successfully in parts of England, where certain sections of the Factories Act are worked by the Municipal authorities. It is to provide for each workroom a card to be hung up on the wall, and maintained there, notifying how many persons such room may accommodate. By this means an inspector may on entering any workroom at once detect whether it contains more than the authorised number or not.

Mr. Taylor writes:—

Regulation 2 provides that every factory and shop shall contain not less than 400 cubic feet of air space for each person employed therein. This limit perhaps in some factories where the ventilation is very good, and heating appliances are not used, may be considered too high, but taking into account the badly ventilated condition of a majority of the work-rooms, and the impracticability, in a number of instances, of adequate provision for fair ventilation, the allowance or limit of 400 feet barely suffices.

The overcrowding of workrooms prevails in the clothing and boot trades. The larger clothing and boot factories, as a rule, act up to the requirements of the Act, and as to both ventilation and space of working, are fairly satisfactory.

Where the sides of a factory adjoin adjacent properties fans might very well be erected to supply the ventilation now deficient. This, obviously, is possible only where mechanical power may be employed. In smaller workrooms, such as tailoring and dressmaking establishments, it has in certain cases been found necessary, in order to meet the requirements of the Act, to induce occupiers to take larger premises to provide sufficient space for the number of persons employed. I have found it comparatively easy to induce occupiers or controllers to effect the necessary alterations in this respect.

With regard to overcrowding, the most frequent complaints are made of those establishments where machinery is not used. Full consideration has been shown in those cases where employers, endeavouring to faithfully comply with the provisions of the Act, have used their best efforts to meet the expressed orders of the inspector. Reasonable time is always allowed during which the employer may make the required alterations.

With regard to ventilation, the condition of the factories at the time of the enforcement of the Act could not by any stretch of imagination be regarded as good. Certainly the arrangements for air shafts, etc., in the better built modern factories may be spoken of in some instances as excellent. On the other hand in cases where the basement is used as a workroom, these being more frequently met with in the city and immediate vicinity where space is so valuable, the necessary supply of air is obviously deficient. Noticeably is this the case in the printing trade, where the dampness of walls and absence of ventilation are physically dangerous to employees. Moreover, artificial light has to be employed, increasing the density of the already humid atmosphere.

To obviate the physical inconvenience to which in such cases the employees are subjected, the use of "inhaling" and "exhaust" fans has been suggested. This being the first year of the operation of the Factories Act, employers have occasionally seemed to think the requirements of inspectors somewhat arbitrary. However, the Departmental demand being tempered with reason, the result has been that in most cases employers and employees have cheerfully co-operated with us in carrying out the requirements of the Act.

It may be remarked, while dealing with structural defects and the utter unsuitability of basements as workrooms, that every effort has been made towards—if not immediate alteration—in any case, such action as would tend towards the lessening of physical harm to employees.

As instances of the operation of the Act I may cite the following:—Upon my first visit to a certain factory, where I found in the basement below the street level about forty persons working, there was an undoubted absence of ventilation, added to which artificial light increased the insanitary condition of this portion of the building. The suggestion that air supply fans should be used was acted upon, and on my next visit of inspection the proprietor had this means of ventilation properly and systematically erected with undoubted benefit to the workers.

In another case I visited a factory within my district and found a number of females working in a comparatively small room, the roof and walls of which were built of iron. The stifling heat engendered by these unfavourable conditions induced me to make a comparative test with the result that while on the street in the shade the thermometer stood at 88°, in the room referred to it showed 98° Fahr.

Finding that the alteration of conditions was impracticable, I suggested removal to another portion of the building, where the necessary alterations could be carried out. This course the occupier adopted, and I am pleased to say, on a subsequent visit at the conclusion of the inspection both master and employees heartily thanked me for the suggestions made.

Generally considered, the water-closet accommodation of the various classes of factories coming under the Act are far from satisfactory. The causes for complaint may be ranged under three headings:—

1. Uncleanliness.
2. Inadequate accommodation.
3. The want of separate accommodation for the sexes.

As an illustration, I may mention the case of the owner of a factory where about 80 persons (50 males and 30 females) employees are daily at work. These persons, many of tender years, are obliged to use an exposed place, where are erected two seats—one for males and the other for females—the division between them consisting of a thin partition only. Both the places indicated can be viewed from any part of the factory.

Again, by way of showing the inadequacy of water-closet accommodation, I may mention a factory where, for about 250 persons, five seats only were provided, three being for males and two for females. I may state that here I have had seven more seats provided.

While in many cases the doors of these places are mere apologies for the purpose, in others where males alone are employed—and these form a considerable proportion—the water-closets are entirely open. Having brought this state of affairs under the notice of the employer, he invariably answers, "I cannot put up a door or screen, as the workers would loaf, and I could not watch them." To prevent this an open space, generally about 18 inches, is left between the bottom of the door and the floor of the water-closet. In justice to the employers, it must be remarked that the charge of "loafing" rests upon a good foundation, and I have repeatedly had evidence of it.

I may further add that the objectionable condition of many of these places is due to the employees themselves.

Another great evil is the "inside" water-closet, generally one simply screened off or separated by a light partition from the general workroom, and without direct ventilation from the outer air.

In order as far as possible to obviate the objections to this system, the occupier has been directed to erect, where practicable, strong partitions (reaching the ceiling) and thus in some measure by the aid of vent pipes to the outside, prevent possible ill effects to health.

Other cases may be mentioned in this connection where the water-closets are situated in the basement or ground floors, generally in a dark, damp corner, the existence of which is a direct generant of fever.

In other factories again the managers have provided, instead of the ordinary seating accommodation, a simple open cesspit (connected with the sewer), a plain thin bar being placed across it.

With regard to shops, the sanitary conveniences are little better than those of the factories, but it is to be hoped that as employers and managers are instructed as to the requirements of the Act, a vast improvement will be made in this direction.

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The insanitary conditions that obtain at a great many of the factories and workshops seem to indicate either ignorance or disregard of the principles of hygiene.

Dirty premises seem to be regarded in many cases by the occupiers and workpeople alike as no ground of complaint, and when asked to limewash and have the floors and windows cleaned, have grumbled and made every excuse to evade carrying out the instructions.

In extensive and more cleanly factories, where large numbers of persons are employed, and the limewashing of the factory would mean the stopping of work, it was, under certain conditions, allowed to stand over for a specified time, generally sufficient to cover a public holiday, for as a rule the holidays are taken advantage of by these larger factories to limewash and effect general repairs.

In almost every factory visited, however, with the exception of those exempted by the Act, it was found necessary to order limewashing, and it is to be hoped that the present year will find these factories in a condition more cleanly and healthful.

Mr. Armitage, in his report, says:—

The space allowed by the regulations, viz., 400 cubic feet for each person, is little enough in our city, where the air is charged with an average of 75 per cent. of humidity over the whole year, and on some days reaches as high as 100 per cent., or little better than a vapour bath.

In one large factory in George-street, where upwards of 200 females are employed, the flats are divided into work-rooms holding from 20 to 30 persons, and the partitions are about 8 feet high. As the regulations now stand, the cubic contents of the whole room are taken, and not that of each subdivision, consequently a considerable portion is lost to the occupiers through the space taken up by communicating passages. Any advantage that might accrue from the air contained in the passages is lost through the low degree of expansion in the moisture-charged atmosphere preventing it from rising.

The facts are similar in a clothing factory in Clarence-street, where the rooms are sublet by the occupier to his contractors, who in most cases employ young girls, and often overcrowd the space. I have twice removed a sub-contractor from this building.

In the printing trade the space allowed for the persons employed is ample, but when the consumption of air by the gas jets is taken into consideration, a very unhealthy state of affairs exists. Most of these establishments are in the basement, and even when above the ground floor they have the gas burning all day.

Overcrowding is carried on in the tailoring, dressmaking, and other trades at certain seasons of the year.

In the matter of ventilation it cannot be said that we are abreast of modern requirements, a large percentage of the buildings used as factories having been built without provision for, or apparently a thought of, ventilation. This is noticeable in the clothing trade, and especially in the waterproof clothing trade, where naphtha is extensively used in the solution required for seaming. In the waterproof factories the work is done with the fingers by pressure and rubbing, the naphtha being smeared along the edges to be secured. A further application is made of a solution consisting of naphtha and rubber, and of the appearance of glue or jelly. For convenience, the workers have placed near to them small vessels of naphtha and solution, which are uncovered, and, in consequence, permit the free escape of the naphtha. In one large factory of this nature, two large hydraulic ventilators, with a discharging capacity of 1,000 cubic feet per minute, have been erected, which has had the effect of taking part of the naphtha vapour away. In another waterproof factory in the city, where there is no ventilation whatever (excepting by the windows), I have seen a female fall down in a dead faint, and the occupier (who was present at the time) turned to me and said that it was very unfortunate that it should happen while I was present (meaning that it was his ill luck). The factory in question is a very bad one, but, as the business has changed hands, the new firm are shifting to more suitable premises. I might add that in each of these factories from 50 to 100 females are at work, and they have to stand all day at their work, as it is impossible to do it sitting down.

As the majority of the occupiers are tenants, it is a difficult task to make them put in ventilators and other costly improvements, when they have only a 12 or 18 months lease. The best course is to visit every new factory (i.e., when an occupier removes from one building to another), and then insist on proper ventilators and other improvements being supplied.

In the boot trade, where trimming machines are used, and the exhaust is taken outside, as in the case of a large factory at Leichhardt, also one at Darlington, that portion of the factory where the machines are at work is always fresh and even cool. This is brought about by means of a fan attached to the back of each machine, which draws off the dust. There is no doubt that mechanical appliances may be of great assistance in removing bad air, dust, &c.

Regulation 4 provides for water closet accommodation in the proportion of 1 water-closet to 20 persons, to be separated for the different sexes. On my first visit to some factories, I found 1 water-closet serving 30 to 40 persons of both sexes. In some cases in the clothing trade, the water-closets open into the workrooms, and the entrances to them are only screened off by a piece of cloth. This is very common in the city factories, as the majority have their water-closets in the workroom, and some new factories which have not long been occupied have the same objectionable features. In some few cases they have made provision for ventilation through the roof.

In visiting some of the factories where no water-closet accommodation is provided, I found that the men had to go some three or four minutes' walk to the nearest public water-closet, and often to a hotel. In several shops in the engineering trade, I have had complaints from the men with regard to this, in one place they having to go to the public water-closet, which is 500 yards away from the shop. The custom of using the nearest hotel water-closet is very common in the smaller factories; but in the case of the largest factories in my division, the occupiers have met me in every way, and provided full accommodation.

The limewashing section in the Act is a great boon to all workers, providing them with additional light and cleanliness. At first there was great opposition to limewashing, but occupiers are coming to look upon it as a good investment, and, in many cases, occupiers do it of their own accord, without regard to the obligation placed on them by law.

Miss Duncan, in her report, states:—

Overcrowding of workrooms has been dealt with in several cases, and the regulation, which demands 400 cubic feet of space for each person, has done much for the improvement of workrooms in the clothing trade. Such extreme cases have been found as the employment of 12 girls and women in a room giving, on the basis of the regulation, space for 4, but such instances are rare. It has not been uncommon to find 4 and 5 persons in excess of the permissible number in rooms which might be occupied by 12 or 14.

With one phase of overcrowding it has been found impossible to deal.

A common form of workroom in large dressmaking establishments is that of a very large and lofty room subdivided, for purposes of convenience, by 6-feet high partitions, into numerous compartments set apart as workrooms, passage-ways, and places for heating irons. The partitions are provided with doors, the opening and shutting of which aid in changing the air in the workrooms, though not in its ventilation in the proper sense of the word.

The compartments are, of course, ventilated from the outer air by windows, and are often provided with roof ventilators, and employers contend that inasmuch as the room, taken as a whole, has cubic space for a certain number, the various partitions, however unevenly the numbers may be distributed therein, can not be held to be overcrowded unless the aggregate number of occupants exceeds that allowed for the whole room.

Practically it is found that these rooms compare unfavourably with those in which the ventilation is unimpeded by partitions, and in which the occupants are more evenly distributed throughout the rooms.

The regulations made under the Act are hardly sufficiently explicit to meet cases of this kind, and it would be well if they were amended so as to fix for purposes of measurement a maximum height of 12 or 14 feet, and a provision for floor space.

The popular fallacy that a lofty ceiling compensates for deficiencies in floor-space is combated by all authorities on hygiene. Dr. Newsholme says, "The impurities produced by respiration tend to accumulate about the persons who have evolved them, although it is true that in rooms heated by gaslight a large amount of hot and impure air collects near the ceiling. The necessity of an abundant floor-space is shown by the fact that a space enclosed by four high walls, and without a roof, would, if crowded, speedily become offensive, and persons in a crowd in the open air have been known to have been suffocated. In reckoning the practical cubic dimensions of a room the height should only be reckoned as 12 feet."

The logical deduction arrived at by a dressmaker with whom I had occasion to discuss the question of overcrowding is not without point in this connection, "Then all we have to do is to build a room with walls up to the sky, and we can put as many people as we like into it."

A higher standard of cleanliness in floors is needed. It is not uncommon to find large accumulations of bales of cloth, cardboard boxes, and tailors' cuttings in corners and beneath tables. These not only occupy valuable air-space, but serve to gather dust and harbour insects.

The periodical scrubbing of floors has been called for in many cases with very good results. Although this requisition is sometimes received with much surprise by occupiers, and has been suggested as a possible ground for "fighting" the Department, it can hardly be questioned that it is a matter of great necessity in all factories where clothing and food are prepared, as well as being desirable on sanitary grounds and for the comfort of workers. The habit of smoking, which is allowed in some tailors' rooms where men and women work together, need only be mentioned.

Whilst commenting upon defects which may have arisen from want of thought and want of personal supervision by the employer, rather than from want of means, it would be very unfair to forget to mention those factories in which every arrangement had been made for the comfort of employees long before the Act came into force, and which are always scrupulously clean.

And one is glad to mention the numerous instances in which it has only been necessary to point out a defect to have it immediately remedied with cheerful acquiescence. A pleasant incident to recall is that of the foreman who, with all his boys and girls, set to work to scrape, scrub, clean, repaint, and limewash, after the visit of the inspector, and took considerable trouble to keep the room in better order afterwards.

The presence of gas iron-heaters in workrooms is a great defect, and can only be effectively dealt with by prohibition. This course, however, presents many practical difficulties in small workrooms—thus, a tailor or dressmaker occupying one or two rooms in a flat, whose irons are in constant requisition, can often find no place for the heater but in the room itself; when the heater can be placed immediately under the flue of the chimney the ill-effects are not so apparent, but the air of a small room without a fireplace, in which tailors' irons are constantly being heated, is extremely gas-laden and disagreeable, as well as probably unhealthy.

"A medium gas-burner, which burns about 3 cubic feet of gas per hour, destroys 24 cubic feet of oxygen, and produces 6 cubic feet of carbonic acid," while a person at rest gives off 0.6 cubic feet of carbonic acid. This is popularly expressed by saying that a medium gas-burner produces as much carbonic acid as ten men, and although this statement does not cover the whole ground, it shows that in a room where gas is burning a much increased amount of ventilation is necessary in order to supply the requisite amount of oxygen for the consumption of the occupants of the room and the voracious gas-burner.

In many cases we have required the iron-heaters to be fitted with hoods and flues, and though this has much improved the air of the rooms, it is not perfectly satisfactory.

In the matter of ventilation a great deal remains to be done, although improvements have been effected in many factories. In many cases grave structural difficulties render it difficult to enforce the regulations.

I know of no sanitary arrangement which is more generally approved of theoretically than an abundance of ventilation without draught, nor one more difficult of carrying into effect.

In the summertime the need for air is so urgent that every available door and window is left open, and the condition of some rooms is fairly good, unless affected by the presence of gas iron-heaters. But in cold weather when long sitting and want of exercise render the workers susceptible to cold, the difficulty of getting windows kept open is very great. The provision of self-acting outlet-ventilators, though not theoretically the best, seems to be that which has the most chance of success in practice; all inlet ventilators, such as windows, valves, and tubes which are capable of being closed by the employees will seldom or never be open in cool weather, while the extracting ventilator or roof louvre being out of reach, and, presumably always in action by reason of the upward drift of heated air, is at least removing that which is bad.

An argument often advanced to prove that a room is healthy and needs no improvement is that an employee has never been known to leave because of illness; this may be true, and yet the general lowering of strength and vigour which is the immediate result of breathing impure air may lead to the colds and neuralgia which are thought little of and yet are often the punishment of a disregard of Nature's laws.

The close connection of phthisis also with overcrowding and the breathing of a vitiated atmosphere should not be forgotten.

The factories which are most difficult to ventilate properly, and of which there are many examples in the large warehouses in Kent and Sussex Streets, are those which occupy long and comparatively narrow rooms on the 1st and 2nd floors, reaching from the street in front to the lane at the back; the side walls being all dividing walls are useless for ventilation, the roof is not available, and the opening of windows at each end causes a draught; there is an inrush from the lifts and staircases, but it is generally drawn from an impure source, the light is deficient, and the workers are inclined to congregate at either end.

The heat of such rooms, when night work is going on and all the gas jets are alight, is intense. To ventilate such a room efficiently is sometimes a problem too difficult for the inspectors to solve, and removing to better premises is the only effectual remedy.

In the month of May I received instructions to carry out a systematic inspection of the sanitary conveniences of shops in the city; a great many orders to construct additional conveniences, and to properly light, cleanse, and ventilate those already in existence were the result. Although a considerable amount of work has been done, much still remains to do.

Of all the sanitary provisions of the Act none, perhaps, has been more urgently wanted than that which requires suitable, sufficient, and separate accommodation to be provided in factories and shops. It would not be too much to say that but few of the numerous premises which have been visited have been found to be in a thoroughly satisfactory condition. While some large and well ordered modern establishments are well and sufficiently provided, the greater number of places, large and small, are lamentably deficient in some important particular. This, however, does not apply to many small places of business where work is carried on in private houses, where the accommodation is generally satisfactory.

Faults of construction are numerous, leaking and deficient traps are not unknown, and light and ventilation are often entirely wanting. In some buildings there can be but little doubt that entire reconstruction of the drainage system on the modern plan is needed, but with this the Department has no power to deal.

One flagrant, but by no means isolated case, of bad accommodation may be quoted: The only provision made for about twenty men and women was one water-closet in the basement, so dark that it was necessary on a bright summer day to carry a lighted lantern to guide one's steps, and so offensive for want of ventilation, and cleansing, and leaking drain-pipes that it must have been a menace to the health of the employees; for months a conflict went on between the landlord and the tenant as to who should carry out the required improvements, which was only terminated by a notice being given to the occupier that this state of things would be no longer tolerated, and the threat of the Municipal Council, acting in concert with the Department, to do the work at the expense of the landlord if he failed to carry it out in a given time.

A deplorable custom has prevailed in many factories of constructing water-closets within the work-room, often in a corner far removed from any window or means of ventilation, and without any arrangement for shielding the approach. It is a great pity that it has not been absolutely forbidden to construct these conveniences within the four walls of a work-room where their presence is objectionable from every point of view.

It would be well if they could be removed to some more suitable position in the factory, or, failing this, be thrown out on cantilevers, where the strength of the wall will admit of it; though, unfortunately, this cannot always be done.

In the numerous chambers in the city which are let out as offices and workrooms, the conveniences are usually insufficient, and generally extremely ill-kept and dirty. This is partly due to the fact that a dispute arises between the caretaker and the occupier of rooms as to the person on whom the duty of cleaning should properly fall. It is always, of course, pointed out to the employer by the inspector that he alone is responsible to the Factory Department, but where the right of use is shared by different tenants, some difficulty undoubtedly arises. A periodical inspection of sanitary conveniences in chambers (to which this Department has no right of entrance) by the sanitary authorities would be a great boon to tenants, and might help to raise the standard of cleanliness.

It frequently happens, both in shops and in chambers, that no separate provision is made for women, and there has been some trouble in enforcing the regulation, in spite of its obvious necessity. In some rare cases our action has led to the dismissal of the women; in others to the premises being vacated.

The point at which the powers of this Department stop short is shown in a case in which, pressure having been brought to bear upon the employer, he forthwith left the premises complained of. Unfortunately, however, two women whose workroom could neither be classed as a factory nor a shop, were left unprovided for in the building, and the inspector could do nothing for their interests. Had the landlord been called upon to do the necessary work for these two women, he would probably have given them notice leave

DINING-ROOMS.

DINING-ROOMS.

Section 22 of the Act provides that "the Minister may, by notice in writing, forbid the occupier of a factory to permit any employees therein to take their meals in any room while work is being carried on therein, and may direct an occupier to erect or provide a suitable room or place in the factory, or in connection therewith, for the purpose of a dining or eating room for employees in such factory."

It will be seen from the attached reports by the Inspectors, that dining-rooms are in some cases already provided, or are, at the request of the Department, about to be provided. In the majority of cases, however, no such provision is made, and though the accommodation would be undoubtedly a great boon to the hands, yet the Department, not being desirous at the initiation of new legislation to involve factory occupiers in the heavy cost which would in some such cases be necessarily incurred to make the needful structural additions, has not yet pressed the matter.

A very useful and desirable provision was inserted in the Bill when presented to Parliament, but during the progress of the measure was struck out. It provided for the submission of the plans of all new factories to the Department, with a view to ascertaining that the sanitary and other provisions of the Act would be complied with. This provision, not having become law, there is now no compulsion on intending occupiers to submit their plans of new factories, but in many cases the advantages of such a course have been so obvious that the Department has been asked to put an Inspector in communication with the architect. In all these cases an endeavour has been made to secure the dining-room accommodation referred to. In other cases where alterations were being effected, it has been secured; but in many instances the structural alterations involved in securing the desired room would have been so costly and the difficulties so great that the Department has not, as stated, seen its way to an immediate insistence upon it being provided. However, as opportunity arises it hopes to go on increasing the number of these rooms.

Mr. Taylor reports:—

In only a few instances, in comparison to the number of existing factories, has a room been set apart totally for the use of employees in which to take their meals.

There are, however, I am pleased to say, some employers who study their hands in every particular, and who believe and seem to have proved that the better the hands are treated and their bodily comforts attended to, the more work can be obtained in a manner satisfactory alike to employer and employed.

There are factories in this city in which not only is a room set apart for meals, but attendants are kept and paid by the proprietors to look after hot water to wash up and clean the crockery, attend to the wants of employees during the meal hour, and also take charge of the dressing-room.

In the majority of cases the hands have either to take their meals in the same room where they have been working or take them outside, which, in many cases, means either a side street or lane.

Steps have been taken by the Department to secure the provision of satisfactory rooms for meals in certain factories where there are a large number of employees. Some of the rooms have been erected and others are in the course of erection.

Mr. Armitage writes:—

In connection with some of the factories in my division it has been found convenient in the interest of both employer and employees, to provide suitable apartments for the purpose of enabling the latter to take their meals without the necessity of leaving the premises. In some cases attendants are provided, who take charge of the food brought by the work people from their homes, and to whom falls the duty of boiling the water required for tea, &c. But in the larger number of factories no provision whatever is made for the heating or cooking of the food brought by the work people, who are either turned out of the factory at meal times or contrive to warm their food at gas jets or in other makeshift manner. In the clothing trade the girls have their meals at their work benches (generally saturated with machine oil), and when they let fall pieces of bread, &c., it brings the flies about the work tables.

I must express my thanks to one firm for the very liberal way in which they have taken this matter up. Their factories are at Leichhardt, the lower portion being used for boot-making, and the upper portion for clothing. A general dining-room was built with the factory, but the girls in the two trades refused to associate, and to overcome this the occupier is now building an additional dining-room, with separate and distinct approaches for the clothing portion of the factory, at a cost of £200.

Miss Duncan reports:—

A few of the larger factories have built special luncheon-rooms for their employees, fitting them up with tables, benches, and conveniences for boiling water; an attendant is provided to keep the room clean, to make tea and wash up crockery. Usually this service is paid for by the employer, but in one instance a small deduction was made from the wages of the employees to cover the cost; this was afterwards abated on representation by the Department.

In one case the men employed in a large shop are provided daily with an excellent hot dinner of two courses, a staff of men cooks being employed for the purpose. Strange to say, the women and girls employed in the same factory, though their wages are lower than those of the men, are only provided with a cup of tea.

An arrangement sometimes exists of setting apart one portion of the work-room for a luncheon-room. As a temporary expedient it may be of some convenience to the employees, but I do not regard it with much favour. One of the chief advantages derived from having a luncheon-room entirely apart from the working-room is that, in the absence of the workers, the rooms can be thoroughly flushed with air for the space of half an hour, by setting wide every door and window. Moreover, the sedentary life of a needlewomen or machinist is not a very healthy one under the most favourable conditions, and any little addition of exercise and change of scene to the daily plan of existence would be of benefit.

In many factories a large number of people spend the whole of every working day in one room. Some who are wise or fortunate, or whose homes are near at hand, take the opportunity of going home for their luncheon; but many never leave the work-room from 8 in the morning till 5 or 5:30 at night, and sometimes they may come back to work in the same room by gaslight.

This is bad enough, but when the room is pervaded by the smell of chemicals, which, even if it does no absolute harm, causes nausea and headache and disinclination for food, the case is much aggravated.

I would like to see this provision enforced in all cases of clothing, water-proofing and boot factories, and in any room in which chemicals and essences are prepared or used. It would be well if the taking of meals in such places were absolutely prohibited.

MACHINERY.

The provisions in the Act relating to the fencing of machinery are partly compulsory and partly discretionary. So far as the fencing of fly-wheels and mill-gearing is concerned, the Act leaves no discretion with the Minister or Department. All such parts of machinery must be fenced and the fencing constantly maintained in an efficient state so long as the parts in question are in motion or use for the purpose of any manufacturing process. With regard to other parts to which the compulsory clause does not apply, the Act provides that, if an Inspector considers that they are so dangerous as to be likely to cause bodily harm to any person employed, he may serve a written notice on the occupier to fence them. Should a difference of opinion arise as to the necessity for such fencing, the occupier may have the matter referred to arbitration.

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It will have been noticed that among the parts of machinery which the Act requires to be fenced is the mill-gearing. As to what constitutes or is included in mill-gearing was a point raised early in the administration of the Act, and in its settlement recourse was had to English factory legislation and certain decided cases. The popular argument advanced against the fencing of dangerous machinery is that for five, ten, or twenty years, as the case may be, the machine has been left unguarded, and no accident, or "only a little one," has occurred through it during that time, and, of course, in the one or two isolated instances of accidents that may be admitted, the mishap was caused through the carelessness of the injured man. The "so many years without accident" argument is, perhaps, the most difficult one the Department has to contend against. Frequently, also, it is found that workmen themselves are instrumental in removing guards after they have been provided to secure the employees' safety.

Generally speaking, the Department has been met by employers in a very good spirit, it being generally recognised that the demands made on them were reasonable. In every instance the Department was content to pass guards that substantially effected their object, although they might be somewhat rough in appearance. It was felt that employers ought not to be put to a larger outlay than was absolutely necessary to effectually secure their hands from the risk of accidents. The utility of the guard was more thought of than its appearance. Despite this fact many occupiers have gone to considerable expense in fitting neat and well-furnished guards to their machinery, and, perhaps, in view of their permanency, this has been the wiser course.

Mr. Taylor reports:—

Almost all the factories in which mechanical power is used evidence the great necessity of the clauses in the Act requiring machinery to be fenced and guarded.

In few instances only had the occupiers attempted to affix guards other than those originally supplied with the machines, fencing having been carried out only as far as the engines and larger fly-wheels were concerned.

Many objections were made and obstacles placed in my way on my first visit, occupiers stating that these guards and fences were not necessary; that they would hamper the employees in their work; also, that, having worked the machines for so long without guards, the risk would be considerably increased if guards, &c., were now affixed. When I try to persuade a manufacturer to incur expense in providing guards he is invariably full of arguments as to the impossibility of applying them to his special branch of trade, and as, perhaps, no accident has occurred in his works, he refuses to see the necessity of supplying the suggested protection.

In all cases it was left to the occupier to adopt his own particular kind of guard or fence as long as it was effectual. The parts of machinery and gearing that were thought most dangerous and received first attention were exposed cogs, fly-wheels, and pulleys, and belts, and in some cases, only when firmly insisted on, did the occupiers follow the instructions and affix the necessary guards.

One of the first factories visited by me was a large printing establishment. Here machines were running in close proximity to each other, with only just space enough between for a person to walk. I drew the occupier's attention to the necessity for guards and fencing. He objected, telling me that he could not possibly erect any guards, for, as it was, there was not sufficient space between the machines, and if guards were erected the passages would be blocked. I pointed out that it would actually mean a saving of space, providing the guards were suitable, for then employees could go closer to the machinery without fear of being caught. He informed me that he had worked these machines for a number of years, and his accident list had been very slight in comparison with the hands employed. I told him that the fences were required by the Act, and they would be insisted on. He was at last persuaded to erect the fencing, and at a subsequent visit informed me that after the first few guards had been erected he was so pleased with them that he had given instructions to have the whole of the machinery fenced, and had done even a great deal more than I had asked for.

In boot factories, where so many varieties of machines are at work, and large numbers of boys and youths are employed, the necessity for fencing is clearly seen.

Large fly-wheels to presses, rollers, and large cogs are kept running without the slightest protection of any kind whatever, and the boys go to and fro between the machines, carrying bundles of boots, &c. In the majority of cases these machines are now fenced; some very satisfactorily, others temporarily, until the management is able to erect permanent ones, or in view of permanent alteration of machinery later on.

In the saw-mills and timber trade, guards were asked to be affixed to those machines which were considered most dangerous, and band-saws, circular saws, planing, and tenoning machines were asked to be especially guarded. In a number of cases these guards have now been affixed, and it is to be hoped that in the near future all such machines will be effectually guarded.

Although the Act stipulates that "every fly-wheel, whether in the engine-house or not, shall be securely fenced," this has at present only been strictly enforced where the engine is not within an engine-house, or where there is a right-of-way for employees through the engine-house, and in the former cases fences have been ordered, protecting both engine and fly-wheel.

Only lately I visited a factory in which the engine was in the centre of the workroom, and totally unprotected. I asked the occupier to fence it, and also the fly and driving wheels. He stated that it would be impossible to do so, as he had to put the belt on and off the driving wheel for the purpose of driving two distinct machines. I tried to show him how a fence would prevent a person from falling into the wheel. He gave me an illustration of how he took the belt off, saying, "This is how I always have to do," and taking a pole in his hand he slipped it under the belt, lifting and pushing at the same time. He exerted himself so much that when the belt came off he fell forward to the wheel, striking his arm severely, and barely escaping with his life. I remarked, "If that is the way you always take the belt off the sooner you have the engine and wheels properly fenced the better."

With the engineering establishments less trouble was experienced than expected, the proprietors in most cases expressing themselves perfectly willing to carry out my requests, in several instances going far beyond what I had asked. In fact, in all trades, I found that the most practical men were the most willing to comply with suggested improvements.

One of the greatest difficulties to be met with is that an Inspector receives little or no help from employees or managers, and it must be very evident that it is almost impossible for an Inspector to discover all the intricacies and out of the way parts of many of the factories. If the machinery, &c., is to be effectively guarded, he must have the co-operation of the managers and employees.

I have noticed that on most of the modern and recently imported machines the guards are taken greatly into account, and are now built as parts of the machine, and it will be a great point gained when the makers of machinery shall come to regard the construction of fences and guards, for all points of danger, as a necessary part of their business, without which the machinery would not be complete.

Mr. Armitage says:—

One of the most important duties in connection with the administration of the Act is the protection of work people from the dangers to which they are exposed from unfenced mill-gearing and machinery. In factories where there is careful supervision by managers and foremen, so that the points of danger may be detected, and where all the fences and guards are kept on the machines, and in good condition, there ought to be but little more danger to the workpeople than is met with in the ordinary vocations of life outside a factory. But, unfortunately, occupiers are not keen to the dangers which are associated with the use of machinery, and it is often at the cost of an accident that suitable guards are put on. The first accident that happened in my district was caused by a circular-saw at a cross-cut bench, where a lad had his arm cut off. After the accident a guard was put on the back of the saw. If this had been done in the first place the accident would never have happened.

The timber trade is the most dangerous that I have to deal with, on account of the circular saws and the knives of the hand planers. In some mills the hand planers have a guard so that the only exposed portion of the knives is that used for a plank 12 inches wide on a bench 2 feet wide. The guard is fixed half-way across the bench so that, should the operator slip, the knife will not injure him, it being covered with the guard and the piece of wood that is being planed.

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The band saws are a source of danger, especially if they should break when the saw, flying off the wheel, will cut anything that it touches. In all the mills I have visited I have found the lower fly-wheel unguarded. This wheel is about 1 ft. 6 in. back from the outside of the bench, and is liable to catch the carpenter's apron and drag him down. Most of these saws now have guards at the top and bottom of the benches.

In the engineering trade I have had great assistance from the largest firms in the city. After these had put guards on their machines, the smaller shops followed in their wake. In all drills where the vertical cogs are within reach of the workmen, shields have been put on, and at the end of all screw lathes, where there is a passage, the ends have been fenced off. I was informed recently of a slight mishap, which might have been of a serious nature, that happened at a lathe. The man was bending over the machine for a tool when his vest was caught in the cogs, and he was dragged down to them just as the machine was stopped by means of the loose pulley.

In a recent case the stopping came out of the mouth of a foundry furnace, and the metal ran over the floor. One of the men did not get out of the way in time, and his boot was burned off. As a precaution against the recurrence of similar accidents, I have had a pit dug about 6 inches deep at the mouth of the furnace capable of holding the quantity of metal contained in it should the ladle overflow or the clay stopper come out. This will prevent the metal from running over the floor of the foundry.

In the boot trade four accidents have happened at the pressing machines. While cutting heels at these machines four fingers have been lost. In two of the largest boot factories they have adopted the American system—that is, cutting the small heels out on a block, the man striking the cutter with a green hide mallet. Doing this minimizes the danger of accidents of this kind, as they always occur when cutting small pieces under the press.

A painful accident, whereby a man lost his arm and had the other fractured, happened in a boot factory whilst the man was removing a belt. He got on the shafting overhead, and sat on it so that he could bring the belt up. He was carried around the shaft, his arm struck the ceiling, and he was jammed against a girder. The horizontal belting, which is so common in factories, should in every case have a piece of boarding under it, for if it gave way and struck anybody it would drag them up to the pulley.

Cleaning machinery while in motion was the cause of two accidents within the last few months. One occurred in a laundry where a girl was cleaning a mangle. To do so, the guard was taken off, and consequently her arm was caught in the hot rollers and badly crushed and burned. The other case was in a boot factory where a lad was cleaning a trimming machine when his fingers were caught in the cogs. In this factory the engine is stopped a quarter of an hour before "knock off" time, and the lad, to finish early, was cleaning the machine during the prohibited time.

The majority of fly-wheels on my first visit were unfenced. In one case a wheel, 15 feet in diameter, revolved into a narrow pit without any fence or guard whatever. There were several cases of this kind on my first visit of inspection. It is a very dangerous state of affairs on account of the close proximity of the engine, the driver having to go up against the fly-wheel to oil the bearings and clean the engine while it is in motion. These wheels are now fenced. Often only one rail was put around, leaving about 2 to 3 feet unprotected under the rail. This, however, was put right after the second or third visit.

LIFTS AND ELEVATORS.

The provision contained in the Act with regard to the working of lifts in factories and shops is one found in operation in nearly every State in the American Commonwealth, in whose cities the lift or elevator is more widely used than in our own. An inspector may prohibit the use, in a factory or shop, of any lift he considers to be unsafe. In the United States the usual practice is to placard the lift as unsafe, and penalise the removal of the placard and the use of the lift; this provision is also extended beyond the limits of a Factory Act, and is applied to elevators in warehouses, hotels, and public places.

The operation of these clauses is in our case confined strictly to factories and shops. And here it may be stated that with its limited staff the Department does not undertake to do more than make a cursory examination of lifts, and direct that obviously necessary precautions should be taken. From what the inspectors report, it appears that the safety of the public requires something more than this. The principles applied in the case of proposed land-boiler inspection might very well be applied to an inspection of all passenger lifts in the Colony. All proprietors in shops, hotels, &c., might be required to register their passenger lifts, and careful examinations by professional experts should then follow, and upon the report of such experts, a certificate of safety might issue, and without such certificate, granted after due examination, the use of the lift should be penalised. To answer for the security of a lift the inspector would require to make a minute examination of every part, a thorough test of the chains, shafts, &c.

It is very doubtful, indeed, if in half the instances where they have been attached the so-called safety-catches and other appliances would at the critical moment work successfully. A story is told by a leading manufacturer of this city of a patent lift-catch invented by one of his employees. This appliance was attached to a new lift in the factory, and the manufacturer invited his friends to a luncheon, and loaded the car with a ton weight. Then glasses were charged to drink to the success of the new appliance, the car was let go, and, as the manufacturer subsequently remarked, "That lot cost me a hundred pounds, and pretty well a new foundation."

It is not improbable that, unless some system for the thorough examination of passenger lifts in shops, hotels, and public buildings is provided, an accident may occur some day that will shock the city.

As it is individual accidents are not infrequent, due no doubt in some cases, though not in all, to the carelessness of the person injured. Not long since a one-time resident in an hotel in Sydney called at this office, to know if anything could be done to compel landlords to in all cases provide an attendant on the lift, and he related a number of narrow escapes he had had through persons on floors above or below him pulling the rope to raise or lower the car. Finally, the man had his hand crushed in one of these adventures, and had to obtain surgical assistance, and when he suggested that the expense should be met by the landlord, was told that the accident was due to his own carelessness.

So far as the factories and shops are concerned, a degree of good has been done in removing juveniles from the care of lifts, and requiring fencing to be provided round the well-holes, but no expert examination of material and appliances has, nor under the circumstances can be, carried out.

Mr. Taylor reports:—

Section 32 provides that a male under 16 years of age, or a female, shall not be allowed to have the care or working of any elevator or lift. About the time the Act came into force numerous lift accidents occurred, and on inspection of many lifts in the city, evidenced the necessity for the provision.

Most of the lifts and elevators were found to be worked by boys under 16 years of age, and the employers in each case having been informed of the clause in the Act bearing on this matter, the boys were subsequently replaced by lads of maturer years.

At an inquest held in the early part of the year on a lad under the statutory age, who was killed in a lift, several witnesses stated that the lad, who was both healthy and strong for his age (14 years), was not physically capable of working the lift, as to start and stop it required a man's strength. On

On a certain occasion, visiting a factory, I got in the elevator, and told the lad in charge to take me up to the manager's floor. The lift went up so slowly that I asked the lad would it not go faster; he replied, "Yes; but I am frightened to let it go faster, because if I do I won't be able to stop it." The lad was 14 years of age, and apparently not sturdy enough to be placed in charge of a lift which numbers of persons used daily. I informed the manager, and the boy was removed to another part of the factory, being replaced by a much older and stronger lad.

With regard to the unprotected state of most of the goods lifts and hoistways, I found that in a great many cases the lift openings and hoistways were totally unprotected, and it was necessary to order "gates" or hand-rails to be erected; but even these gates are not perfectly satisfactory, for the following reasons:—Doors which require opening and closing every time the lift is used are frequently found open; and shutters and gates, which should be lifted up and lowered again when the cage leaves the landing, are often found up some 5 or 6 feet above the floor level; and although in many cases the foremen and managers pass and repass these unprotected openings without comment, yet if their attention is drawn to the matter by the Inspector, they invariably condemn the carelessness of their workpeople.

Mr. Armitage says:—

Two fatal accidents have happened in my district owing to the unprotected state of the lifts. In one case a lad under 14 years was working a goods lift. In the evidence at the inquest nothing was given to show the cause of the lad's death; and after the inquest I visited the factory, and found that the cage of the lift was only boxed up 4 feet high, and at the back of the lift the girders of the floor joists ran across the well; and on looking at one of these girders I saw portions of the lad's hair and skin, and found that his head had been jammed between the top of the cage and the girder. In this case I had the valves attended to, as they were out of order.

The second lift accident was owing to the hauling-gear of the lift giving way. This was a friction lift in a flour mill. This lift was provided with safety-catches, but the guides were of Oregon, and the wire rope broke while the lift was up. The safety-catches failed, and the man in the lift was killed at the bottom. I am sorry to say that I have come across several friction lifts, and in every case have had to order some alteration. An hydraulic lift which I inspected recently was loaded with a ton weight, and the safety-catches in this case successfully held it against the guides. The well-hole is closed at night by trap-doors worked by hydraulic power. Perfect as this lift was, I had to order an addition which is a very common one, namely, that of two doors protecting the well. In nearly every case the doors already provided are just high enough to allow a person to look over and run the chance of having his head caught between the door and the cage.

One accident of this kind was brought under my notice. A man was looking over the door down the well, when the lift came down and caught his head. Fortunately it stopped in time to prevent the man's death, but not till he had his jaw fractured. The occupier of a shop in the city was asked to fence the lift-well, as the cage had no door. When I called again it had not been done, and he told me that in the building opposite (which was let as offices) there was a lift of similar construction. The occupier of the shop fenced his lift in accordance with the law; but the case he referred me to is similar to many in the city, where lifts are used in offices and warehouses, over which the Act gives us no control.

ACCIDENTS.

The Act provides that:—"Where there occurs in a factory any accident, produced either by machinery moved by steam, water, or other power, or through a vat, pan, or other structure, filled with hot liquid or molten metal, or other substance, or by explosion, or by escape of gas, steam, or metal, which either—

- (a) causes loss of life to an employee in the factory; or
- (b) causes bodily injury to an employee in the factory, such as to prevent him from returning to his work in the factory within forty-eight hours of the occurrence of the accident,

written notice of the accident shall forthwith be sent to the Inspector for the district, stating the cause of death or the nature and extent of the injury, as the case may be, and the residence of the person killed or injured, or the place to which he has been removed. The Minister may, if he thinks fit, obtain a report from a legally-qualified medical practitioner, or other competent person, upon the nature, extent, and cause of such death or injury."

In accordance with this provision, five fatal and fifty-four non-fatal accidents were reported to the Department during the year. Probably this number does not include the whole of such accidents during that period, taking into consideration the fact that the provisions of the Act were not as widely known as they will be in the course of time. The procedure adopted has been for an Inspector to visit the scene of the accident immediately after it has been reported, and where it has occurred through a cause which might have been prevented through any form of guard, to thereupon have such guard applied to the machinery. An Inspector has also attended inquests into the causes of certain deaths in factories with a view to giving evidence should any such death have arisen through non-compliance with the provisions of the Act. This course will be followed in all such cases, and it might be here pointed out that employers should bear in mind that non-compliance with a statutory duty (such as the requirements of the Factories and Shops Act), through which injury is caused to an employee, would probably give such employee an action for damages against his employer on the ground of negligence.

In order to check the reports of employers, an arrangement was come to with the Sydney and Prince Alfred Hospitals to forward to this office a weekly record of all the accidents in factories admitted to or treated by these institutions, and this has proved of considerable value to the Department.

The following list shows the number of accidents reported in each month the Act was in operation.

February	5	August	2
March	8	September	4
April	3	October	6
May	5	November	10
June	3	December	13
July	0		

Of the accidents enumerated—

14	were injuries to arms caused by crushing, burning, and cuts.
18	" hands " " " "
6	" legs " " " "
4	" (in each case fatal) caused through lifts. "

This classification of accidents indicates that the provision with regard to the guarding of machinery is one greatly needed in our factories as in a large proportion the injuries would have been avoided had proper guards been provided.

Miss Duncan remarks :—

There is a great danger of accident in laundries from steam mangles ; three cases were reported in the year in which girls had their hands crushed in the rollers. In two cases the injury done was very great, and the girls were unable to work for many weeks. In one instance the employer paid liberal wages and all expenses ; but in the second case, in which the girl went daily to the hospital for eight or ten weeks, the compensation received appears to have been by no means on the same scale.

I might also call attention to the very great danger run by girls in boot factories who wear their hair hanging down their back. Happily no cases have been reported this year, but it has happened both in Sydney and in New Zealand that the scalp has been frightfully injured by the hair being caught in machines running by steam.

Mr. Taylor reports :—

Many of the accidents that are met with are the result of carelessness and ignorance on the part of the person injured, and a number are also due to lads "playing" with machinery, and taking risks from which accidents result.

Often I have been told by the manager or foreman that the person injured had no right there—and had been repeatedly warned not to do so and so—and these statements have been admitted to be true.

On the other hand it must not be forgotten that a considerable number of accidents arise from the neglect of employers to place their people in a position where they are practically safe. The Employers' Liability Act has certainly been of use in making employers more ready to adopt measures of precaution. At the same time it has given rise to a system of insuring against the liabilities created by this Act.

Many of the employers rely on the fact that all their hands are insured against accident, and should any accident be met with, this insurance covers all likely damages, and that as the hands are insured, they should not be compelled to fence their machinery.

Apart from the carelessness of the person injured, there are many causes which lead to an accident, and it would not be out of place to mention some of the chief ones, viz. :—Unguarded parts of the machines ; exposed cogs, &c. ; unfenced driving-wheels, fly-wheels, &c. ; unprotected pulleys and belts ; low shafting ; small space allowed between the machines ; uneven and bad flooring.

In illustration of the features mentioned above, I may state that on one occasion I was called in to a large boot factory to approve of some suggested structural alterations, and whilst there noticed the unprotected state of the machinery. I pointed out to the proprietor the guards and fences necessary for the safe working of the machines and gearing, and noticing a lad at a "rolling" machine, I asked the occupier to protect this machine by boarding it up in the front and feeding through on a sort of slot. He said it was impracticable to so guard it without interfering with the working of the machine. I then told him that he could adopt any guard he liked, provided that it was sufficient ; that this was a dangerous machine, and some guard was necessary, and would have to be affixed. Within three days I had to visit this factory to inquire into an accident which had happened to this very lad who had had his sleeve caught between the rollers and his arm drawn in and terribly crushed, and found that the carpenter had then almost completed a guard, as previously suggested by me. Subsequent visits have proved that the guard is very effectual, and is not a hindrance in any way whatever. In fact, the whole of the boot factories in my district have now made these guards on similar lines.

CERTIFICATES OF FITNESS.

The Act provides that persons under the age of 16 years of either sex shall not be employed in such classes of factories as may from time to time be determined by Regulation, unless the occupier of the factory has obtained a certificate in the prescribed form of the fitness of such person for employment in that factory, and the Regulation issued under the authority of this provision determines these classes to be :—

FACTORIES :—

- (a) In which or in connection with which steam or other mechanical power is used ; except in factories in which slop clothing, white work, underclothing, shirts, or boots and shoes are prepared or manufactured.
- (b) In which or in connection with which work is carried on incidental to the following businesses, manufactures, or trades :—

Aerated Water Works.
 Blast Furnaces.
 Bleaching and Dyeing Works.
 Bookbinding Works.
 Candle, Soap, and Tallow Works.
 Cigars, Cigarettes, and Tobacco Works.
 Copper Mills.
 Die-sinking and Engraving Works.
 Earthenware Works.
 Foundries.
 Glass and Glass Bottle Works.
 Glass Bevelling and Cutting.
 Glass Silvering and Staining.
 Iron Mills.
 Lead and Shot Works.
 Letter-press Printing Works.
 Manure Works, Bone Mills, Glue Works, &c.
 Metal Works (that is to say) :—Any works in which the manufacture of any article of metal is carried out.
 Paint Works.
 Plumber's Works.
 Tinware Works.
 Varnish Works.
 White-lead Works.
 Wire Works.

In England and in the sister colonies certain medical men are appointed as "certifying medical practitioners" for this purpose, and are furnished with books of certificate forms, the butts of which are filled in and forwarded to the department. In our Act this almost universal rule in factory legislation has been departed from, and these certificates may be granted by any legally qualified medical practitioner. The practice meets the cases where lodge doctors are prepared to make these examinations at a small fee, but on the other hand it involves a much looser system. The course adopted by the department when application is made to it for a certificate is to procure from the Registrar a certificate of birth, and (being satisfied as to the age of the young person), to attach it to a blank form of certificate of fitness.

The certificates of birth and fitness may then be taken to any legally-qualified medical practitioner who, being satisfied that the applicant is physically fit for work in the class of factory he wishes to enter, fills in the certificate and butt to that effect. The recipient then detaches the butt and remits it to the department. From this it will be seen that the department is dependent on the persons receiving the certificates for the notification of such receipt. In the majority of cases the butt is returned and noted in the books, but in not a few it is only when the certificate is produced at the factory that the fact of it having been granted is definitely ascertained.

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The value of these certificates necessarily depends upon the thoroughness of the medical examination, but there are grounds for believing that in many cases they are granted as a matter of course; or at least that they are not withheld, unless in extreme cases of physical disability. The Victorian Chief Inspector of Factories stated in his Annual Report for 1895 that during that year 711 boys and 521 girls obtained these certificates. "One boy and one girl were refused certificates on the grounds of physical unfitness for work in a factory. It would, therefore, appear that 1,234 children paid £308 10s. to medical men for the purpose of ascertaining that two of their number were not strong enough to work in factories."

In New South Wales the system in force does not admit of an accurate return of the certificates refused being made, but there is sufficient evidence to show that in very few cases indeed is the medical certificate withheld.

In Victoria the medical fee is fixed at 5s., but no such restriction applies here. A medical man may fix his own fee, and, in consequence of complaints that in some cases what, taking into consideration the circumstances of the young people examined, was a high fee, had been demanded, the department invited legally qualified medical men to send their names to this office, with a statement of the fee which they would be prepared to take for examination in these cases. By this means, a list has been drawn up, and is kept in the office for perusal by applicants, showing the fees charged by the medical men named thereon. These fees range from 2s. 6d. to 5s. In justice to the profession, it should be stated that in many cases it has come to the knowledge of the department that where the applicants have been unable to pay any fee at all the examination has been made free of charge.

The number of certificates of fitness granted since the Act came into force has been 1,235. Of this number 1,068 were granted to boys and 167 to girls, and were distributed as follows:—

Class of Factories.	No. of Certificates issued.
Condiment and Cordial.....	70
Jam	76
Saw and Flour Mills	13
Steam Laundries.....	30
Furniture and Pianos	33
Bricks and Pottery	12
Confectionery	89
Tobacco	47
Meat Works.....	43
Printing	152
Glass Works	12
Metal-works, Foundries, Tinsmiths, &c.	243
Box	28
Miscellaneous	387
Total.....	1,235

HOURS OF LABOUR.

The Act provides that ordinarily,—

- (a) Males under 16 years of age, and
- (b) Women at any age

may not be employed for more than forty-eight hours in any one week, but may work overtime for three hours on thirty days in the year, though not for more than three days consecutively. Under exceptional circumstances the Minister may extend the time to not more than in all sixty days in the year.

This provision has been more difficult to administer than any other in the Act. It is a not uncommon experience for a complaint to be made to the department, on behalf of the employees, and then to find that on the surface, at all events, they, upon the inspector's visit, as much resent the interference of the Act with their hours of labour as do the employers themselves. The unfortunate position of the department in having to get the condemnation of the employer out of the mouths of his own employees will always make it difficult to fully enforce these provisions.

However, in many cases the department finds the employer himself anxious to have the time limitation enforced, as it tends to fairer competition all round.

No provision is made in the Act, as in English legislation, for certain holidays being observed; consequently, it has been the custom in cases when a public holiday occurred in any week for the hands to be required to work overtime during the remainder of the week till the full period of forty-eight hours was made up. In consequence of this, an intimation was published, based on a Ministerial minute, that such a system was not only contrary to the spirit, but was also an infraction of the letter of the Act. Section 37 of the Act expressly refers to overtime, as time worked beyond the *ordinary working hours*, and section 12 requires these "working hours of the factory" to be posted up. The inspectors were, therefore, instructed to regard every period of time worked in a factory beyond the hours posted up, as overtime without regard to the fact that by reason of the intervention of a holiday a total of forty-eight hours in any one week may not have been worked in the factory by the women and lads concerned. The Bank Holidays Act in this Colony applies only to banks and public offices, whereas, in England, provision in this respect with regard to factories is made by the Factory Act. The English Factory and Workshop Act, 1878, s. 21, provides that "A child, young person, or woman shall not (save as is in this Act specially excepted) be employed on Sunday in a factory or workshop." The exemption referred to relates to Jews, who may substitute Saturday for Sunday. No such provision is made in our Act. Cases are known to the Department where Sunday work has been carried on in factories, and which it was powerless to check, the only proceedings that could be brought being under the Act 29 Car. II, c. 7.

Section 40 of the Act provides that no occupier of a factory shall employ a male under 16 years of age or a female under 18 years of age

- (a) in any factory,
- (b) in the business of, but outside any factory,

between the hours of 7 o'clock in the evening and 6 o'clock in the morning, unless in the case of overtime, but gives the Minister power to exempt from its operations any factory where the customs or exigencies of the trade carried on therein may require, or make it desirable, that such an exemption should be granted.

The

The department is naturally chary about granting permits of this kind, and it has only been in cases where perishable articles have had to be dealt with and in exceptional cases of pressure at a particular season that they have been granted. The number allowed last year was only five, and in each case special conditions were attached. For example, permits were granted to certain jam-making firms on the following conditions :—

- (a) That two shifts per day would be worked, and no boy or woman be worked in consecutive shifts.
- (b) The first shift to commence not earlier than 6 a.m., and the last to finish not later than 10 p.m.
- (c) Night work to be done in alternate shifts, so that no boy or girl be worked two consecutive weeks on night-work.
- (d) No overtime to be worked on night shifts.
- (e) Each shift to be allowed two breaks of not less than half an hour each for meals.

This arrangement has not, however, been found to work altogether satisfactorily in consequence of the intermittent nature of the fruit supply. With a constant and fairly equal supply such a system could be worked with complete satisfaction. In each case it should be understood that the permission was granted for a limited period only, sufficient to cover the fruit season.

Mr. Taylor says :—

Although the Act provides that females and boys under 16 years of age may be employed for forty-eight hours in any one week, there are many factories in the city in which the hands are employed for only forty-four hours. By far the greater number, however, work the full time allowed by the Act, and there are factories which are still working in excess of the statutory time.

Great difficulty was experienced in some of those factories in which the longer hours were worked in inducing the employer to lessen the hours of employment for boys and females. One objection raised was the upsetting of business arrangements, as it was necessary (in the case of males) that the boys should attend and feed the adults with work. Some of the manufacturers informed me that it was their intention to apply for exemption. But upon it being pointed out that the department had not the power to grant such exemption, and a reasonable time being allowed in which to make more satisfactory arrangements, the greater number limited the hours of these young persons to forty-eight per week.

Another objection (in the case of females more particularly) was that the hands were paid piecework, and that it was the wish of the employees themselves to work these long hours. In explanation it was said that in some weeks work would be slack, arising perhaps from dullness of trade, bad weather, and other causes, and the employees would, therefore, have a "bad week," and their earnings for that week be considerably reduced.

Many employers, whilst approving of the particular clauses wished, whilst trade was brisk, the opportunity of working their hands for longer hours.

The greater number of factories on receiving warning altered their hours, and are now working according to the provisions of the Act, but several factory owners, in spite of repeated warnings, continued to employ the younger lads and females contrary to the Act, and it was considered advisable to take proceedings against them, the result acting as a deterrent to others. Prosecutions were accordingly instituted and convictions obtained.

The hours worked by some of the factories were excessive, instances having come under my notice where boys and girls were worked up to and over sixty hours per week, for which they received a few shillings only.

One of the worst cases I had to deal with was at a factory in which the work was carried on night and day, both males and females being employed. At the time of my first visit all the employees were supposed to work in twelve hours' shifts, out of which they were allowed 1½ hours for meals, but, on inquiry, I found that even these long hours were exceeded. The proprietor was informed of the provisions of the Act with regard to hours of labour, and he promised compliance with my demands. An official notice was sent to him, and he was allowed one month in which to make necessary alterations. Some time afterwards I visited this factory, and the manager informed me that he had completed his arrangements, and that the hands were then working the prescribed hours, at the same time drawing my attention to the "notice of hours" posted in the factory. Not being perfectly satisfied with his assurance, I paid another visit to make strict investigation, and then found that the girls were still (according to their own statement) working from sixty to eighty hours per week. From one girl's statement I found that the hours worked by her during the week totalled over ninety. She also stated that she was kept going so much that she had not time to take the ordinary allowance for meals, but had to take her meals whilst at work.

Some of these females regularly commenced work at 3 a.m., and on the Saturday morning commenced at 2 o'clock after working up to as late as 10 p.m. the previous night. The majority commenced work at 4.30 a.m. and worked till 5, 6, and 8 p.m. every evening, out of which they were allowed half an hour for breakfast, three quarters of an hour for dinner, and half an hour for tea. Proceedings have been instituted in this case.

Mr. Armitage reports :—

In laundries the work is very irregular, and this necessarily has an effect on the hours of employment. As a rule, the ironers work from eight to twelve hours a day, doing no work on the first day of the week, so as to cut out the forty-eight hours allowed by the Act. It is very common for one to visit a laundry at 9 or 10 p.m. and find the ironers at work. I am glad to say that, notwithstanding the rush of work in some of the larger steam laundries, they seldom exceed the eight and a half hours per day.

In the season trades the temptation to work overtime and beyond the hours allowed by the Act is very strong, but in most cases the occupiers have overcome the difficulty by engaging more hands.

In factories overtime is frequently worked on Saturdays, and often on week-days; the women sometimes working on till 3 or 4 on Saturdays, and till 7 or 8 on week-nights, without a meal. This is done so that they can get away early. In the mills, where they work three shifts of eight hours each, the men have to take their meals whilst working.

Miss Duncan says :—

The weekly limit of forty-eight hours of work has certainly been of benefit to the women and boys in those trades which formerly worked very long hours.

In some classes of factories the ordinary week's work is forty-four hours, that is eight hours on five days in the week, and four or five hours on Saturday morning. This obtains largely in the boot trade. In some cases any excess of forty-four hours is paid as "overtime," as in many printers' workshops, and in places where the packing of tea, patent medicines, baking powder, &c., is carried on. There are instances of 6d. an hour and tea-money being paid when the ordinary hours of work are less than forty-four.

On the other hand, however, some instances have come under my notice of the working hours of the factory having been increased to forty-eight.

In some dressmaking establishments it was formerly the custom to expect the employees to work hard and late in busy times, in return for which an off-day was given in the following week, or in a slack time, and holidays were paid in full. When the law requiring payment for all overtime at the rate of time and a half, and demanding also reduced numbers in the work rooms came into force, this system was changed to meet the new condition.

In some isolated cases we have had to regret that the process of reducing all factories to the uniform system of forty-eight hours a week has not markedly improved matters, although the benefit reaped by the greater number enormously outweighs any disadvantages that may have accrued to the few.

There is unfortunately no provision made in the Act for the payment of overtime when worked by unpaid apprentices, a large number of whom are to be found in most dressmakers' rooms; although it is usually said that only the more skilled hands are kept back, there are undoubtedly cases in which these children work more than forty-eight hours in the week.

Short of absolutely forbidding unpaid hands to work "overtime" a minimum rate of pay per hour for overtime might be fixed, especially as the Act makes no provision for holidays.

It may be well doubted whether the 1d. per hour which is due to the apprentice receiving 2s. 6d. per week is a rate of remuneration in proportion to the loss which she sustains in working under gaslight. The provision in the English Amending Act of 1895, which forbids a person under 18 to work overtime, seems to be a very wise measure.

One of the grievances occasionally complained of in connection with overtime is that the weekly "workman's ticket," on which the young people travel, is not available by late trains; when good wages are received this is not a serious matter, but when they range from nothing to 3s. or 4s. per week the case is altered. Some employers pay train and tram fares in the case of overtime, but many do not.

The inspector is often faced with the question, "What is time and a half in the case of pieceworkers";—Is it rate and a half? If so, the rate per piece will have to be reduced."

It is not difficult to calculate time and a half for pieceworkers on the basis of the average weekly earnings, and this is what is done, but it would seem that a standard rate of payment per hour fixed by law would be more satisfactory.

In connection with payments, the subject of fines and deductions may be mentioned. These are not generally imposed in the smaller factories, but in some of the larger ones, where many persons are employed, a system of fines for late arrival obtains, from which even those workers who receive 2s. 6d. a week are not exempt. In one case the fine imposed is at the rate of time and a half. Deductions from the weekly wage are also made in cases of a short week's work.

[NOTE.—In the Truck Bill laid on the table of the House last Session special provision was made, following recent English legislation, to regulate deductions from wages. It was proposed to place considerable limitation on the power of employers to make such deductions from the wages of their employees on account of fines.]

OUTWORKERS.

The Act requires that every occupier of a factory employing outworkers must keep a record showing:—

- (a) The name of every person employed by him in the business of his factory outside such factory;
- (b) The places where those persons are employed;
- (c) The rate of payment in each instance, and furnish a summary of the same when required by the inspector to do so.

These are the only provisions that directly touch the question of sweating, and it cannot be contended that they provide any effectual check on the abuse. Probably they may have the effect of bringing cases of exceptional hardship under the notice of the department, and through it informing the public. Further than this they do not go. The iron law of supply and demand still works out to its logical and bitter end. How far any legislative system in restraint of sweating may be effectual cannot be discussed here, for the law as it at present stands does not attempt restraint, but aims only at inquiry into condition.

The net result of the information supplied to the department with regard to outworkers is that as a general rule the better wages in the clothing trade, and it is in this trade that the bulk of the outwork is done, are paid by the class of tradesmen who supply the better quality of goods. That in short, sweating is found to be a condition associated not so much with the making of clothes for the wealthier classes of the community as with the making of the slop clothing that finds its readiest though not exclusive market among the poor themselves. No reflection is cast upon any class by this statement, for the purchase of cheap goods is, generally speaking, itself the result of insufficient means to buy a better kind, but it brings about the paradox that the sweated employee is to some extent the outcome of his own demand for cheap commodities.

The following table illustrates this statement:—

Rates of payment for work done outside the factory or shop.

Article.	Factory.				Shop.	
	Slops.		Orders.		Orders.	
	From	To	From	To	From	To
Men's Trousers	4d.	1/1	1/-	3/-	3/-	12/6
Boys and Youths'	4½d.	1/-	9d.	2/9	.....	.....
Men's Denim Trousers	3d.	3½d.	.....	.....	.....	.....
Men's Mole Trousers	4d.	6½d.	.....	.....	.....	.....
Men's Vests	5½d.	1/9	1/-	3/6	3/3	10/6
Boys and Youths'	4½d.	1/3	1/-	2/6	.....	.....
Men's Sac Coats	1/5	2/3	5/-	20/-	10/-	28/-
Men's Silk Alpaca Coats (unlined)	1/-	2/-	.....	.....	.....	.....
Finishing Trousers	1½d.	3½d.	.....	.....	.....	.....
Ladies' Blouses	2½d.	1/6	.....	.....	6½d.	3/-
Ladies' Wrappers	4½d.	8d.	.....	.....	1/-	1/3
Ladies' Skirts	4d.	9d.	.....	.....	1/6	2/-
Children's Dresses	3½d.	5d.	.....	.....	1/-	14/6
Children's Sun Hats	2½d.	3½d.	.....	.....	1/9	2/6
Ladies' Underskirts	3½d.	4d.	.....	.....	8d.	2/-
Boys' Tunics	3½d.	8d.	.....	.....	3/6	5/6

Miss Duncan says:—

This table shows the prices given by tailors to their "outworkers" as compared with those paid by factory proprietors.

In comparing these, several important points should be noted.

In point of fact the two trades are not comparable; but they are so frequently confused in the discussion of "sweating," that it has been thought well to call attention to the matter.

The work done by private tailors is always "order" work, that is to say, is made to measure, is of better material, is made with much care, and is frequently hand-sewn. The work is done by skilled hands, who have passed through a long apprenticeship under a journeyman tailor. This accounts for the very much higher price paid for this class of work. Factory "orders" are also made to measure. They too are made by journeymen or tailoresses, but with more help from the machine.

"Slops," or articles sold ready-made, are only made by factories. They are of several classes, and, when made by piece, are paid for at different rates, according to the amount of work required. Within the factory these are usually made by persons receiving a weekly wage, as already shown. It is in the commonest class of slop trousers and vests that the evils of sweating are most seen amongst "outworkers." A large proportion of slops is made in the factory, and the balance is given out to be made by "outworkers," who carry them home, and return them to the factory when made.

Almost anyone who travels frequently in the omnibuses running to the suburbs is familiar with the small boy or girl struggling with a solid bundle pinned up in a cloth, which contains the dozen or so of "Colonials" which make up mother's tale of work for the day.

The

The weight of a dozen pairs of unmade moleskin trousers with trimmings, as taken from the factory, averages 27 lb. These are of middle value. Nos. 5, 6, 7, 8, 9, 10, and 2 dozen are sometimes carried away by the "outworker," a dead weight of nearly half a hundredweight.

The trousers are cut out in the factory, made up into bundles with their trimmings, buttons, the distinctive label of the warehouse, and a card of instructions, and carried to and from the factory by the "outworker" or her children. Cotton and threads are provided by the outworker.

The outworker puts the article together by machine, sews on the buttons, makes button-holes, and finishes the various parts by hand, and returns the bundle to the factory. The factory presser then goes over each article with a hot iron to give it a finished appearance, and make it ready to be sent into the warehouse, whence it finds its way to the retail shop or up-country store.

The work as it is often done is of the very poorest quality, a fact easily accounted for, when it is remembered that this industry is resorted to by women who have no other means of making a livelihood, and who are entirely untrained. In this, as in other occupations, the best worker commands the best prices, and is employed by the best factories, but there is only a limited amount of work at the higher prices, and a very large amount at low rates.

In some rare cases work is given out to be "finished" by "outworkers." "Finishing" consists in completing the garment by hand after it has been put together by machine, and is paid for at the rate of from 1½d. to 3½d. per pair.

I have investigated most of these cases, and find that although "finishing" is occasionally done by "outworkers," it cannot at present be looked upon as part of the system, nor from the very low rates given, is it likely ever to be much sought after. It has generally been undertaken by persons who have other means of support, and who in order to meet a temporary want, have turned to this as a possible means of adding a few shillings to the week's income. As a means of living, it is entirely out of the question at prevailing rates; although in one instance it is stated that a woman has been able to make 10s. or 12s. a week, this seems to have been a special case, and there is no reason to suppose that a constant supply of work would be forthcoming, except at the lowest rates, which seem to bring in from 5s. to 8s. a week, with continuous work.

I have visited many "outworkers" in their homes, and I do not think that at the rates of 4d. and 4½d., which are now given by some factories for making Colonial tweed trousers, a woman could make a living unless she had some other source of income.

It appears that slop vest-makers get much better prices, and that two persons working together can make from £1 to 36s. per week. There are two or three classes of slop vests, cotton-stitched, the lowest pay for which is 5s. 6d. per dozen, and silk-stitched 9s. and 11s. the dozen; a vest-maker also occasionally gets a machine order at somewhat higher pay.

Two women working together can make about eight vests a day, the buttons are sewn on by the "outworker," but button-holes are made by machine after the garment is returned to the factory.

The life of a trousers-maker, working on the lowest class of slop serge and tweed trousers, is a very hard one. Two persons can make from eight to twelve pairs a day, taking large and small sizes together. A small amount of pressing has to be done, and all button-holes made, whilst the worker also finds all cottons and threads; these are frequently bought voluntarily from the factory, because they are found to be cheaper and of better quality, and because it is difficult in small shops to match the numerous shades of colour required for different tweeds, of which there may be a considerable variety in one bundle; the ordinary weekly cost of cottons and threads is stated to be about 1s. 6d. or 2s.

The tailor's machine used for this purpose costs from about £10 to £12, and takes from two to four years to pay off on the time payment system; the usual terms are, first payment of £1, and weekly payments of 2s. 6d. It appears that most firms supplying machines deal leniently with their customers, and allow them to fall into arrears for some weeks.

Each "outworker" has a book in which the person who gives out the bundle from the factory enters the date, the cutter's number, the number of pairs given out, with the rate of pay; this is a check upon both the worker and the factory if the books are properly kept, but I have seen books so badly entered at the factory that it is impossible for the worker to know at what rate she is really being paid; this however seems to be exceptional.

The fact that in one factory, in which the rates of payment are very low, all odd half-pence are kept by the factory has several times been mentioned, and it has also been affirmed by more than one worker that in another factory mistakes as to payment due so frequently occur to the loss of the worker that they have given up taking out work from the firm.

The want of a regular supply of work, and the time lost in going in search of it, is so much felt amongst this class of workers, who generally live in distant suburbs, that a woman will often prefer to take work from factories which give a lower price in consideration of its being constant. It often happens that a woman after paying a 2d. tram fare each way between the home and the factory is given a bundle which will bring in only 9d. or 1s. gross earnings, and in a slack time she may go in day after day only to return disappointed.

It is probably true, as often stated, that many persons take out work from factories who are already well provided for, and that they reduce the amount of work available for those who really need it.

A large number of "outworkers" are women whose husbands are invalids or out of work, and who have several children, besides the numerous class of women who are widowed or deserted.

In addition to outworkers from clothing factories, there are others who take out work from the factories in which ladies and children's clothing is made, but by far the greater number appear to work directly for the retail shop-keepers, either as individual "outworkers" or as occupiers of small factories. The prices given by shops appear to be much better than those given by factories, but on this point the department has not a great deal of information, the occupiers of shops not being required, as in the case of factories, to furnish the information.

There appears to be a disinclination on the part of factory owners to give out work of this class, and as their premises are enlarged an increasing number of indoor workers is taken on.

As in clothing factories, the women employed are either "machinists" or "finishers," and are generally paid by piece, though sometimes by weekly wage. Neither hand, as a rule, completes the manufacture of any garment, so that the rates per piece paid to indoor and outdoor workers cannot be accurately compared.

Blouse-makers outside are paid by factories at rates varying from 2s. 6d. per dozen to 18s., according to the quality, style, and material of the blouse.

There is yet another class of home-workers who are employed directly by the warehouses and shops, viz., those who do stock work, and those who make flour-bags, tents, and tent-curtains, and house linen.

The sources of information on these matters are more limited than in the case of factory "outworkers," but the following prices for work may be quoted:—

For flour-bags.....	3d. to 3½d. per dozen.
Pillow-slips.....	1/6 to 2/-, according to the way in which they are made.
Table-cloths	2/- per dozen.
Table-napkins	1/- per "
Sheets	2/- per "
Towels and dusters	1/- per "

These are warehouse prices paid to a good worker and are said to compare favourably with the low lists. Prices paid by shops:—

Plain pillow-slips.....	1/9 per dozen.
Filled pillow-slips	2/6 per "
Paisley wrappers	12/- to 15/- per dozen.
Lined skirts	1/6 each.
Skirts lined and bound	2/- "
Flannel pyjamas	6/6 per dozen, all sizes.
Flannel shirts	4/3 per dozen.
Common blouses	6/6 "
Lined cashmere blouses	1/6 each.
Good cotton blouses.....	12/- per dozen.
Pyjamas	1/6 each.

These articles are made for stock. The material is sent to the outworker in bales. She cuts it to the best advantage, and is paid a fixed price per dozen for each class of goods. Tailors'

Tailors' cloth cuttings are sold both by the factory and the "outworker." When in large quantities, as in the factory, they are exported to be worked up again into flock or cloth, and in small quantities they are sold to bedding and flock factories at 1½d. per lb.

In the latter case they are passed through the flock-machine together with woollen rags of every description, to be worked up into the flock which is used for the stuffing of chairs, sofas, and bedding. That flock thus made is nearly always uncleaned is an undoubted fact; a certain amount of dust is carried off by means of a fan, but however dirty or infectious may be the old clothing which is brought in by the collectors from any and every source, it is ground up into a new form in the flock-machine and undergoes no cleansing by washing or boiling, though rude attempts are sometimes made to disinfect it.

Although manufacturers may exercise care in choice of woollen rags offered them for sale, it is manifestly impossible for them to distinguish between those which may contain the germs of disease and those which are only dirty, and until old articles of clothing are rejected by flock-makers cleanliness in flock cannot be looked for.

In this connection I may quote from an article which recently appeared in the *London Times*. "In commenting upon the report of the Committee appointed to inquire into the causes of workmen suffering from anthrax, the writer says,— 'We get some idea of the filthy condition of the materials worked up into stuffing for sofas, chairs, and beds, in learning that 40 per cent. of the weight is not unusually removed in the process of washing. It is unsatisfactory though not surprising to learn that some manufacturers in Gloucestershire, who used to wash rags before putting them into machines, now state that they are compelled in these days of low prices and keen competition to manufacture unwashed flocks in order to hold their own against Yorkshire makers. It is unpleasant to reflect that in cheaper articles of furniture there is probably dust containing enormous numbers of microbes.'"

Table V in the Appendices furnishes some statements made by outworkers relative to their wages, hours, and condition.

SWEATING.

Sweating has been defined by Mr. Schloss, a well-known writer on industrial subjects, as a "condition of industry under which workers are practically compelled to work at starvation wages for excessive hours and under insanitary conditions," and the system itself has been well described in a report to the Board of Trade as "one under which sub-contractors undertake to do work in their own houses or small workshops and employ others to do it, making a profit for themselves by the difference between the contract prices and the wages they pay their assistants." The commercial remedies that have been suggested are,—

- (a) For all the large contractors to have their work done in establishments of their own on the factory system.
- (b) For labour contractors themselves to adopt the large factory system under which such profits would be possible as to allow of better pay to the workers.

Other suggested remedies of a more or less philanthropic or experimental nature are co-operation, Government workshops, and so on.

In the neighbouring colony of Victoria a Legislative remedy is now in actual operation, but it is premature to express any opinion as to its success or otherwise.

As pointed out in the Report of the Select Committee of the House of Lords on the sweating system (1890), there exists in all large communities certain conditions of life which make a system of this kind possible; some of these are "the inefficiency of many of the lower class of workers, early marriages, and the tendency of the residuum of the population in large towns to form a helpless community, together with a low standard of life, and the excessive supply of unskilled labour." These are given as the chief factors in producing sweating, and the interesting statement drawn up by Miss Duncan, with its numerous facts and illustrations, bears out the conclusions arrived at in this report, and especially so with regard to the gradual establishment in our midst of a helpless industrial community for it is notoriously difficult to establish any permanent trade organisation among the widely scattered members of a poorly paid class untrained in co-operative action. Such a class are the women engaged in the clothing trades. The conditions of modern factory labour, such as the ever-increasing tendency to cheapen cost and increase output by the subdivision of work, are in themselves a special education in helplessness. Once away from their particular line of work the majority of these girls are helpless.

A vest-maker away from her vests is lost; she does not know the art of trouser-making, and that of coat-making is beyond her skill and strength. And as Miss Duncan points out, this is an increasing class—increasing not in normal proportion, but by reason of the continuous indraught of cheap or unpaid child-labour—increasing in excess of normal proportion. I find by a comparison of figures that the number of females employed in the clothing and textile trades has in the past five years largely increased, whereas the men have added to their number only in relatively small proportion.

A reference to the statistical return at the end of this report will show that out of a total of 1,191 females employed in the slop clothing factories, 423, or more than one-third, are under 18 years of age. The proportion of women of all ages to men in this class of trade is more than three to one.

Of recent years, here as in other communities, there has been a marked influx of middle-class young women to trades and callings. This tendency is due to causes both social and economic. Miss Collett, one of the Female Inspectors in England, a few years ago furnished the Board of Trade with a report on the "employment of women and girls," and there says, "In the middle class a high standard of comfort, a smaller field for domestic usefulness, a diminished probability of marriage, apprehension with regard to the future, have all combined to encourage the entrance into the labour market of middle-class girls." Indeed, the least observant person must have noticed this tendency in our own Colony within recent years, and especially since the period of financial crisis through which we have passed.

In connection with this matter, I cannot refrain from calling attention to Miss Duncan's comment on the competition of partially-supported women with those wholly dependent on wages for their maintenance. It is not, of course, a question of right, for all who wish to do so have a right to enter the labour market, but undoubtedly the competition of the partially-supported woman, regarding her wage as merely supplementary to her maintenance—a means of purchasing luxuries, not necessities—tells harshly against her to whom that wage represents the whole means of livelihood for herself and it may be others.

Miss Duncan says :—

The question of "Sweating," has been prominently before us throughout the year. It is one on which manufacturers of the best class feel and speak strongly. Instances might be mentioned of good firms, honorably known for many years as considerate employers and good paymasters, who have worked their hands for half-time for many weeks, and have at last been unwillingly obliged to lower their prices, in order to keep their factories open at all in the face of fierce underselling.

It is affirmed by all persons in the trade that there has been a steady fall in prices during the past few years. This is popularly attributed, amongst other causes, to the desire of the public for cheaper goods. In the trade it is attributed to the fall in prices offered by the warehouses, to the competition between retail shops, to the keen competition produced by the entrance of new firms into the trade, and to unscrupulous sweating.

Turning to the wholesale manufacture of clothing, in which sweating chiefly occurs, it seems certain that the responsibility lies between the warehouse, the shops, and the manufacturer.

While the ranks of "outworkers" are largely filled by deserted wives and mothers, and widows with children, who must take work at the price offered or starve, there is but little hope of organised resistance on their part to the system from which they suffer. And while factories are filled with young girls at low wages, there can be no hope that anything but low prices will be given, either to the indoor or the outdoor worker. The woman who, with a home and living already assured, takes work at a low price (and such cases are not unknown), must also take her share of the responsibility of helping to lower the standard of wages.

Clothing factories fall into two classes :—

1. Those which are under engagement to work for one warehouse or shop only, and which make order clothing and ready-made clothing of different qualities
2. Those which carry out Government contracts and work for different warehouses and shops, making some order clothing and all classes of ready-made clothing.

It is in the latter class that the fierce competition for the patronage of warehouses is carried on, and it is there we find the evidences of "sweating." Illustrative of this is the following incident, which is stated to be true :—A certain warehouse offered to manufacturers 1,000 pairs of slop trousers, of a certain kind. X, a well known manufacturer, engaged to do the work at 1s. per pair, and the parcel was made up and labelled for him. Y, becoming aware of this, fixed his price for making at 10d. per pair, and received the promise of the order, until a lower offer of 9d. from Z won the day. It may fairly be assumed that the original offer of 1s. would not have been entertained by the warehouse had it not expected to make some profit on the transaction; and that an actual gain to the warehouse over estimated profit is represented by the difference between the first and last offer. In order to understand how the cost of production comes to be so differently estimated by manufacturers, we turn to the constitution of the two factories. In X's factory it will be found that almost all the women are over 18, and receive an average weekly wage of about 16s.; the men, including a couple of apprentices, are also over 18, and receive an average wage of £2 1s. 6d. Z employs a similar number of women, but two-thirds of them are girls ranging between 14 and 17, whose average weekly wage is less than 5s. 6d., while the average wage for all the women employed is about 7s. In the case of males, two of whom are boys, the average weekly wage is about £1 7s. 6d. The rates of pay to "outworkers" will show a like variation between the two factories.

A weekly wage of 16s. 6d. is a bare living for a woman, yet it is a high average for factory work; 7s. is not a living at all; but as there are numbers of girls who have a home and wish to earn a few shillings weekly, the market is flooded with cheap girl-labour.

In the factory the contract is carried out somewhat on the following lines :—The machinist will be paid by weekly wage, the finisher by the piece, the cutter and presser by piece, and soap, heating, rent, and profit must be allowed for. Thus the wages of four persons must come out of 1s. before the manufacturer can look for any profit. If the price be reduced to 9d., there must be a reduction all the way round; it is not likely that either the cutter or presser, who can command good wages, will tolerate anything but a slight reduction; possibly there will be none in the case of the presser, who is sometimes paid at Union log rates. It is not, then, surprising that we find girls working as finishers at 2s. 6d., 3s., and 4s. per week, and the outworker, who is both machinist and finisher, and is at the cost of her own machine, making "colonials" at 5d., 4½d., and 4d. a pair.

The large proportion of young girls and women over 18 in clothing factories is not without its significance in the discussion of the matter. The presence of so many unskilled hands would hardly be tolerated by men in any trade. Cheap production appears to be accomplished, first by the reduction of the wages of adult workers in the factory, and, at a later stage, by the substitution of cheap girl-labour for that of women.

The various systems of sub-contracting should be mentioned. In some cases a room in the factory is rented at 8s. or 10s. per week, and constant work is guaranteed by the manufacturer to the tenant, who engages and pays a number of young hands to do the bulk of the work at low wages; the employer usually receives the outworker's price, and probably makes a profit upon it. Or persons engaging their own hands are charged a weekly sum of 4s. or 8s. for the use of machines, and possibly the services of a button-hole machinist. The case may be quoted of two women working in a factory, who make vests at 6s. per dozen, and a few better ones at 9s. They employ one girl at 6s. per week, one at 8s., and one unpaid "apprentice." These five persons working together make about two dozen vests a day, and are charged 4s. per week for the use of two machines. A trouser-maker, working independently in the factory, employs ten or twelve girls, all young, as "apprentices," giving them 2s. 6d. to 3s. 6d. per week; this person is charged rent for the room, and takes trousers at "outworkers'" prices. A vest-maker employs fifteen or seventeen hands, a coat-maker eight, ten, or twenty, and so on. The factory owner disclaims all knowledge of, or responsibility for, what is done by these contractors.

In the case of sub-contracting outside the factory, we find the same condition of things. The manufacturer gives out part of his contract in a considerable quantity to one person, who in his turn establishes a factory on a small scale, and employs a number of hands, either as unpaid "apprentices," at a weekly wage, or on piecework; their earnings vary from 2s. 6d. to 7s., with perhaps a small number of hands at 10s.; we even find married women earning a wage of 3s., 5s., and 6s. a week on piecework, and trousers being given out to finish at the low rates already spoken of.

I am of opinion that this system has done much towards lowering the rate of wages both inside and outside the factory.

One may venture to predict that in a year or two, when all the so-called "apprentices" who have been kept on have learnt their business, the number for whom there will be room in the factories will be very small, and they will have no little difficulty in finding employment in the clothing trade. These comments do not apply to those well-conducted factories in which the number of genuine learners bears a fair proportion to the adults employed, but to those in which the increasing number of young hands leads on to the gradual displacement of women whose years of employment entitle them to expect fair wages.

APPRENTICES.

This Department is charged with the administration of the Apprentices Act of 1894, and the system of apprenticeship generally has been brought under its notice in the administration of the Factories and Shops Act.

Apprentices may, so far as this Colony is concerned, be divided into two classes. The first, and they represent a rapidly decreasing number, are those who have been apprenticed in the old meaning of the word—to be instructed fully in the craft exercised by their master. In a few trades, such as saddlery, and in the case of certain bakehouses, no doubt the obligation is still fairly complied with by the master. What, however, is called apprenticeship in the clothing trade is a misapplication of the word.

The provisions of the Apprenticeship Act of 1894 are not as well known as might have been expected among the class it chiefly interests. Some time ago a mother called on me to complain of the treatment of her son by the master to whom he was apprenticed. It appeared that the apprentice resided in the house

of the master, and before and after the day's work at his trade had to perform a multitude of domestic duties, such as preparing the meals, making the beds, washing up dishes, cutting firewood, and exercising a general supervision over the children. This, of course, was quite in the mediæval style, when the apprentice was to all intents a member of the household, and if certain homely romances are to be believed, had in due time as the reward of his diligence the hand of his master's eldest daughter, and as the stimulus to his ambition the glory of a Lord Mayor's day.

Some masters appear to think that this old-time form of complete servitude still exists. In the case quoted the master had apparently no idea that the "forty-eight hours a week" principle had yet reached the venerable institution of apprenticeship, and the mother was much relieved at getting a note to the effect that no apprentice "shall be bound to serve his master for more than forty-eight hours during any one week." This restriction does not, however, apply to apprentices bound to farming occupation, or to other servants in husbandry or to domestic service.

On this subject Miss Duncan writes:—

The system of binding apprentices by indentures for a term of years at specified wages is undoubtedly on the decline, although it still exists amongst bootmakers, brushmakers, saddlers, and some other trades.

The term "apprentice" is loosely applied to learners in most trades. I have discussed the matter with many employers, and find that there is a growing distaste for the system, which they say causes them considerable trouble without any corresponding advantage; the difficulty is aggravated by the want of control shown by parents, and the indifference of a lad to his own interests or those of his master. Many employers express their intention of refusing to take apprentices, and of employing only young people who can be dismissed if they do not prove themselves satisfactory. This system of course would relieve the employer of the duty of teaching, and throws upon the boy the responsibility of learning the trade by his own diligence and aptitude, or leaving the factory as ignorant as he entered it.

As far as girls are concerned, they are seldom bound as apprentices, except in the boot trade.

In this case they are taught one of the branches only—they are apprenticed either as fitters, *i.e.*, persons who fit into place and join by some adhesive mixture the various parts of the uppers and linings; or as machinists, *i.e.*, persons who stitch together by machine the various pieces of the "uppers" which have been made ready by the "fitters." The cutting out of the leather and the joining of "uppers" and soles is always done by men.

The apprentices are bound for about three years at the rate of 4s. for the first year, 5s. the second year, and 6s. for the third year, but the length of terms and rate of pay differs in different factories. In one case a bonus is distributed at the end of every month, calculated on the earnings of the apprentice, and is known as "over-money."

In millinery girls are taken on as so-called apprentices for six months or a year without pay; at the end of that time, having presumably been taught something, they begin to receive from 2s. 6d. to 5s. per week.

In the dressmaking trade every workroom has a certain proportion of young girls who are taken on for three months without pay, make themselves generally useful in running messages, matching patterns, and in tidying up the workroom, and who are called "apprentices"; they do a little needlework also, but are said to be "very often out of the room," and I believe that as a rule no attempt is made to teach them the trade at this time, and that the first three months is more of a probationary time; if they prove themselves apt and willing they pass on to the more advanced stage of "improver," when they begin to receive wages at the rate of 2s. 6d. per week.

In some workrooms each girl is taught the trade all through, but this seems to be somewhat exceptional, and ordinarily they become in the course of time either bodice-hands, skirt-hands, or sleeve-hands.

It is not uncommon to find in small workrooms that the proportion of skilled and unskilled hands is as 1 to 6. Two sisters or friends will carry on a business with the aid of five or six hands at low wages or with no pay.

In tailors' workshops boys and girls are apprenticed to a journeyman tailor, and are taught and paid by him. In one workroom several journeymen tailors may be found each with one or two apprentices working under him; in this case they appear to be thoroughly taught the trade, and develop into competent tailors and tailoresses, working as they do all day under the immediate direction of their employer.

In clothing factories the terms of apprenticeship so-called seem to be as follows:—Young girls are paid at the rate of 2s. 6d. or 3s. for the first six months, and 5s. at the end of that time. During this time they are taught to be "machinists" and "finishers" in the slop trade.

Mr. Armitage says:—

Apprenticeship is not so common now as a few years back. A few apprentices are taken on in the clothing trade and in the engineering trade, but the majority of the lads now taken on and called apprentices have no written agreement as to articles. They are kept at one particular machine, when in a short time they become, so far as it is concerned, expert as a journeyman, but are never taught any other branch of the trade.

LAUNDRIES.

The restriction of the hours of women working in laundries has been received with much outcry. This appears to be an experience common to all centres where legislation of this kind has been applied. In the last Report of the Victorian Department the following passage appears, and is quoted to show that the experience in the sister colony is similar to that in our own:—

In England, where the statutory hours are much longer, the same outcry is raised, the plea being precisely the same, and the laundry proprietors in Melbourne are no exception to the rule; and probably if the hours of work in Victorian laundries were fifty-two per week instead of forty-eight the same difficulty would still be raised.

As will be seen from Miss Duncan's report, the work of women employed in laundries is not only laborious in itself but has to be performed under conditions which make it very exhausting, if not positively hurtful to health. The bulk of this work necessarily increases in summer, the season when the conditions under which it has to be carried out are least favourable to long-continued exertion. At the close of last summer a case was brought under the notice of the Department, where the proprietor complained that if he were not able to work his laundry continuously for three days and nights in succession he could not meet an exigency that had arisen, in connection with the despatch of a mail steamer, for cleansing the linen of which he had entered into a contract. He proposed to do this with his ordinary hands, but it was pointed out to him that he could not be allowed to work them for such excessive overtime, and that if he must carry out his contract it would have to be with extra assistance. He accordingly submitted a proposal to double his staff and divide the work into three shifts of eight hours each, half ordinary hands and half extra hands in each shift. This arrangement was sanctioned, and would no doubt have worked satisfactorily had not circumstances subsequently made it unnecessary to put it into force.

Following

Following the practice in England and the sister colony of Victoria, a proclamation was issued in the early part of the year exempting religious and charitable institutions from the provisions of the Act. As the proprietors of several laundries complained of the injustice of the competition under such circumstances, Miss Duncan was detailed to visit, with the consent of the responsible officers, a number of these places with the result stated in her report.

Miss Duncan says :—

Laundries may be divided into two classes, viz. :—

- (a) Hand laundries.
- (b) Steam laundries.

The hand laundries, in which no mechanical power is used, are much more numerous than those worked by steam.

The work is usually carried on either in the house of the employer or in a house devoted to the business only; the premises are usually old and often in bad repair, in consideration of which they are let at a low rent. This is often the fate of the old bungalow type of house, which is by no means unsuitable for the purpose; the front rooms, furnished as they are with numerous French and other windows, well shaded by the wide verandah, make pleasantly, airy, and cool ironing rooms, and as the house is often surrounded by a large drying-ground, formerly a garden, they are protected from the dust which is fatal to the success of good work.

In the city laundry work is often carried on in premises originally intended for shops, in which case the ventilation is usually deficient. The ironers are placed in a front room, which has a large shop window incapable of opening, and the only ventilation is obtained from the door opening out on the street, with a possible fanlight above, both of which are kept scrupulously closed in dusty weather; these rooms open into a room behind, which may be used either as a room for heating irons or as a living room, and which again has a door leading into the small yard at the back. The ventilation is poor, and it is difficult to see how it can be improved.

On the other hand, where a whole house of a fair size, and standing by itself, is given up to laundry work, the conditions are not at all unfavourable.

The trade of hand laundries is almost entirely confined to private customers, the work is regular, being collected on Monday and returned at the end of the week, and is only subject to the ordinary increase of work in summer due to the difference in attire.

The ordinary hours worked in this trade during the winter months appear to be well under the forty-eight allowed by law, and any excess due to increased summer work can be easily met by the provision made for "overtime" in the Act. As a rule, the "washers" work for two or three days in the beginning of the week, and the ironers begin on Tuesday and work till Friday or Saturday. The washers are paid by the day, and the ironers by piecework; the latter average excellent wages throughout the summer making from £1 to 30s. or £2, according to their own quickness.

The women employed in hand laundries are seldom under 18; a large proportion of them seem to be married women.

In steam laundries the conditions are widely different, and great opposition to the Act was at first shown by the proprietors, who protested strenuously that the enforcement of its provisions would lead to the giving up or breaking of contracts, greatly to their loss.

It was also said that the trade would be forced into the hands of adult foreigners, men who could and would work unlimited hours, whereas the hours of women now employed are limited. I venture to think that this danger is much over-rated, and in no case would it greatly affect the steam laundries, the bulk of whose trade is ship and hotel work, which small hand laundries could never attempt to undertake. It is true that contract work is done at such a low price that steam laundrymen state they cannot afford to dispense with a private trade also, but this they draw largely from hotels.

In the summer-time, when the ocean steamers are larger and more crowded, when intercolonial boats run more frequently, and when hotels are full, the ship and hotel contracts are very much heavier than in winter, and as these must be carried out at any cost, much private and chance work is said to be refused, in order that the laundry shall fall in with the provisions of the Act. In this I see no great hardship, as it cannot be supposed that laundries are carried on at a loss during the other months of the year, and therefore it is well in the interests of the women that a time limit should impose some restriction on the amount of work accepted by a laundry.

If ships, hotels, and railway contracts were not done at such abnormally low rates of pay, we should not hear so much of these complaints. The responsibility for this lies between the contracting parties, who cannot reasonably think that the payment is a fair one.

When the various processes through which linen passes in a laundry are taken into account, when it is remembered that in order to do the work in a given time costly machinery and large numbers of hands are necessary, the rates of 2½d., 3d. and 4d. a dozen which now prevail for sheets, pillow-slips, towels, and table-napery, seem very inadequate.

Only a few years ago the same work was done in Sydney at 1s. a dozen. It is not necessary to point out that all such contracts are carried out at the cost of reduction in wages.

The exclusion of laundries worked by charitable institutions from the operation of the Act is complained of, more especially in the case of a steam laundry, which having received gifts of expensive machinery is able to compete with the established laundries on their own ground, and with the superior advantage of being able to work without restriction of hours, and to a large extent without payment of wages.

This particular institution I have not been able to visit, and therefore I am unable to express an opinion on the subject, as I know nothing of the class of work which it undertakes or the hours worked.

I have, however, as a matter of courtesy been allowed to visit the other charitable laundries of Sydney, and I do not think that the complaint is well founded so far as they are concerned. In only one case is contract work undertaken at all, and in this instance the two contracts are very small; no work is done on Saturday; the work on other days does not exceed eight hours a day, and the work is done at the ordinary rate of charge.

This applies to all the charitable institutions visited.

The larger steam laundries are buildings specially erected for the purpose, well furnished with abundant window-space, and in some cases with fans. The "washers," male and female, the sorters, packers, and machinists are paid by weekly wage, while the hand ironers are usually paid by piece.

The ordinary working hours of laundries before the introduction of the Act were from 8 to 6 daily, with overtime in summer on two or three nights a week; but it is averred that for several months in the year there is little or no work done on Saturday afternoon.

It would appear that the real ground of objection to the provisions of the Act does not lie in the time allowed by law being insufficient for the completion of the work, as there is nothing to prevent a night shift being worked in case of great press, but in the unwillingness of proprietors to pay overtime in the case of "sorters" and "folders," whose work must necessarily continue after that of the employees in other branches is finished, and whose hours in any week may run to fifty or fifty-two and in busy times inevitably do so.

This has been shown by attempted evasions of the law in the payment of overtime in these branches.

It has been shown that those employers who were willing to face the difficulty have been able to overcome it by giving each girl in the sorting department a day off in rotation, so as to allow of her working an hour later than the other hands on two or three days in the week, without exceeding the forty-eight hours.

As a matter of fact only one laundry has as yet made application for the extension of overtime which the Minister has the power to grant.

Though it has been found necessary to prosecute in one or two cases of infraction of the law in laundries, it seems that, on the whole, the Act is working well; it is, however, early as yet to speak with certainty.

As in the case of hand laundries, the washers and hand ironers are usually married women and over 18; a good ironer commands a good wage.

The proportion of girls under 18 who are employed in the laundry trade is small, and their work is almost entirely confined to the steam laundries. Here they work as folders and machine hands, and receive wages varying from 5s. to 8s., those engaged in the sorting-room getting better wages, as their work is more responsible.

The work of the folders and machine hands is close, constant, and arduous, and is often done standing and sitting at steam mangles which give off a large amount of moisture.

In most steam laundries the washing-machines are worked by men, while women washers work only at the tubs; but in some laundries this work is done by women, and in one they work barefooted with the hot and cold water flowing alternately over their feet. In large laundries the floor is commonly laid with cement to a fall furnished with gullies to carry off the water, and with wooden gratings to enable the occupants to move about dry-footed; the wet condition of the floor is unavoidable, as the washing-machines are constantly being emptied.

Among the special rules for steam laundries in the English Act of 1895 is the following:—"All stoves for heating irons shall be sufficiently separated from any ironing room, and gas irons emitting any noxious fumes shall not be used."

The stoves referred to are of cast-iron and fitted to heat a large number of irons by means of a coke fire; the surface of the iron, often in a red hot condition, throws off an enormous amount of heat, and it is no uncommon thing in a hand laundry to find women working within a few feet of it in a small room.

It would seem that such an unnecessary aggravation of the heat in such a climate as that of Sydney should be met by special regulation.

In the best hand laundries one room is given up for a stove-room, and is very useful for drying purposes also; but where space is deficient the stove finds its way into the ironing-room, and in such cases the difficulty might be met by fencing it off to a height of 5 feet by means of a movable partition.

EMPLOYMENT AND WAGES.

In compiling the statistics which are appended to this Report it was thought judicious to follow as closely as possible the forms used by the Government Statistician, a somewhat similar body of industrial information having in previous years been collated by that officer. It was felt that departure from tried and recognised forms might possibly lead to confusion. It must, however, be borne in mind in any comparison of the figures given in these two sets of industrial statistics that this department includes in its lists all factories that come within the definition given in the Factories and Shops Act; and the figures must therefore be read in the light of this statutory interpretation.

These tables show that at the close of last year 1,673 factories stood registered on the books of the department. It is not, however, contended that this represents the total of all the factories in the metropolitan district which come under the provisions of the Act. Scarcely a week elapses but one or more factories are found by the inspectors which properly should be registered, but which, through ignorance of the provisions of the Act, have not been notified to us and consequently remain unregistered.

In the factories stated a total of 29,503 persons are returned as employed in the metropolitan district, representing in round numbers nearly 1 in 45 of the total population of the Colony. Probably with other populous districts, such as Newcastle added, the factory employees would represent 1 in 35 of the whole population. In the middle of last year the total population of the United Kingdom was estimated at in round numbers 40 millions, and the number of persons at all ages employed in factories at that date about 3½ millions, so that, assuming the estimate in the case of our own Colony to be well within the mark, the relative proportion of factory employees would be as, say, 3 per cent. of our population to nearly 9 per cent. of the population of the United Kingdom. In Victoria the proportion is about 1 in 28 of the population, or a shade less than 4 per cent.

Of the number of employees in registered factories considerably over half—namely, 19,168, are adult males. The adult women employed are in round numbers in the proportion of 1 to nearly 4 of the adult males—by adult being meant over the age of 18 years. The number of boys and girls in employment under 18 years of age together exceeds that of the adult females, the lads numbering 3,418 and the girls 2,079.

The principal classes of factories in which women labour is employed are those connected with the preparation of articles of food and drink, clothing and kindred trades, upholstery, furniture and bedding, books, paper, printing, &c. In the first-named class they are employed in considerable numbers in biscuit and pastry factories, in the preparation of various condiments, in making confectionery, in jam making and fruit-canning. The fairly large number of 77 are engaged in tea blending and packing.

In the "clothing and textile" class the largest number of women and girls—viz., 1,518, are employed in dressmaking and millinery, and the slop clothing trade absorbs 1,191, whilst the tailors' shops, where customers are measured to order, employ 759. In the tailoring trade Miss Duncan points out that the females under 18 years of age represent only one-sixth of the total number of women employed. In the clothing factory trade they reach nearly one-half of the total number.

The boot and shoe trade finds employments for 711 women, whilst "white work," that is, the making of underclothing, &c., employs 239. In the class "Shipbuilding, Repairing, &c.," the making of sails, tarpaulins, tents, &c., finds work for 25 women and girls.

"Furniture, bedding, &c.," gives employment to 101 women and girls, some engaged in upholstery work, others sewing carpets, making picture-frames, window-blinds, curtains, &c.

The "book, paper, and printing trades absorb 551 women and girls, the greater number of whom are engaged in folding and sewing. Making paper bags, boxes, &c., gives employment to 140.

In the laundries 662 women are returned as being employed, and the making of tobacco, cigars, and cigarettes finds work for 141, whilst 130 are employed in the preparation and packing of chemicals, drugs, and patent medicines.

Among isolated instances may be cited the case of one woman making fishing-lines and one engaged as a bottler of wine, &c.

The principal classes of factories in which lads over 14 and under 16 years of age are employed are those connected with the preparation of food and drink, and especially in bread, biscuit, and pastry factories, and in making condiments, confectionery, and jam. Lads between these ages are also employed in the meat-preserving factories as tinsmiths, packers, and attendants on the butchers; the factories where "clothing and textile fabrics" are made also find employment for a number of boys, by far the greater number being in the boot trade. Lads under 16 years are also to be found in the building trades, in metal-works, engineering shops, &c. In the printing trade there are 134 lads between these ages.

The tables of wages have been carefully compiled from the returns furnished to the department and the rates given have been computed on the basis of the lowest and highest wages of men in full work, and may, therefore, in some cases appear rather large, since in many instances full work is the exception rather than the rule.

These

These figures illustrate many interesting social and economic questions. For example, I have within narrow limits attempted to compare the earnings of men and women of presumably the same or about the same grade of efficiency in certain of the trades in which both sexes are engaged upon similar work with the following results:—

Tailors Orders—

Coat-makers ...	{ Males from 40s. to 60s. (a)
	{ Females from 15s. to 40s. (a)
Vest-makers ...	{ Males from 25s. to 46s. (a)
	{ Females from 10s. to 30s. (a)
Trousers Hands	{ Males from 30s. to 55s. (a)
	{ Females from 10s. to 35s. (a)

Clothing Factories—

Coat Hands	{ Males from 40s. to 60s. (a)
(order and slop).	{ Females from 10s. to 35s. (a)
Vest Hands ...	{ Males from 21s. to 44s. (a)
	{ Females from 7s. 6d. to 30s. (a)
Trousers Hands.	Females only, 10s. to 30s. (a)
Machinists ...	{ Males from 25s. to 60s. (b)
	{ Females from 12s. to 30s. (b)
Confectioners ...	{ Males from 17s. 6d. to 60s. (b)
	{ Females from 12s. to 30s. (b)
Packers ...	{ Males from 12s. to 50s. (a) and (b)
	{ Females from 7s. 6d. to 30s. (a) and (b)
Weavers ...	{ Males from 36s. to 50s. (a)
	{ Females from 18s. to 31s. (a)
Upholsterers ...	{ Males from 40s. to 60s. (a) and (b)
	{ Females from 12s. 6d. to 40s. (a) and (b)
Tobacco Stemmers...	{ Males from 12s. to 25s. (a)
	{ Females from 10s. to 20s. (a)
Coverers ...	{ Males from 15s. to 45s. (a)
	{ Females from 15s. to 33s. (a)

These figures show a material difference between the weekly earnings of the two sexes. In the instances marked (a) the earnings are at piece rates, but in those marked (b) the rates are weekly wages, at which it is presumed the standard quantity of work done is about the same.

The differences in the earnings of the sexes may be due to several causes:—

- (1.) The greater skill of men in certain kinds of labour, as, for example, in coat-making. On the better class of this work men are almost exclusively employed. Whether women would not become equally skilled if given equal opportunities of doing the work cannot be said, though it must not be forgotten that in the "pressing" of coats a special demand is made on strength as well as skill.
- (2.) In cases where the work is taken home and done at piece rates the larger earnings on the part of the men might to some extent be explained by the greater time given to the work, her domestic duties making special demands on the time of the woman.
- (3.) There may also be a slight advantage in favour of men in their powers of endurance, though the long hours worked by some of the women outworkers show that not much stress should be laid on this.

These considerations, however, are applicable more to the case of weekly earnings on piece work at like rates than they are to wages.

The fact with regard to the latter appears to be that, after making allowance for economic considerations, a further element that cannot be regarded as strictly economic enters largely into the question of this difference between the wages of men and women engaged on similar work. The man has always been regarded as the bread-winner for the family, and by virtue of this position, apart from other considerations, commands a higher wage than the woman, even though unsupported by any such economic reason as greater strength or endurance, higher skill, or what might be termed generally superior working capacity as a machine. It seems to be a fair statement to make that the cash return of a woman's work is to some extent discounted by reason of her sex—even though she may be equal to the man as to the work done, and as a matter of fact have an equal responsibility with regard to the maintenance of a family. This "sex-discount"—to coin a term—seems to prevail in all avenues of women's labour.

In a recent volume of Industrial Statistics, collected by the United States Labour Department, tables are given comparing the "earnings of women and children and of men, of the same grade of efficiency, by industries," and there I find a similar though not so marked variation in earnings in favour of males. For example, in the boot and shoe trade men earn from £3 to £4 a week, as stitchers, but women from about £2 10s. to about £3; tailors from £3 to £4 10s. and tailoresses from about £2 10s. to £4.

In the same volume a section is devoted to giving the "reasons for the employment of women and girls by States and industries." The following are the principal given:—"Cheaper, more reliable, and don't drink"; "Cheaper, neater, and more industrious"; "Better adapted, cheaper and more reliable"; "More easily procured"; "More easily controlled and less liable to strike"; "Cheaper and more polite and pleasing"; "Don't wish to learn trade, content to work at a certain branch"; and among the other virtues attributed to them besides the frequently recurring cheapness and adaptability are "cleanliness," "rapidity," "carefulness," and "good effect upon male employees."

The following table compares in a few instances the wages obtainable in this Colony with those paid in England, the English rates being taken from Board of Trade statistics.

Trade.	England.	New South Wales.
*Bricklayers	29s. to 43s.	48s. to 60s.
Masons	27s. to 41s.	40s. to 60s.
Carpenters and Joiners	24s. to 41s.	30s. to 60s.
Plumbers	31s. to 42s.	30s. to 60s.
Painters	22s. to 36s.	30s. to 54s.
Clickers	28s. to 30s.	25s. to 60s.
Lasters and Finishers	27s. to 30s.	22s. to 50s.
Tailors	21s. to 35s.	40s. to 60s.

*NOTE.—It should be borne in mind that the English rates are based on average wages, whereas the N.S.W. rates range from lowest to highest.

SHOPS.

With regard to shops, the principal sections in the Act affecting them are those with regard to sanitation, the safe-guarding of lifts, and the provision of sitting accommodation, and in each of these directions a good deal has been done during the year.

A shop within the meaning of the Act is any building or place, or portion thereof, in which goods are exposed or offered for sale by retail. From this it will be seen that shops do not include warehouses, concerning the lifts and sanitary conveniences in which it has been represented to the Department improvement might in some cases be made. Portions of certain warehouses, however, come within the definition of "factory," as for example, where four or more persons are engaged in preparing articles for trade or sale. Such articles are frequently made by breaking bulk into small packets, and putting labels on them, or combining portions of goods into single parcels for the retail trade.

In a number of shops lads under the prescribed age were found in charge of lifts and were removed, and in others separate accommodation for the females employed had to be insisted on. The regulation prescribing the cubic air space to be allowed, and inlet and outlet ventilation, is necessarily difficult to apply to a shop a great portion of whose floor-space is occupied by goods, and in and out of which there is a continuous flow of customers. In a number of cases where ventilation has been insufficient the Department has been met by the fact that nothing short of extensive structural alterations would effectually cure the defect. Where these alterations would involve a heavy expenditure a discretion has been exercised, and the Department has assisted occupiers in endeavouring to secure the best result possible under the circumstances. In all these cases, however, occupiers have been informed that such arrangements must not be regarded as permanent, but where opportunity arises the full requirements of the Act must be complied with.

The occupiers of shops are, by law, required to provide sitting accommodation for the females employed by them in the proportion of one seat to every three persons, and to allow the use of them to their assistants at all reasonable times during the day. This is one of those desirable principles more easily enunciated than put in practice. It is not difficult for an inspector to ensure that seats are provided, but it is practically impossible for that officer to see that the women have the use of them "at all reasonable times during the day." The inhumanity of keeping girls and women continuously on their feet for the long hours they have to work in shops, and the physical injuries that may, if indeed they must not, result from such a practice are manifest, but is difficult to see, however close the system of espionage may be, that by mere inspection the full intention of the Act can be secured. If public opinion exercised itself in more practical directions than the holding of meetings and the passing of abstract resolutions, something might be done in this direction. When the average woman, keenful of bargains, makes it a practice to insist that the fellow-woman on the other side of the counter has her fair share of sitting down during the business, the object of this provision may be accomplished, but until then the Department can only say that it endeavours to secure the accommodation but cannot guarantee that it is used, to quote the words of the Act, "at all reasonable times during the day, when such use would not necessarily interfere with the proper discharge by the females of their duties." At the same time it is due to some, and among them the largest employer of shop labour in the city, to say that the accommodation asked for has been well and permanently provided, and so far as inquiry goes, the women employees are allowed to make reasonable use of it without fear of incurring a charge of idleness and with it probable dismissal. The passing of laws does not necessarily create a conscience, nor do these enactments take the place of it. This is just such a question as depends more upon the conscience of the individual, than on any penalties the law may try to impose. There is a class of employer who carry out the spirit of this provision without regard merely to it being law; on the other, hand there is a class who, if they get as far as making a show of obedience to the compulsion of the law, evade its spirit, and when espionage is removed, its letter also.

During the year I had to report to you in a case representative of others where the Department had reason to believe that a lad, a mere child, was being overworked in a shop, as follows:—

I regret that I cannot recommend a prosecution in this case. The Department has good reason to believe that many lads, acting as messengers in shops, are worked for unduly long hours, but as the Factories and Shops Act provisions now stand it would not be possible to get a case against any employer. Section 43 of the Act limits the hours for lads under 16 years and females to fifty-two in the week, but allows overtime for three hours on fifty-two days in the year, whether consecutively or not is not stated. A record of such overtime was required to be kept under the provisions of the Bill as drafted, but this was struck out in Committee, consequently the inspectors are left in the dark as to when overtime has been worked, and if the fifty-two days have been exhausted or not.

It would be useless to prosecute, as the Department could not show that the lad was being worked beyond the time allowed by the Act. The employer might have worked him as a matter of fact for seventy hours in the week, namely, fifty-two ordinary and eighteen overtime hours, and yet have been within the law. The provisions relating to hours in shops are practically unworkable.

And here attention is directed to the hardships of many a "small boy" who for a few shillings a week is the general messenger in a shop. Many of these youngsters, no doubt, spend a considerable portion of their time in idling, whistling and playing, or in reading the penny sensational romances the small boy delights in, but the inspectors have come across not a few cases where lads have been kept on the walk or trot continuously in all kinds of weather for many hours in the day. The Act does not impose any limit of age in the case of boys or girls working in shops. If they are exempt from school attendance they may at once, though of fewer than 13 years of age, take a situation in a shop where often, at the close of a long sultry day spent at his duties, the condition of the small boy's legs must be indeed a weariness of the flesh to him.

Originally the Bill provided that "on one working day in each week no shops shall be open after 1 o'clock, p.m.;" but this was struck out during its progress through the Legislature, so that as it at present stands the Act does not make any provision with regard to a weekly half-holiday. However, a separate measure has been prepared by the Department which deals comprehensively with the half-holiday question. It is, I understand, your intention to introduce this proposed legislation at an early date. From information supplied by the Sydney and Suburban Early Closing Association, the hours of labour for shop assistants, advocated by the Association, are,—four days a week from 8.30 a.m. to 6 p.m., with one hour for meals. One day from 8.30 a.m. to 1 p.m., without any meal hour, and one day from 8.30 p.m. to 9 p.m., with two hours for meals. This makes a total of forty-nine working hours per week.

Mr.

Mr. Armitage says :—

In some large suburban shops girls under 18 are worked from 8 a.m. till 10 p.m., but they are allowed sufficiently long intervals for meals to cut their time down to the nine and a half hours allowed by the Act. In some cases the girls come long distances, as for example, from North Shore to Newtown, making it a very long day for them. Some of these shop hands work for as little as 2s. per week.

In other shops in George-street I have found boys aged 12 and 13 at work from 8 a.m. till 9 p.m., and it is very common to have lads, 12 to 14 years of age, standing outside a shop all day till 9.30 at night, and then to be sent a message on their way home.

Miss Duncan reports :—

The long hours worked by shop assistants and our inability to help them is the most unsatisfactory feature of the year's work. Shop assistants speak of the neglect of their interests :—"You have done something for the girls in the factories, but you have done nothing for us. When are we going to have early closing?" is the constant cry.

It is felt by all persons in the trade that nothing short of statutory authority will avail to bring about the early closing of shops. From time to time efforts have been made by influential shopkeepers to induce others to observe a half-holiday once a week, and to close early, and although it may have worked well for a time it has always been broken through in the end by some one firm which declined to be bound any longer by the wishes of others; unfortunately, one seceder can bring about the downfall of the system within a large area. It appears that late hours are on the increase rather than otherwise, and the hard-worked employees are beginning to lose heart.

The long hours, the fatigue of being always on their feet, the oppressive atmosphere of gas-lighted, crowded shops, the necessity for constant alertness and civility under great provocation, the shortening of meal hours, the tidying up of stock long after customers have gone, followed by the weary tramp home towards midnight—these are the price paid by the shop assistant for the allurements of the "cheap sale" which often means a "sacrifice" in more than the advertised sense.

The various enactments in force in other colonies do not appear to fully cover the ground.

In Victoria it is pointed out that although the hours of women are limited to 52, men are still obliged to work to a late hour.

In New Zealand it is shown that the sections in the Act which allow certain classes of shopkeepers to choose their own day for closing at 1 o'clock cause much friction and discontent.

Inspection has proved that the hours of girls under 18 often exceed 52 hours in a week, and that even when they are kept within the limit they exceed 9½ hours a day twice or thrice a week. As to the "shop boy," he is the first to arrive on the scene, and is at the beck and call of everyone all through the day. His hours often reach 66 in a week and 12 in a day.

Considerable time and attention have been devoted to enforcing section 24 of the Act, which requires that "suitable sitting accommodation shall be provided for all females in shops."

The seats may now be found, but it would be rash to affirm that the women are allowed to make use of them. In some shops both the letter and spirit of the Act in this particular are carried out, but in others it has never been my good fortune to see, or hear of any one who had seen, a shop assistant sitting down. On the contrary many complaints have reached me, but never one which was sufficiently definite or exact or recent to allow of its being verified or of any action being taken. I have good reason to think that in many instances shop assistants believe that their services will be dispensed with upon some sufficient pretext should they be seen sitting down.

It is a pity that inspectors are not empowered to make a recommendation as to the form of seat to be used. We are now often obliged to be satisfied with seats which in our opinion are entirely unsuitable in the circumstances of the case. Thus, no one can dispute that a chair is "suitable sitting accommodation," yet its size and height make it very unsuitable for a shop seat, to say nothing of the fact that it can be, and often is, lifted over the counter as soon as the inspector's back is turned, and probably remains there until the occasion of his next visit.

There is abundant medical testimony forthcoming as to the serious and far-reaching effects of long standing on shop women.

It is said that "customers do not like to see them sitting down," a statement which I believe to be more fanciful than real. It is said that "they have no time to sit down." If it be true that shop assistants are kept so closely to work, from 9 in the morning till 7, 9, or it may be 11 o'clock at night, that they cannot sit down for five minutes except in the intervals for meals, then the sooner their hours of labour are curtailed the better.

The testimony supplied to the Department by a leading medical man in this city on the effect on women's health of factory and shop life may here be quoted :—"The diseases to which they are most prone appear to be phthisis, pulmonalis, and womb troubles. The effect in later life will be a curtailment of life, diminished capacity to enjoy and work, and endure the strain of maternity and lessened vigour in the offspring. The effect of long standing is highly injurious, producing womb troubles, hæmorrhoids, varicose veins, spinal curvature. The above evils it is easy to see must re-act upon the State and the race."

BAKEHOUSES.

Special provision is made in the Act with respect to bakehouses. In addition to including them in the general definition of a factory, the Act goes further, and legislates in certain particulars with regard to bakehouses that otherwise would not come within such general definition. These special provisions, which apply to all bakehouses employing one or more than one person, have reference to sanitary requirements, and liability with regard to their being carried out is extended to the person who lets the premises or suffers them to be occupied, as well as to the occupier.

In a number of cases the inspectors reported upon the insanitary condition of bakehouses, and numerous directions had to be given to bring them into conformity with the Act. In some of these cases, in view of the radical alterations required, premises were vacated, and in others extensive additions were made. In every instance cleanliness and whitewashing were insisted on. This Department has also to acknowledge the assistance it received from the Department of Health, in pointing out the existence of certain abuses. No doubt in some directions which cannot be reached by the power given to this Department in the Factories and Shops Act, insanitary, or at least unsatisfactory, conditions still exist in these places, and doubtless some still remain undiscovered. In one case where directions had been given for certain alterations to be effected, and these had not been carried out, and where the sanitary provisions of the Act were grossly violated, the Department prosecuted and recovered a penalty against the occupier. As an instance of the condition in which some of the places were found, the following extracts from a report by an inspector may be quoted :—

At the end of the bread-room, and opening into it, is the earth-closet; and alongside the bread-room and bakehouse are the stables. Fluid from the manure of the stables flows in an open drain past the door of the bakehouse into an untrapped sink; the yard is covered with manure, and the premises are filthy dirty. The pan of the closet in the bread-room was, at the time of my visit, over three-quarters full, and the sink at the door of the bakehouse full of offensive matter.

Particular instructions have been given to inspectors to see that the sanitary conditions of the Act are fully enforced in the case of every factory where articles of food especially and clothing are manufactured.

Mr.

Mr. Taylor reports :—

The insertion of the clauses relating to the sanitary condition of bakehouses was, I am sorry to say, sorely needed ; and only with the strictest attention will the bakehouses attain a degree at all satisfactory.

Some of the modern and more recently-built bakehouses, however, are both in appointments and sanitary arrangements all that can be desired, every care apparently having been taken to see that no objection can be raised against them, and that their customers may rely on the most scrupulous rules with regard to cleanliness being observed ; but, on the other hand, there are many bakehouses, chiefly outside the city proper, where the proprietors have apparently never heard of the old adage, "Cleanliness is next to Godliness."

The structural conditions of many of the older places render them totally unfit for bakehouses. Some of them, having been built years ago, are now in a condition of decay. Patching and limewashing make very little difference, for in a short space of time the place becomes as bad as ever. I have impressed on occupiers the importance of keeping their bakehouses thoroughly clean, and am pleased to say that efforts have been made by most of them to conform with the Act.

Mr. Armitage states :—

The interiors of bakehouses in the district are in a much better state now than in the early part of the year, but much has yet to be done in the way of ventilation. The baker's trade is such that at times all ventilation must be shut off from the bakeroom, and as new bakehouses are built provision is made for the proper control of the ventilation.

Much has been done in the city and suburban bakehouses in the shifting of water-closets and stables from the bakehouses, and in other cases the gully-traps and sinks have been removed outside the bakehouse ; and where this is not practicable the sink is trapped, and discharges into a sink outside, the pipe from the bakehouse being above the water-seal of the outside trap ; this prevents any gas from coming into the bakeroom through the sink itself.

CHINESE.

In the report of the Royal Commission (1891-2) on alleged Chinese gambling and immorality, it is stated that, "The Chinese around Sydney follow the occupation of merchants, storekeepers, cabinet-makers, market-gardeners, hawkers, and gamblers. It is only in cabinet-making and vegetable-growing, however, that they come into serious competition with European tradesmen." Of recent years they have taken up laundry work, and from the experience in the United States it is highly probable that in this direction they may in time come into serious competition with Europeans.

In the same report, the stamping of Chinese furniture was suggested, and provisions for carrying this into effect were inserted in the Bill presented to the House, but were not carried into law.

In the case of Europeans, where steam or other mechanical power is not used, it requires four to constitute a factory, but it was specially provided that any office, building, or place occupied by Chinese working at any handicraft, etc., should be a factory within the meaning of the Act. This brings every cabinet-maker's shop where two Chinese are at work, within its scope. Considerable trouble and expense have been gone to in bringing the provisions of the Act under the notice of Chinese residents. One of the first duties undertaken by the Department was to visit the Chinese quarters, and look to the sanitary condition of places coming within the definition of factory. In several instances it has been found that the building which served as a factory by day was used as a dormitory by night. Extensive lime-washing has been ordered, and a general "clean up" instituted. Once the idea was conveyed to the minds of Chinese occupants that these requirements were in accordance with law, no great difficulty was experienced in enforcing them. Without exception, the Chinese factory hand works for longer hours than the European. As a general rule his hours are 72 in the week, but these may be cut down to 64 by allowance for meal hours. The average wages per week of the Chinese cabinet-maker is equal to that of the European, but with the longer time worked the rate per hour is considerably less, as will be seen from the accompanying table :—

Occupations.	Europeans.				Chinese.			
	No of Factories on Register.	Hours Worked per week.	Wages per Week.	Average rate of payment per hour.	No. of Factories on Register.	Hours Worked per week.	Wages per Week.	Average rate of payment per hour.
Cabinet maker	19	48½	15/- to 60/-	-/10	43	64	15/- to 60/-	-/7
French polishers .....	.....	48½	30/- to 60/-	-/10	.....	64	17/- to 36/-	-/5
Sand paperers .....	.....	.....	.....	.....	.....	64	23/- to 24/-	-/4½
Turners .....	.....	48½	20/- to 60/-	1/-	.....	64	27/- to 30/-	-/5½

Mr. Taylor says :—

Mention may be made of the comparative cleanliness of the Chinese, who, despite their apparent indifference to hygiene in household matters, seem to pay great attention to their water-closets, the condition of which generally is satisfactory.

FIRE.

The Act provides, (a) that in every factory there shall be such means of extinguishing fire as the inspector acting under the regulations may direct, and furthermore, (b) requires that every factory three or more stories in height, in which persons are employed above the second story, shall be furnished with a certificate from the inspector that the factory is provided with such means of escape in case of fire for the persons employed therein as can reasonably be required under the circumstances of each case.

It is only recently that somewhat similar provisions were incorporated into English factory legislation, but in the United States very full precautions have for years past been taken in these respects.

On the recommendation of the Superintendent of Fire Brigades, it was provided in the regulations under our own Act that "Every factory and shop, when so required by the inspector, shall be fitted with a 2½-in. hydrant hose, branch and nozzle, inside the main staircase, and be supplied with such number of buckets as the inspector may determine, and of such pattern as he may approve, to be kept (filled with water) at all times on each floor of such factory or shop."

There

There is no doubt that in some of the business portions of the city where shop after shop is crowded with inflammable goods, in a narrow thoroughfare with a network of electric wires in front of second or third story windows, the risk in the event of fire would be not inconsiderable to the shop employees and customers alike. How much greater would it be to the millinery hands and others who carry on their employment, as is often the case, in a room at the top of the building, reached, perhaps, by a succession of narrow staircases? I have one such building in my mind's-eye. It is a large and nearly always crowded shop; a great square space is left open in the centre, so that each floor presents somewhat the appearance of a wide gallery. The customers reach flat after flat by means of broad stairways, but from the top flat a couple of dark narrow staircases take one up beneath the roof, and here the sewing girls ply their work. Wide windows open from the room on the street, but the verandah roof is far below, and the way of the fire escape is barred, at all events temporarily, by the festoon of electric wires. There are numerous entrances to this building, creating a continuous draft, and it does not require a vivid imagination to realise what the scene would be if a carelessly thrown match caught some of the fluttering stuff with which the place is swathed. The central opening would carry the flames up as if in a furnace-chimney, and then what hope would the women and girls in their room near the roof, from which the only exits are the narrow dark staircases where a crush would mean death, have of escape?

In such a case the provision of a few buckets filled with water is little better than useless. A bucket of water at hand at the outbreak of the fire may mean everything, but in the full strength of a fire it is worth nothing. What is required in such a case is that the work-people should either be provided with the fullest means of escape from their perilous position, or in view of the risk be removed to a safer place. To effect the first of these would in the case of many of the older shop buildings mean extensive structural alterations, and in the latter a serious encroachment on the shop space.

There is ground for apprehension with regard to a tendency within the last ten years to run up buildings, in some cases it is feared not too well built, to a height of many stories, a system of economising space much in vogue in such cities as New York and Chicago. There is a building in this city one floor of which, high up, is occupied as a factory, a lift-well answers as a flue its whole height, and without any external staircase or means of escape other than down the interior stairway or by lift, the place is little better than a death-trap.

It is the intention of the Department to make a special inspection of all factories three or more stories in height during the present year, and the Superintendent of Fire Brigades will, with your approval, be asked to put at our service an expert to accompany the inspectors, and assist them with his practical knowledge. Up to the present, the Department has not felt justified in issuing any "fire certificates."

The Act further provides as an additional safeguard to life in the event of fire that all the doors of every room in a factory in which persons are actually at work, or of passages leading to such rooms, or serving as entrances and exits shall neither be locked, bolted, or barred during working hours.

This provision, though obviously well intended, certainly does in some cases work a hardship of which, however, the Department cannot, as the section stands, take cognizance.

A case that recently came before me illustrates this. A well-known tailoring firm had a charge laid against it of locking the door of a certain room in which the tailors sat during working hours. The only other exit was across a wooden gangway and through the shop in front. There was no denial of the fact, but the proprietor explained that this door opened directly into a lane at the corner of which stood a public-house, and so long as the door remained unlocked the temptation to pay hurried visits to the public-house proved too much for the men, consequently they neglected their employer's work and squandered their own money. However, as this section stands, the Department could do nothing but advise the closing up of this exit if one equally good could be so placed as to prevent the men from visiting the public-house. Otherwise, the door must be left unlocked.

The English Act of 1895 makes a somewhat similar, but more elastic provision, namely, that any such rooms "shall not be locked, or bolted, or fastened in such a manner that they cannot be easily and immediately opened from the inside," and the Department there has adopted the fire-alarm plan of having the key hung in a glass-fronted box, and a notice put up that it is only to be used in case of emergency.

It may be said that an employer has always in his hands the power to dismiss an employee who drinks and neglects his work, but anyone engaged in business will know that this is a remedy not always available. In certain trades there are skilled hands whose fault is drunkenness, and who, despite that fault, are too good to be lightly parted with, since they cannot easily be replaced. It will be remembered that the plethora of labour is among the unskilled and least skilled.

Mr. Taylor, in his report, says:—

Notwithstanding the great risk of life and loss of property that would be likely to be met with in case of fire, the majority of factory and shop owners seem to be content with providing a few fire buckets which in a number of instances have been procured only after the representation of the inspector.

However, in some of the larger and better appointed houses, precautions have been taken to save the buildings and stock, in case of fire breaking out, by having a good supply of hydrants, hoses, and fire buckets, as well as sprinklers laid all over the building. But whilst this provision has been made for saving the stock means of escape for the employees have not been provided. In many such cases, were a fire to break out and get a fair start on the ground or first floors, whilst the employees were at work, there would be a sad tale to tell of the poor unfortunates in the higher stories.

The argument put forward by the proprietors, when asked to provide outside staircases, is that fire rarely breaks out in the daytime, when the employees are at work, and there is, therefore, no absolute necessity to provide these escapes.

Another objection is the considerable amount of expenditure that would be entailed in adding the above, whilst, in other cases the structural properties of the buildings practically preclude the possibility of their erection.

Mr. Armitage says:—

There is no building in my district to which a certificate under section 34 of the Act could be given; in fact, there are some very bad cases. In one building there are from 50 to 100 females at work on the top floor, which is from 90 to 100 feet above the street, and the highest fire-escape that the Metropolitan Fire Brigade has is only 80 feet high. In the back portion of the building, where the machines are running, about forty girls are at work; the door leading from this room is only 2 ft. 3 in. wide, this door opens on to the stairway, which is constructed of very inflammable material, and is only 2 ft. 6 in. wide; these stairs are constructed round the well of the lift, and have a turn at every 8 feet, so that in this case the means of escape for 150 to 200 people are practically nil. The lower flats of the building are used as sample-rooms and offices by warehousemen, their stores being of an inflammable nature, and should a fire break out below the top flat, then the lift well would act as a furnace shaft, and speedily cutting off all means of escape by the stairs.

In

In the majority of factories the stairs are within the workrooms, and generally the landings are blocked up with stock, and there is often only a passage-way of 2 feet provided. The probabilities of a fire spreading from floor to floor of a factory, even if such floors are of fire-resisting materials, are somewhat greater than they are in other buildings, inasmuch as openings are often unavoidable for shafting, belting, piping, and various mechanical appliances, and in many manufactures the materials stored and used are of a highly inflammable nature. Hence the necessity for providing structural arrangements in factories, carefully devised for the purpose of securing the safety of the workpeople, and more especially of those who, being employed upon the higher floor levels, are subject to the risk arising from dangerous manufactures or operations carried on upon the floor beneath them.

Of the various forms of defective staircases and step-ladders provided, even in recently-erected factories, none are more common than the apology for a stair formed by a construction of treads without risers, but with a boarded soffit. In the event of a fire, the treads and soffits are quickly consumed, and convey the fire with great rapidity from floor to floor, and yet many of the best factories in the district have nothing better, and, when accompanied by floor-joists unprotected by fire-resisting plaster, the entire destruction of the building would be effected in a very short space of time.

STEAM-BOILERS.

The only provision made in our Act with regard to the employment of competent persons to take charge of boilers used in connection with factories is in the nature of an extension of employers' liability. The fact of an injury occurring through a boiler is in itself *prima facie* evidence—

- (a) That the person so placed in charge was incompetent.
- (b) That the defendant was guilty of negligence in employing him.
- (c) That the plaintiff was injured through that person's incompetence.

This presumption may, however, be rebutted by the defendant if he proves that he took reasonable care to satisfy himself of the competency and fitness of such person to take charge of such boiler.

The Victorian Factories and Shops Act (1890) provides that persons in charge of machinery or boilers in factories shall hold certificates, and to obtain such certificates they are required to pass an examination.

There is no limitation either as to efficiency or age in our Act, except that a certificate of physical fitness is required where a lad under 16 years of age is in charge of a boiler. The consequence, as will be seen from the inspector's report, is that lads are frequently found in charge of boilers in places where an accident would imperil the lives of a number of employees. The necessity for legislation in this direction has been recognised, and during last Session a bill was prepared in the Department for introduction to Parliament. In that bill full provision was made to safeguard the lives of employees by restricting the charge of boilers to persons of sufficient age and qualification, and also for the inspection of all boilers—and there is good reason to believe that there are not a few in use at the present time that, if subjected to a thorough test, would be condemned as dangerous to life.

Inspector Armitage says:—

In the majority of factories in the timber trade I have found lads from 14 years of age upwards in charge of the boiler and engine. In one case I found a lad of 15 in charge of the boiler and engine, and putting in his spare time at the lathe and saw-bench. In other places, after the lads fire up the furnaces they go on with their work in the factory.

In a large pipe and pottery works I found a lad 14 years old sitting alongside the fly-wheel all day in charge of the engine and boiler. This lad had charge of the steam-cocks and other gear, and the chances were if anything went wrong he would have lost presence of mind. I have seen men run away when a piece of insertion has blown out and the steam escape. In a builder's shop I found a boiler at work in which one of the rivets had started, the steam was escaping, and I drew the attention of the occupier to this, when he coolly stated "that as soon as the plate got hot it would take up." This boiler did not blow off till 50.

In factories where an engineer or adult is in charge of the boiler and engine he is generally working all day in the factory at some of the machines, whilst a lad fires up the boiler.

The practice of having lads from 14 to 16 years of age firing up the boilers is very common in the building trade. One case came to my knowledge where it was the practice to put a weight on the safety-valve, so as to allow the power of the boiler (which far exceeded the safety factor) to increase so that certain logs might be cut through. There is nothing in the Factories and Shops Act to prevent a boy 14 years of age, provided he has a certificate of fitness, from taking charge of the boiler and engine if the occupier likes to take the risk of an explosion.

PROSECUTIONS.

As it was felt that on the introduction of new legislation such as this, ample opportunity should be given to occupiers of factories to bring their places into conformity with the Act and adjust the hours of employment to its requirements no steps were instituted with a view to prosecution for breaches of the Act till late in the year.

In at least one of the few cases brought within the year where the offence was that of working young persons beyond the statutory hours it was found that the experience in all countries where factory legislation is in force is repeated here. The Department necessarily depends for its evidence for the prosecution in cases of excessive hours on the employees of the factory in which the offence is committed. The witnesses are thus in the case of an unscrupulous employer placed in hazard of their employment, for should they be summoned and give truthful testimony then if punishment is inflicted on the employer he will probably at once dismiss the hand or hands who have given evidence against him.

Many anonymous letters are received by the Department. In a percentage of instances these emanate from persons who entertain an animus against their employer, but in others they come in good faith from employees who desire in the interests of their class to see the Act carried out, but are fearful that were their names made known to the employer they would be summarily dismissed. It need hardly be said that all communications giving information to the Department are treated as strictly confidential.

It was suggested in the last Victorian report that "it would greatly assist the Department if the employees formed some association for the assistance of those of their number who are dismissed in consequence of giving the necessary evidence to secure the benefits conferred by Act of Parliament."

Perhaps it is too much to expect such an association as this to be formed, though certainly a lad or girl who suffers for the common welfare of his or her class might expect some consideration at the hands of their fellow-workers. However, though individual cases of hardship do occur, there are, on the other hand, not a few self-reliant and independent spirits quite prepared to take the risk which assistance to the Department in a case of excessive hours necessarily involves.

It is gratifying to know that a feeling of confidence in the Department's officers is being gradually established, as evidenced by the increasing body of information placed at its disposal, the ready access given to books and documents by the employers on the one hand, and on the other the number of matters such as defective sanitation and so on to which attention is drawn by employees with a view to inquiry being made into them.

It is hoped that employees in factories will in time learn to appreciate the importance of assisting the inspectors in carrying out the provisions of the Act. Continuous espionage over factories is not practicable, and employees who are aware of systematic violations of the Act would, by communicating with the Department, aid in bringing about a closer observance of the Act, and, whilst improving their own condition, also assist in protecting the many employers who seek to scrupulously carry out the provisions of the Act, from the unfair competition of those who by violating them may obtain an undue advantage.

It may serve as a comparative illustration of factory and shop legislation in our Colony and that of New Zealand if I append a short list of some recent Magisterial decisions in the latter where the following penalties were inflicted in the cases of employers who violated the law by:—

- Allowing employees to take work to their homes. Penalty, £3, with 28s. costs.
- Holding an auction sale in business premises on the legal half-holiday. Penalty, 5s., with 34s. costs.
- Failing to grant the legal weekly half-holiday to female employees. Penalty, £3, with 28s. costs.
- Employing assistants beyond half an hour after the prescribed time of closing. Penalty, £3, with 38s. costs.
- Failing to provide a dining-room for female employees. Penalty, £5, with 38s. costs.
- Failing to give a lad under 18 years of age the Saturday half-holiday. Twenty shillings, with 7s. costs.
- Employing a carter on the weekly half-holiday. Ten shillings, with 37s. costs.
- Failing, he being a hotel-keeper, to give his assistant a weekly half-holiday. Penalty, 20s., with 28s. costs.

CONCLUSION.

In enforcing the provisions of new, and, so far as this Colony is concerned, novel legislation, many unanticipated difficulties have arisen, to successfully cope with which it was necessary to have not only an efficient staff, but one prepared to meet emergencies. The inspectors have had to go on night duty at any time the call has been made upon them, since one of the greatest factors toward maintaining respect for the provisions of the law is the fear of a "surprise visit" from one of these officers. I have to acknowledge the energy, tact, and willingness they have shown in carrying out their duties. Occasionally they have met with discourtesy, and have often had to exercise firmness in seeing that the law was observed, but in the great majority of cases they have been met by employers in the best spirit, and in some instances their demands for machine guards, for additional sanitary provision, increased ventilation, additional space, and so on, have been complied with beyond strict requirements. The collection of industrial statistics has necessarily involved a considerable amount of trouble on the part of employers, but in nearly every instance they have been furnished fully and willingly. Miss Duncan desires me to express her sense of the good spirit and courtesy with which she has been met in carrying out her duties on the women's side. She says:—"The rare instances of intentional discourtesy bear no proportion to the instances of conspicuous courtesy which I have had the good fortune to meet with."

I may say with regard to the machinery or system of the office, that it has necessarily undergone change in directions where experience has made change desirable. The general lines of the Victorian system were first adopted, but these have to a considerable extent been departed from, and a scheme evolved that will, it is believed, be more effectual, having regard to the scope of our Act and local circumstances.

I have the honor to be,

Sir,

Your obedient Servant,

T. B. CLEGG,

Clerk-in-Charge.

APPENDICES.

TABLE I.
Classification of Factories and Employees.

Class of Factory.	Number of Factories on Register	Hands employed.								
		Under 16 years.		Over 16 years and under 18 years.		Over 18 years.		Total.		
		Males	Females	Males.	Females	Males.	Females	Males.	Females.	Total
I. Treating Raw Material, the product of Pastoral Pursuits	65	25	..	67	..	1,222	...	1,222	..	1,222
II. Connected with Food and Drink, or preparation thereof	282	183	55	446	158	3,221	344	3,850	557	4,407
III. Clothing and Textile Fabrics	383	222	452	409	1,031	2,635	3,172	3,266	4,655	7,921
IV. Building Materials	103	60	..	115	..	1,503	.....	1,678	..	1,678
V. Metal Works, Machinery, &c.	198	184	....	450	....	3,290	...	3,924	..	3,924
VI. Ship-building, Repairing, &c....	20	24	2	55	9	1,394	14	1,473	25	1,498
VII. Furniture, Bedding, &c.	105	74	4	91	14	947	83	1,112	101	1,213
VIII. Books, Paper, Printing, &c.	117	157	36	212	126	1,568	389	1,967	551	2,518
IX. Vehicles, Saddlery, Harness, &c. ...	87	40	..	85	..	717	..	842	..	842
X. Light, Fuel, and Heat... ..	24	6	...	7	..	898	...	911	...	911
XI. Miscellaneous	289	168	37	303	155	1,773	923	2,249	1,120	3,369
Total	1,673	1,143	586	2,275	1,493	19,168	4,930	22,494	7,009	29,503
I. Treating Raw Material the Product of Pastoral Pursuits—										
Boiling down	1	...	...	...	...	6	...	6	...	6
Glue, oil, and grease	4	3	...	7	...	78	...	88	...	88
Manures	3	...	...	1	...	17	..	18	...	18
Tallow refineries	3	..	..	1	..	20	..	21	...	21
Tanneries	43	14	...	35	...	763	...	812	..	812
Wool washing and scouring	11	8	...	23	..	338	...	369	..	369
Total	65	25	..	67	..	1,222	...	1,314	...	1,314
II. Connected with Food and Drink or preparation thereof—										
Aerated waters	32	14	...	45	...	235	14	294	14	308
Bacon and meat curing, &c.	3	2	...	...	...	13	..	15	...	15
Bottling (wines, spirits, beer, &c)	3	...	..	4	...	12	1	16	1	17
Bread, biscuits, and pastry	125	18	3	87	13	687	64	792	80	872
Breweries	9	10	...	43	...	448	...	501	...	501
Butterine and margarine	1	..	...	...	...	2	..	2	...	2
Condiments	20	28	20	47	51	204	117	279	188	567
Confectionery	17	29	15	56	47	139	52	224	114	338
Corn flour	2	...	2	..	8	11	5	11	15	26
Flour-mills and self-raising flour	11	4	1	16	2	117	9	137	12	149
Ice and refrigerating	5	...	...	1	...	241	...	242	...	242
Jam and fruit canning	10	33	9	57	22	141	25	231	56	287
Meat preserving	8	30	...	39	...	403	...	472	..	472
Salt grinding	1	..	...	...	...	10	...	10	...	10
Sugar mills and refineries	1	...	...	28	...	391	...	419	...	419
Small goods—butchers'	20	3	...	3	...	86	..	92	...	92
Tea blending and packing	13	12	5	20	15	79	57	111	77	188
Vinegar	1	...	...	...	...	2	...	2	...	2
Total	282	183	55	446	158	3,221	344	3,850	557	4,407
III. Clothing and Textile Fabrics—										
Boots and shoes	83	173	98	285	198	1,591	415	2,049	711	2,760
Clothing—slops	34	17	142	45	281	374	768	436	1,191	1,627
„ orders, tailoring	107	15	23	42	96	554	635	611	759	1,370
Dressmaking and millinery	127	2	153	5	361	14	1,004	21	1,518	1,539
Furriers	3	..	...	2	1	10	10	12	11	23
Hats and caps	4	2	3	3	10	18	34	23	47	70
Oil-skin and waterproof clothing	4	2	3	10	20	32	54	44	77	121
Shirtmaking	7	..	8	..	8	3	51	3	67	70
White work—underclothing and sewing	12	3	15	2	53	8	171	13	239	252
Woollen—cloth	2	8	2	15	3	31	30	54	35	89
Total	383	222	452	409	1,031	2,635	3,172	3,266	4,655	7,921

Class of Factory.	Number of Factories on Register.	Hands employed.								
		Under 16 years.		Over 16 years and under 18 years.		Over 18 years.		Total.		
		Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Total.
IV. Building Materials—										
Asphalt	1	...	...	...	...	7	...	7	...	7
Bricks	16	4	...	12	...	461	...	477	...	477
Joinery, &c.	22	7	...	20	...	171	...	198	...	198
Marble and monumental masonry	11	11	...	9	...	88	...	108	...	108
Modelling and pattern-making	1	2	...	...	...	7	...	9	...	9
Pottery and earthenware	8	10	...	19	...	174	...	203	...	203
Saw-mills	16	9	...	32	...	328	...	369	...	369
Stone-crushing	1	...	...	...	...	8	...	8	...	8
Stone-dressing and polishing	1	3	...	3	...	14	...	20	...	20
Timber merchants, builders, &c.	15	7	...	15	...	220	...	242	...	242
Wood-turning and carving	11	7	...	5	...	25	...	37	...	37
Total	103	60	...	115	...	1,503	...	1,678	...	1,678
V. Metal Works, Machinery, &c.—										
Agricultural implements	3	2	...	6	...	59	...	67	...	67
Blacksmithing—Farriers, &c.	28	1	...	10	...	112	...	123	...	123
Boilermaking	3	...	...	17	...	65	...	82	...	82
Brass works	11	13	...	30	...	171	...	214	...	214
Copper-smithing	4	1	...	3	...	21	...	25	...	25
Engineering	46	57	...	171	...	1,633	...	1,861	...	1,861
Galvanised iron works	5	4	...	11	...	101	...	116	...	116
Gas and water meters	2	7	...	1	...	24	...	32	...	32
Gas and electrical apparatus	3	3	...	3	...	19	...	25	...	25
Iron works and foundries	24	19	...	50	...	334	...	403	...	403
Lead works	3	14	...	8	...	42	...	64	...	64
Ore-treating works	1	...	...	...	...	7	...	7	...	7
Plumbers, gasfitters, &c.	29	23	...	36	...	185	...	244	...	244
Railway rolling-stock	1	1	...	1	...	11	...	13	...	13
Railway springs	1	...	...	4	...	12	...	16	...	16
Scale-makers and adjusters	1	...	...	1	...	4	...	5	...	5
Smelting	2	...	...	...	...	25	...	25	...	25
Stoves, ovens, &c.	8	7	...	4	...	45	...	56	...	56
Tin-smithing	14	30	...	40	...	140	...	210	...	210
Wire-working	4	1	...	43	...	201	...	245	...	245
Zinc—Ornamental	5	1	...	11	...	79	...	91	...	91
Total	198	184	...	450	...	3,290	...	3,924	...	3,924
VI. Ship-building, Repairing, &c.—										
Docks and slips	4	17	...	44	...	1,296	...	1,357	...	1,357
Sails, tarpaulins, tents, &c.	9	5	2	3	9	35	14	43	25	68
Ship and Boat Building and Repairing	7	2	...	8	...	63	...	73	...	73
Total	20	24	2	55	9	1,394	14	1,473	25	1,498
VII. Furniture, bedding, &c.—										
Bamboo and wicker work	7	34	...	14	...	29	...	77	...	77
Bedding, flock, upholstery, &c.	18	10	1	11	5	102	39	123	45	168
Carpet-sewing, &c.	2	...	2	...	3	9	16	9	21	30
Furniture	19	17	...	38	2	308	2	363	4	367
Furniture (Chinese)	45	...	...	...	...	397	...	397	...	397
Hair curling	1	1	...	1	...	2	...	4	...	4
Iron bedsteads	1	2	...	7	...	38	...	47	...	47
Picture frames	4	5	1	8	3	25	12	38	16	54
Window blinds, venetians, &c.	5	4	...	2	1	20	14	26	15	41
Wire mattresses	3	1	...	10	...	17	...	28	...	28
Total	105	74	4	91	14	947	83	1,112	101	1,213
VIII. Books, Paper, Printing, &c.—										
Electrotyping and stereotyping, &c.	3	...	...	1	...	10	...	11	...	11
Paper	4	7	1	6	3	77	15	90	19	109
Paper bags, boxes, &c., &c.	13	13	3	11	48	39	89	63	140	203
Printing and bookbinding	95	134	32	222	75	1,433	285	1,789	392	2,181
Printing materials, &c.	2	3	...	2	...	9	...	14	...	14
Total	117	157	36	242	126	1,568	389	1,967	551	2,518
IX. Vehicles, Saddlery, and harness—										
Coaches and waggons	56	21	...	41	...	450	...	512	...	512
Cycle building and repairing	7	5	...	10	...	66	...	81	...	81
Saddlery, saddle-trees, whips, &c.	20	14	...	31	...	181	...	226	...	226
Wheelwrights' material	4	...	...	3	...	20	...	23	...	23
Total	87	40	...	85	...	717	...	842	...	842
X. Light, Fuel, and Heat—										
Electric lighting	8	3	...	5	...	37	...	45	...	45
Gas	4	...	...	1	...	816	...	817	...	817
Wood and coal	12	3	...	1	...	45	...	49	...	49
Total	24	6	...	7	...	898	...	911	...	911

II.—Persons engaged in Trades connected with Food and Drink, or the preparation thereof (continued).

	From—	To—
	£ s. d.	£ s. d.
Bread, Biscuits, and Pastry (continued)—		
Carters	1 5 0	2 10 0
Engineers, carpenters, blacksmiths, &c.	1 10 0	3 0 0
Forewomen		1 0 0
Packers	0 6 0	0 15 0
Labelling and cleaning tins	0 7 0	0 12 0
Breweries—		
Foremen	2 10 0	4 0 0
Topmen	1 10 0	2 10 0
Cellarmen	1 10 0	2 10 0
Cask-washers	1 0 0	2 0 0
Brewery hands	2 0 0	2 15 0
General hands	1 0 0	2 0 0
Bottlers	1 0 0	2 10 0
Coopers, carpenters, wheelwrights, &c.	1 15 0	3 0 0
„ boys	0 13 0	1 0 0
Packers	0 18 0	2 10 0
Storemen	1 1 0	2 15 0
Draymen	1 12 6	2 15 0
Engineers and firemen	1 15 0	4 5 0
Boys	0 7 6	0 18 0
Coffee, Cocoa, Rice, Spices, &c.—		
Foremen		4 10 0
Millers	1 2 6	3 5 0
Coffee and cocoa hands	1 17 6	4 0 0
Jelly-makers	1 17 6	4 0 0
Boys	0 6 0	0 18 0
Packers and labellers	0 12 0	2 10 0
„ boys	0 8 0	0 17 0
Storemen	2 0 0	3 0 0
Tinsmiths	1 0 0	2 15 0
„ improvers	0 6 0	1 5 0
Boxmakers, printers, carters, cellarmen	1 10 0	2 10 0
Forewomen		1 0 0
Packers	0 5 0	0 15 0
Condiments—		
Foremen	2 10 0	4 0 0
Mill hands and journeymen	1 10 0	3 0 0
Packers (boys)	0 4 0	0 8 0
Bottle-washers (boys)	0 6 0	0 10 0
General hands (girls and women)	0 4 0	0 10 0
Confectionery—		
Foremen		4 0 0
Sugar boilers and pan men	0 17 6	2 14 0
„ improvers	0 9 0	1 10 0
„ boys	0 7 0	0 9 0
Apprentices	0 17 6	1 10 0
Packers	1 17 6	2 18 6
„ boys	0 6 0	0 9 0
General confectioners	1 10 0	3 0 0
Assistants and improvers	0 7 0	1 10 0
Storemen, carpenters, printers, yardmen, &c.	1 10 0	2 12 6
Forewomen		1 0 0
Confectioners		1 10 0
„ assistants	0 7 0	0 12 0
General hands	0 5 0	0 9 0
Packers and wrappers	0 5 0	0 15 0
Flour—		
Millers	1 10 0	6 0 0
„ juniors	0 15 0	2 5 0
Samplers	2 0 0	2 5 0
Sleeveners	1 16 0	2 0 0
Stackers	1 16 0	2 0 0
Smelters and oilmen	1 16 0	2 0 0
Packers	1 0 0	2 0 0
„ boys	0 16 0	1 0 0
Purifier men	1 10 0	2 0 0
Mixers	1 5 0	2 5 0
General hands, yardmen, &c.	1 0 0	1 16 0
Engineers and firemen	1 5 0	3 15 0
Boys	0 10 0	0 15 0
Ice and Refrigerating—		
Foremen	2 5 0	4 15 0
Journeymen	2 0 0	3 0 0
Boys	0 10 0	0 18 0
Canwashers	1 5 0	1 10 0
Tinsmiths and plumbers	2 2 0	3 3 0
Engineers and firemen	2 5 0	2 10 0
Jam and Fruit-canning—		
Foremen	1 15 0	3 10 0
Jam-boilers	1 10 0	2 10 0
Tinsmiths and solderers	1 10 0	2 8 0
Tinsmiths' boys	0 5 0	0 17 6
Labellers	0 5 0	1 7 6
Packers	0 10 0	2 0 0
Case-makers	1 5 0	2 0 0
Engineers	1 12 6	2 5 0
Boys	0 6 0	0 12 0
Fruit-preparers	0 6 0	0 12 0
Packers	0 10 0	0 16 0
Labellers	0 9 0	0 12 6

II.—Persons engaged in trades connected with Food and Drink, or the preparation thereof (continued).

	From—	To—
	£ s. d.	£ s. d.
Meat Preserving and Small Goods—		
Foremen		4 0 0
Preserver and extract-maker	3 0 0	3 10 0
Tallow-maker	2 0 0	2 15 0
Salter	2 0 0	2 15 0
Slaughtermen	2 0 0	3 10 0
Boners	1 2 6	3 0 0
Labourers	1 0 0	2 10 0
„ (boys)	0 9 0	0 18 0
Tinsmiths	1 2 6	3 0 0
Coopers	2 0 0	2 5 0
Carpenters	2 14 0	3 0 0
Engineers	2 0 0	3 0 0
Fitters	2 2 0	3 0 0
Small goodsmen	1 10 0	2 10 0
Oatmeal, self-raising flour, and Baking Powder—		
Foremen	2 15 0	3 0 0
Mixers and packers	1 0 0	2 10 0
Boys	0 7 0	0 10 0
Forewomen		2 0 0
Packers, weighers, and labellers	0 7 0	1 3 0
Girls	0 7 0	0 10 0
Paper bag makers	0 10 0	0 16 0
Tinsmiths and carpenters	1 0 0	2 0 0
Sugar Mills—		
Foreman mechanics	3 6 0	3 12 0
Engineers and fitters	3 0 0	3 6 0
Mechanics		2 14 0
Tinsmiths	1 10 0	2 10 0
Mechanics' apprentices	0 5 0	1 10 0
Pan-boilers	2 5 0	4 0 0
„ apprentices	0 5 0	1 10 0
Foreman bag-maker		3 0 0
Bag-sewers (boys)	0 10 0	0 19 0
Sack-repairers	1 15 0	2 10 0
Labourers	2 2 0	2 8 0
Tea Packing and Blending—		
Foremen	2 5 0	3 10 0
Blenders	1 7 6	3 12 0
Packers	0 10 0	2 10 0
Labellers	0 5 0	0 15 0
Case-makers	1 16 0	2 5 0
Forewomen		1 4 0
Packers	0 5 0	1 0 0
Labellers	0 4 6	0 15 0
Bag-makers and blockers	0 7 0	0 12 0
Vinegar Works—		
Manufacturers	3 0 0	3 0 0
Bottlers and labellers	0 10 0	1 10 0

III.—Persons engaged in the Manufacture of Clothing and Textile Fabrics.

	Males	Females
Boots and Shoes—		
Foremen	2 0 0	4 5 0
Machine operators	1 2 6	3 15 0
Clickers	1 5 0	3 2 6
„ improvers and assistants	0 7 0	1 2 6
„ apprentices	0 9 6	0 17 6
Makers	1 0 0	4 0 0
„ improvers	0 5 0	1 5 0
„ apprentices	0 8 0	0 15 0
Finishers	0 12 0	2 10 0
„ improvers and assistants	0 10 0	0 15 0
„ apprentices	0 11 0	0 15 0
Rough-stuff cutters and pressmen	0 17 6	3 10 0
Rough-stuff cutters improvers	0 10 0	1 0 0
Trimmers	1 10 0	2 10 0
Edge-setters, featherers, and breasters	0 16 0	2 0 0
Channel-closers	0 14 0	1 5 0
Skivers	1 0 0	1 5 0
Eyeletters	0 17 6	1 5 0
Brushers, sockers, dressers, scourers, &c.	0 14 0	0 17 6
Repairers	1 15 0	2 14 0
Sole-sewers	1 10 0	2 10 0
Packers	0 15 0	1 15 0
Boys	0 4 0	0 12 0
Engineers, storemen, carters, &c.	1 10 0	4 0 0
Forewomen		2 0 0
Machinists	0 10 0	1 10 0
„ apprentices	0 4 0	0 12 0
Fitters	0 7 6	1 7 6
„ apprentices	0 4 0	0 7 0
Tiers-off and bench hands	0 3 0	0 9 0
Trimmers, sockers, &c.	0 5 0	0 15 0

III.—Persons engaged in the Manufacture of Clothing and Textile Fabrics (continued).

	From—	To—
	£ s. d.	£ s. d.
Clothing Factories—Slops—		
Foremen Males	2 0 0	5 0 0
Cutters "	1 5 0	5 0 0
" assistants and improvers "	0 7 6	1 5 0
Pressers "	1 5 0	3 10 0
" apprentices and assistants "	0 9 0	1 0 0
Seam pressers "	0 5 0	1 10 0
Trimmers "	0 10 0	2 15 0
Examiners "	0 14 0	2 17 6
Folders and brushes "	0 15 0	2 15 0
Engineers and mechanics, &c. "	1 2 6	3 0 0
Errand boys and messengers "	0 3 6	0 17 6
Machinists "	1 2 6	3 10 0
Coat hands "	2 0 0	3 10 0
" Females	0 7 6	1 15 0
Trousers hands "	0 10 0	1 12 6
Vest hands Males	1 1 0	2 4 0
" Females	0 5 0	1 10 0
Apprentices "	0 2 6	0 15 0
Forewomen Females	1 10 0	3 0 0
Slop trousers machinists "	0 6 0	1 10 0
" finishers "	0 3 0	1 10 0
Button-hole machinists "	0 6 6	1 5 0
" finishers "	0 3 0	1 2 6
Coat machinists "	0 7 6	1 2 6
" finishers "	0 4 0	1 2 6
Vest machinists "	...	1 0 0
" finishers "	0 5 0	0 12 0
Apprentices "	0 2 6	0 7 6
Clothing Factories—Order Tailoring—		
Foremen Males	3 0 0	6 0 0
Cutters "	2 0 0	9 0 0
Coat hands "	2 0 0	3 10 0
" improvers "	0 10 0	1 5 0
" apprentices "	0 2 6	1 10 0
Vest-makers "	1 5 0	2 6 0
Trousers-makers "	1 5 0	2 15 0
Pressers "	1 0 0	3 5 0
Trimmers "	0 17 6	2 5 0
Coat hands Females	0 15 0	2 0 0
" improvers "	0 6 0	1 5 0
" apprentices "	0 2 6	1 5 0
Vest hands "	0 7 6	1 10 0
" improvers "	0 5 0	0 17 0
" apprentices "	0 2 6	0 12 6
Trousers-makers "	0 15 0	1 10 0
" improvers "	0 10 0	0 14 0
" apprentices "	0 2 6	0 5 6
Machinists "	0 7 6	1 10 0
" apprentices "	0 2 6	0 10 0
Skirt-makers "	0 14 0	1 9 0
" improvers and apprentices "	0 2 6	0 7 6
Dressmaking and Millinery—		
Forewomen	2 15 0	6 0 0
Cutters and fitters	2 0 0	2 10 0
Bodice hands	0 7 6	1 15 0
" improvers	0 2 6	0 10 0
" apprentices† .. .. .	...	0 2 6
Skirt hands	0 6 0	1 15 0
" improvers	0 3 0	0 7 6
" apprentices† .. .. .	...	0 2 6
Sleeve hands	0 6 0	1 2 6
" improvers	0 2 6	0 6 0
General dressmakers	0 8 6	1 10 0
Machinists	0 12 6	1 2 6
Head mantle-makers	3 0 0	4 0 0
Mantle-makers	0 9 6	1 17 0
" improvers	0 2 6	0 5 6
Blouse-maker	0 12 6	1 0 0
Milliners	0 7 6	2 9 6
" improvers	0 2 6	0 10 0
" apprentices* .. .. .	...	0 2 6
Furriers—		
Furriers	1 7 6	3 0 0
Boys	0 9 0	0 12 0
Fur sewers	0 10 0	1 5 0
Hat and Caps—		
Journeymen Males	0 17 6	3 0 0
Assistants "	0 7 6	0 12 6
Apprentices "	...	0 10 0
Foremen	2 15 0	3 15 0
Forewomen Females	...	1 2 6
Machinists	0 7 0	1 15 0
Finishers	0 6 0	0 15 0
Trimmers	0 5 0	1 2 6
Improvers, &c.	0 4 6	0 10 6
Shirtmaking (Females)—		
Shirt-cutter	2 0 0	3 0 0
Shirt-makers	0 8 0	1 5 0

* Receive no pay for the first six or twelve months.

III.—Persons engaged in the Manufacture of Clothing and Textile Fabrics (continued).

	From—	To—
	£ s. d.	£ s. d.
Shirtmaking (Females)—(continued)—		
Apprentices	0 5 0	0 7 0
Machinists	0 15 0	1 0 0
Finishers .. .. .	...	0 13 0
Buttonhole workers	Gd. per doz.	...
Water-proof Clothing—		
Forewomen	2 10 0	3 15 0
Machinists	0 12 0	1 0 0
" improvers	0 4 6	0 10 0
Finishers	0 12 0	0 15 0
" improvers	0 5 0	0 7 6
Table hands	0 10 0	1 5 0
" improvers	0 2 6	0 7 6
White Work and Ladies and Children's Clothing Factory—		
Forewomen, designers, and		
cutter Females	0 18 0	2 5 0
Machinists "	0 10 0	1 12 9
" improvers "	0 7 0	0 10 0
" apprentices "	0 2 6	0 4 0
Finishers "	0 6 0	1 0 0
Learners "	0 2 6	0 7 0
Pressers "	0 7 6	0 16 0
Sorters "	0 6 6	1 0 0
Cutters Males	1 0 0	2 0 0
Pressers "	...	1 15 0
Woollen Mills—		
Foremen	4 0 0	5 0 0
Carders	2 0 0	3 0 0
Woolsorters	2 0 0	2 5 0
Finishers	2 0 0	2 5 0
Dyers	2 0 0	3 0 0
" Assistants	0 15 0	1 10 0
Spinners	1 2 6	2 15 0
Warpers	1 0 0	1 10 0
Wool-scourers	1 15 0	2 0 0
Pressmen	1 10 0	2 0 0
Weavers	1 16 0	2 10 0
Twisters .. .. .	...	0 15 0
General hands .. .. .	...	1 10 0
Engineers	2 15 0	3 0 0
Boys	0 4 6	0 10 0
Weavers Females	0 18 0	1 11 0
Finishers "	0 8 0	0 12 0
Burlers "	0 12 0	0 17 6
Girls "	0 8 0	0 12 0

IV —Persons engaged in connection with Building Materials, &c.

Asphalting and Tar-paving—		
Asphalt-makers	1 15 0	2 2 0
Wood-block makers	1 5 0	2 2 0
Brickworks—		
Foremen	2 8 0	4 0 0
Clay-diggers and pitmen	1 16 0	2 8 0
Panmen and grinders	1 15 0	2 10 0
Setters	1 16 0	2 8 0
Brickmakers and moulders	1 16 0	2 15 0
Pressers	1 15 0	2 10 0
Burners	2 0 0	3 10 0
Loaders-out	1 16 0	2 10 0
Stackers	1 16 0	2 8 0
Carters	1 10 0	2 5 0
Cement—		
Millers	3 0 0	3 10 0
Burners	2 0 0	2 12 0
Kiln-fillers	1 16 0	2 5 0
Labourers	1 10 0	2 0 0
Joinery, Wood-turning, and Carving—		
Foremen	3 0 0	3 12 0
Joiners	1 16 0	3 0 0
Turners	1 10 0	3 0 0
Carvers	1 18 0	3 3 0
Apprentices	0 7 0	0 15 0
Limeworks—		
Foremen	3 0 0	3 0 0
Quarrymen	2 0 0	2 5 0
Crane-drivers	1 16 0	2 0 0
Lime-drawers	2 0 0	2 8 0
Burners	2 0 0	2 8 0
Marble and Monumental Masons—		
Foremen	2 10 0	3 0 0
Letter-cutters and carvers	2 0 0	3 0 0
Marble and stone masons	1 10 0	3 5 0
" improvers	0 15 0	1 10 0
Polishers	1 10 0	2 5 0
" improvers	0 12 0	1 0 0
Fixers	1 5 0	2 5 0
Carters	1 10 0	2 2 0
Boys	0 5 0	0 10 0
Bricklayers	2 8 0	2 14 0

† Unpaid for the first three or six months.

IV.—Persons engaged in connection with Building Materials, &c. (continued).

	From— £ s. d.	To— £ s. d.
Modelling, Cement and Plaster Decorations—		
Modellers	3 0 0	3 0 0
Pressers	1 10 0	2 5 0
Casters	0 10 0	1 0 0
Paint and Varnish—		
Manufacturers	2 10 0	5 0 0
Labourers	0 16 0	1 15 0
Potteries—		
Foremen	2 8 0	3 10 0
Throwers	2 0 0	3 0 0
Pipe-makers	2 0 0	3 0 0
Burners	2 0 0	2 15 0
Clay-getters	1 10 0	2 8 0
Quarrying and Stone-crushing—		
Foremen	3 0 0	3 0 0
Quarrymen	2 0 0	2 5 0
Masons	2 0 0	2 10 0
Stonebreakers	1 10 0	2 2 0
Stonefeeders	1 16 0	2 0 0
Saw-mills—		
Foremen	2 8 0	4 0 0
Saw-sharpeners	1 10 0	2 8 0
Benchers	1 10 0	2 10 0
Benchers' assistants	1 0 0	2 0 0
Sawyers	1 10 0	3 0 0
Sawyers' assistants	0 12 6	1 10 0
Measurers	1 16 0	2 5 0
Tailers-out	0 15 0	1 5 0
Labourers	1 10 0	2 2 0
Draymen	1 10 0	2 5 0
Mill hands	1 10 0	2 7 6
Machinists	2 0 0	3 3 0
Machinists' assistants	0 10 0	1 10 0
Engineers	2 0 0	3 5 0

V.—Persons engaged in Engineering, Metal Works, &c.

Foremen	3 0 0	5 0 0
Engineers	1 14 0	3 5 0
Machinists	1 18 0	3 0 0
Turners and fitters	2 5 0	5 0 0
Blacksmiths	1 10 0	3 0 0
Strikers	1 5 0	2 0 0
Iron-founders	1 15 0	2 10 0
Iron-moulders	1 16 0	3 10 0
„ assistants	0 5 0	0 18 0
Iron-dressers	1 12 0	2 8 0
Furnace-men	1 10 0	2 6 0
Pattern-makers	1 12 0	2 14 0
Boiler-makers	1 16 0	3 0 0
Coppersmiths	2 10 0	3 3 0
Brass-moulders	1 10 0	3 0 0
Brass-finishers	1 16 0	3 3 0
Tinsmiths	1 10 0	3 0 0
„ assistants	0 6 0	1 5 0
Smelters	2 10 0	3 0 0
Plumbers and gasfitters	1 10 0	3 0 0
Plumbers' boys	0 5 0	0 15 0
Meter-makers	1 19 0	3 3 0
Painters	1 10 0	3 0 0
Stove-fitters	1 5 0	3 0 0
Galvanisers	1 5 0	3 10 0
Wireworkers	1 6 0	3 3 0
Japanners	1 3 0	2 10 0
Engine-drivers and firemen	1 10 0	3 0 0
Bricklayers	2 2 0	3 0 0
Carpenters	1 10 0	3 0 0
Labourers	1 10 0	2 2 0
Carters	1 10 0	2 9 0
Storekeepers	1 10 0	2 10 0
Drillers	0 8 0	1 16 0
Trunk-makers	1 5 0	2 5 0
Canister-makers	1 10 0	3 0 0
Lead-millers		3 6 0
Apprentices	0 4 0	1 10 0
Boys	0 5 0	0 15 0

VI.—Persons engaged in Ship-building, Repairing, &c.

Ship-building, Docks, &c.—		
Foremen	3 0 0	7 0 0
Shipwrights	2 8 0	3 12 0
Boiler-makers and riveters	2 10 0	3 8 0
Pattern-makers	2 5 0	3 0 0
Bolt-screwers	2 0 0	2 8 0
Ship joiners	2 8 0	3 0 0
Marine opticians	2 0 0	3 0 0
Ships' compasses, sextants, and barometer repairers	2 0 0	3 0 0

*33—E

VI.—Persons engaged in Ship-building, Repairing, &c. (continued).

	From— £ s. d.	To— £ s. d.
Sails and Tarpaulins—		
Sailmakers	1 5 0	3 0 0
Tent and tarpaulin makers	0 15 0	2 7 0
General hands	0 10 0	1 10 0
Apprentices and boys	0 5 0	0 18 0
Forewoman		1 10 0
Women and girls	0 6 0	0 19 0

VII.—Persons engaged in the manufacture of Furniture, Bedding, &c.

Foremen	2 10 0	4 10 0
Machinists	1 7 6	2 14 0
„ apprentices	0 10 0	0 15 0
Cabinet-makers	1 10 0	2 16 0
„ apprentices	0 2 6	1 6 0
Polishers	2 0 0	3 0 0
„ apprentices	0 7 6	1 7 6
Chair-makers	1 9 0	2 16 0
Chair-fitters	1 5 0	2 12 0
Frame-makers	1 10 0	2 5 0
Wood-carvers	2 10 0	3 0 0
Wood-turners	1 16 0	2 0 0
Upholsterers	2 0 0	3 0 0
„ apprentices	0 5 0	1 10 0
Carpet hands	1 15 0	3 0 0
Drapery-cutters	2 2 0	4 5 0
Forewomen	1 5 0	1 10 0
Upholsteresses	0 12 6	2 0 0
Girls	0 5 0	0 9 0
Drapery hands	0 16 0	2 0 0
Machinists	0 10 0	1 2 6
Seamstresses	0 9 0	1 2 6
Carpet-sewers	0 10 0	1 5 0
Girls	0 5 0	0 10 0
Window-blind makers and fixers	1 10 0	2 10 0
Boys	0 5 0	0 17 6
Venetian blind makers	1 10 0	2 10 0
„ painters	1 5 0	2 5 0
Revolving shutter makers	1 10 0	2 14 0
Mattress-makers	1 10 0	2 18 0
Picture-frame makers	1 15 0	4 0 0
Mount-cutters	1 15 0	2 18 0
Apprentices	0 6 0	1 5 0
Fitters	1 0 0	1 10 0
Girls	0 5 0	1 0 0
Hair and Flock Hands—		
Packers	0 12 0	2 14 0
Machinists	0 15 0	1 16 0
Rag sorters	0 17 0	1 0 0
Cloth-cutters	0 10 0	0 12 0
Billiard-table makers	2 0 0	3 0 0
Apprentices	0 7 6	0 12 0
Ivory turners	2 0 0	3 0 0
Cbinese cabinet-makers	0 10 0	3 0 0
„ polishers	0 17 0	1 16 0
„ wood-turners	1 4 0	1 12 0
„ sand-paperers	0 15 0	1 10 0

VIII.—Persons engaged in Printing, Lithographing Establishments, &c.

Readers	2 0 0	3 0 0
Readers' assistants	0 15 0	2 0 0
Compositors, Jobbing Offices—		
Journeymen	1 5 0	3 10 0
Improvers	0 17 6	2 0 0
Apprentices	0 5 0	1 0 0
Compositors, Newspaper Offices—		
Foremen	3 0 0	7 0 0
Machine compositors	4½d. to 5d.	} per 1,000 ens.
Compositors	9d. to 1s. 1d.	
Linotype operators	3d.	
Female type distributors	1½d. with allowances.	
Machinists' boys	0 6 6	0 15 0
Apprentices	0 10 0	1 5 0
Letterpress Machinists—		
Foremen	2 10 0	6 0 0
Journeymen	1 10 0	4 0 0
Improvers	0 14 0	1 10 0
Apprentices	0 8 0	0 15 0
Stereotypers—		
Foremen	3 10 0	6 0 0
Journeymen	1 15 0	3 0 0
Electrotypers—		
Journeymen	1 15 0	3 15 0
Engravers	2 0 0	4 0 0

VIII.—Persons engaged in Printing, Lithographic Establishments, &c. (continued).

	From—			To—		
	£	s.	d.	£	s.	d.
Lithographers—						
Journemen	2	0	0	4	0	0
Improvers	1	0	0	1	10	0
Apprentices	0	6	0	1	0	0
Stone polishers and cleaners.....	0	15	0	1	12	6
Artists, illuminators, and photographers	1	15	0	6	10	0
" apprentices	0	7	6	0	17	6
Cutters	2	12	0	2	16	0
Varnishers, transferrers, &c.....	2	0	0	3	0	0
Feed and fly boys	0	5	0	1	0	0
General hands.....	1	5	0	2	0	0
Engineers and firemen	1	10	0	8	0	0
Bookbinders—						
Foremen	2	0	0	5	0	0
Rulers	1	0	0	4	0	0
Binders	1	0	0	4	0	0
Finishers	1	0	0	3	10	0
Forewomen.....Female	0	17	6	1	10	0
Booksewers	0	10	0	1	10	0
Bookfolders	0	5	0	1	5	0
Embossers	0	8	0	1	0	0
Numberers, pagers, wire-stitchers, packers, &c.....Female	0	5	0	1	0	0
Apprentices.....Male	0	7	0	1	0	0
".....Female	0	2	6	0	7	6
Boys, messengers, &c.....	0	5	0	0	13	6
Paper Boxes and Bags—						
Foremen	2	10	0	2	15	0
Forewomen	0	17	6	1	10	0
Cutters	0	17	0	2	0	0
Boys	0	7	6	0	14	0
Girls (box and bag makers)	0	5	0	1	10	0
Apprentices	0	2	6	0	4	0
General hands.....	1	2	6	2	5	0

IX.—Persons engaged in the manufacture of Vehicles, Saddlery and Harness, and Bicycles.

Coachbuilding—						
Foremen	2	10	0	4	0	0
Carpenters	1	10	0	3	0	0
Body-makers	1	15	0	3	0	0
Wheelwrights	1	15	0	3	0	0
Blacksmiths.....	1	10	0	3	0	0
Strikers.....	0	10	0	1	10	0
Vicemen	1	5	0	2	8	0
Trimmers	1	15	0	3	0	0
Painters	1	0	0	3	0	0
Nave turners	1	16	0	2	5	0
Spoke turners	1	16	0	2	5	0
Improvers	0	15	0	1	10	0
Apprentices.....	0	5	0	1	0	0
Saddlery and Harness—						
Foremen	2	10	0	3	5	0
Saddle makers	1	10	6	2	10	0
Harness makers	1	15	0	3	0	0
Collar makers	1	1	0	3	0	0
Strap hands.....	1	5	0	2	15	0
General hands.....	1	0	0	2	10	0
Machinists	1	15	0	2	0	0
Female hands	0	7	6	1	15	0
Improvers	0	10	0	1	2	6
Apprentices	0	5	0	0	17	6
Making and Repairing Bicycles—						
Foremen	2	10	0	3	0	0
Turners	1	10	0	2	15	0
Fitters	1	10	0	2	10	0
Tyre and wheelmaker.....	1	5	0	2	7	6
General hands.....	1	5	0	2	0	0
Boys	0	6	0	0	10	0

X.—Persons engaged in the production of Light, Fuel, Heat, &c.

Electric Light Works—						
Foremen	3	0	0	3	10	0
Engineers.....	2	10	0	4	10	0
Electricians.....	2	0	0	3	10	0
Installing Workmen	2	0	0	2	10	0
Gas Works—						
Foremen	3	10	0	6	0	0
Stokers and Firemen	2	2	0	2	18	0
Fitters	2	8	0	3	6	0
Plumbers	2	5	0	2	15	0
Main-layers.....	1	16	0	2	15	0
Service-layers	1	16	0	2	15	0
Lamp-lighters	1	12	0	1	12	0
Fuel—						
Sawyers and Yardsmen.....	1	10	0	3	0	0
Carters.....	1	10	0	2	5	0
Boys.....	0	5	0	1	0	0

XI.—Persons engaged in Miscellaneous Trades.

	From—			To—		
	£	s.	d.	£	s.	d.
Basket-making, wicker-work, mats and matting—						
Basket-makers.....	1	0	0	2	0	0
Apprentices and boys.....	0	5	0	0	15	0
Mat and matting makers	1	0	0	1	10	0
Boys	0	7	0	0	12	0
Box and Packing Case Making—						
Foremen	2	10	0	3	0	0
Box-makers	1	10	0	2	10	0
Sawyers	1	10	0	2	2	0
Machinists	1	10	0	2	8	0
Carters	0	15	0	2	6	0
General Hands	1	0	0	2	8	0
Apprentices	0	7	6	0	10	0
Boys.....	0	5	0	0	13	0
Broom-making—						
Broom-makers.....	1	10	0	2	5	0
Assistants and Apprentices	0	5	0	1	0	0
Broom-sewers	1	15	0	2	0	0
Sorters.....	0	5	0	1	8	0
Brush-making—						
Journemen	1	5	0	3	0	0
Female Hands	0	4	0	0	15	0
Boys and Apprentices	0	9	0	0	11	0
Chemicals, Drugs, Patent Medicines, &c.—						
Foremen	2	6	0	4	0	0
Manufacturers	1	0	0	2	7	6
Chemists	1	0	0	2	10	0
" improvers	0	7	6	1	5	0
Lead Burners and Platinum Men	1	2	0	2	14	0
Acid Makers	1	10	0	2	5	0
Bottle Washers	0	12	6	1	0	0
Packers.....	0	14	0	2	5	0
Forewomen.....Females	0	15	0	2	10	0
Bottlers and labellers....."	0	4	0	0	15	0
Packers	0	6	0	1	0	0
Manufacturing hands	0	6	0	0	10	0
Cooperage—						
Coopers	1	15	0	3	0	0
Apprentices	0	8	0	1	2	6
Machinists	0	16	0	2	0	0
Dye Works—						
Dyers	1	7	6	2	10	0
Pressers (men)	1	10	0	2	5	0
" (women)	1	1	0	1	4	0
Feather and Glove Cleaners, &c.....	0	2	6	1	4	0
Explosives—						
Mixers	1	5	0	2	5	0
Cartridge Fillers.....	1	0	0	2	0	0
Packers.....	1	0	0	1	15	0
Labourers.....	1	10	0	1	18	0
Florists—						
Florists and shop assistants (female) ...	0	5	0	1	2	6
Glass Works—Bottles, &c.—						
Foremen	3	0	0	4	0	0
Glass-blowers	1	10	0	3	17	0
Packers	0	7	0	1	7	6
Finishers.....	1	10	0	3	17	0
Engineers and Firemen	1	5	0	3	10	0
Apprentices	0	10	0	1	15	0
Boys.....	0	6	0	0	15	0
Glass Works—Ornamental—						
Cutters and Silverers	2	0	0	3	0	0
Bevellers	1	10	0	3	0	0
Glaziers	1	10	0	2	10	0
Carters.....	1	10	0	2	0	0
Stencil Cutters (boys and girls)	0	5	0	0	8	0
Boys	0	5	0	1	0	0
Hair-dressing and Hair-working—						
Hair-dressers and wig-makers	1	0	0	3	0	0
Hair-frame makers.....	0	5	0	1	10	0
" females	0	5	0	1	1	0
Laundries (steam and hand)—						
Wash-house hands	0	15	0	2	5	0
Packers	1	1	0	1	16	0
Boys	0	7	0	0	10	0
Carters	0	10	0	2	5	0
Engineers	1	10	0	2	7	6
Firemen.....	0	15	0	1	5	0
Washers.....Females	0	10	0	1	0	0
(2/- to 4/- per day.)						
Sorters and Packers	0	6	0	1	10	0
Folders	0	6	0	1	10	6
Starchers	0	6	0	1	5	0
Machine ironers	0	9	0	1	4	0
Callender hands	0	8	0	0	10	0
*Shirt and collar ironers	0	18	0	2	0	0
*Starch ironers	0	13	0	1	6	0
*Plain ironers	0	12	0	0	18	0

* Ironers are paid by piece-work, washers by the day; other branches by weekly wage.

XI.—Persons engaged in Miscellaneous Trades (continued).				
	From—		To—	
	£	s. d.	£	s. d.
Papermaking—				
Sorters and classers	1	0 0	2	0 0
Beatermen	1	5 0	2	10 0
Rag boilers and cuttermen	0	15 0	1	18 0
Machine men	0	12 6	2	10 0
Labourers.....	0	18 0	1	16 0
Blacksmiths.....				2 8 0
Paper sorters (female)	0	10 0	0	15 0
Pecambulator making—				
Carpenter.....	1	15 0	2	2 0
Blacksmiths.....	1	1 0	2	2 0
Fitters	1	0 0	2	5 0
Painters	0	10 0	1	0 0
Upholsterers	1	0 0	1	10 0
Boys.....	0	6 0	0	10 0
Machinists (female)	0	10 0	1	0 0
Photography—				
Operators.....	2	0 0	4	10 0
Printers	1	0 0	2	10 0
„ Assistants	0	7 6	1	0 0
Retouchers	1	10 0	3	5 0
Zinc etchers.....	1	10 0	2	15 0
Enlargers	2	0 0	3	0 0
Framers	0	17 6	2	5 0
Retouchers..... Females	0	12 6	1	15 0
Printers.....	0	5 0	1	5 0
Spotters.....	0	5 0	1	12 6
Sorters	0	5 0	0	7 6
Portmanteaus and Bags—				
Bag-makers.....	1	10 0	3	0 0
„ Assistants	0	16 0	1	10 0
Improvers	0	7 6	1	2 6
Trunk and portmanteau makers	1	10 0	3	0 0
Blacksmiths and japanners	0	15 6	1	15 0
Machinists (female)	0	6 0	1	4 0
Rope Works—				
Foremen	4	0 0	4	10 0
Ropelayers	2	2 0	2	8 0
Reclers	1	10 0	2	0 0
Hand spinners.....	1	10 0	2	5 0
Machinist	0	18 0	1	10 0
Jenny-boys	0	6 0	0	15 0
Rubber Works—				
Journeymen	2	0 0	3	0 0
Boys.....	0	10 0	1	0 0
Sewing Machines, Pianos, &c.—				
Foremen	3	10 0	4	0 0
Tuners	2	0 0	5	0 0
Polishers	1	0 0	3	12 0
Repairers.....	1	2 6	4	0 0
Apprentices and boys.....	0	5 0	1	0 0
Stringers and Spinners	0	10 0	1	5 0
Packers and Fitters-up	1	10 0	2	8 0

XI.—Persons engaged in Miscellaneous Trades (continued).				
	From—		To—	
	£	s. d.	£	s. d.
Soap and Candle Works—				
Stearine and Candle-makers.....	1	4 0	2	10 0
Moulders.....	0	15 0	1	10 0
Soap-boilers.....	1	16 0	3	0 0
Assistants	0	5 0	1	10 0
Packers	0	10 0	1	10 0
Carters.....	1	0 0	1	16 0
Coopers	2	10 0	3	0 0
Carpenters, Box-makers, and Plumbers	2	0 0	2	5 0
Engineers and Firemen.....	1	0 0	2	10 0
Boys.....	0	5 0	0	15 0
Packers..... Females	0	6 0	1	0 0
Tobacco and Cigarettes—				
Foremen	2	15 0	5	0 0
Cutting-room Hands	1	0 0	2	10 0
General Hands	1	0 0	2	5 0
Box-makers	1	5 0	3	0 0
Stemmers.....	0	12 0	1	5 0
Twisters	1	2 0	3	5 0
Pressers	0	12 0	2	10 0
Plug-coverers	0	15 0	2	5 0
Finishers	1	10 0	2	15 0
Cigarette Machinists	1	15 0	3	10 0
Engineers and Firemen.....	2	0 0	5	0 0
Boys—General Work.....	0	5 0	0	16 0
Forewoman..... Females	0	15 0	1	10 0
Stemmers.....	0	10 0	1	0 0
Coverers.....	0	15 0	1	13 0
Cutting-room Hands	0	10 0	1	0 0
Cigarette-making—				
Machine-hands.....	0	7 0	0	14 0
Cigarette-makers	0	16 0	1	4 0
Mouth-piece Makers	0	12 6	0	16 6
Filling and Closing, &c.	0	5 0	0	8 0
Packers	0	7 0	0	17 0
Umbrella-making—				
Males	0	12 0	2	5 0
Females	0	10 0	1	5 0
Watchmaking and Jewellery, &c.—				
Watchmakers	1	10 0	5	0 0
„ apprentices	0	5 0	0	10 0
Jewellers	1	10 0	6	0 0
„ apprentices				0 10 0
Instrument Makers	1	2 6	3	0 0
Opticians	1	10 0	2	10 0
Polishers	1	5 0	2	15 0
Gem Cutters	2	0 0	3	0 0
Engravers	2	0 0	5	0 0
Packers	0	17 6	1	7 6
Electroplaters	1	10 0	4	0 0
Burnishers..... Females	1	0 0	1	10 0
Boys.....	0	5 0	0	17 6

TABLE III.

Employments of Apprentices.

Class of Factory.	No. of Factories.	Number of Apprentices.			Class of Factory.	No. of Factories.	Number of Apprentices.		
		Males.	Females.	Total.			Males.	Females.	Total.
Tanneries.....	2	8	.....	8	Bedding, flock, upholstering, &c...	1	2	.....	2
Confectionery	1	3	.....	3	Furniture	4	31	1	32
Boots and shoes	16	77	61	138	„ Chinese	5	6	.....	6
Clothing—slops	17	19	172	191	Printing and bookbinding	30	186	13	149
„ —order tailoring	36	43	79	122	Coaches and waggons	9	20	.....	20
Dressmakers and milliners	66	.....	260	260	Saddlery, saddle-trees, whips, &c. .	5	16	.....	16
Hats and caps	1	1	.....	1	Cycle building and repairing	1	4	.....	4
White work, &c.....	2	.....	12	12	Baskets, wicker-ware, mats.....	1	2	.....	2
Carpentry and joinery	5	8	.....	8	Brooms and brushes	1	1	.....	1
Marble and monumental masonry ..	1	1	.....	1	Cooperage	3	15	.....	15
Pottery and earthenware	1	2	.....	2	Dye works and cleaning	1	.....	3	3
Boiler-making	2	20	.....	20	Glass, including bottles	1	3	.....	3
Brass works	2	18	.....	18	Hydraulic power	1	2	.....	2
Coppersmithing	1	4	.....	4	Jewellery	5	17	.....	17
Engineering.....	23	95	.....	95	Photographing, photo. engraving, and materials	2	.....	6	6
Ironworks and foundries	2	3	.....	3	Sewing machineries, pianos, &c.....	3	7	.....	7
Tinsmithing	1	5	.....	5	Surgical instruments, spectacles, and lenses	2	2	1	3
Zinc, ornamental	1	4	.....	4	Painters and sign-writers	2	9	.....	9
Blacksmithing.....	2	2	.....	2					
Plumbers, gasfitters, &c.	4	10	.....	10					
Gas and water meters	1	2	.....	2					
Docks and slips	3	37	.....	37					
Ship-building and repairing	1	5	.....	5					
					Total.....	268	640	608	1,248

TABLE IV.
Machinery used in Factories.

Class of Factory.	Horse-power of Machinery.			
	Steam.		Gas.	
	No.	H.P.	No.	H.P.
I. Treating raw material—the product of pastoral pursuits	52	825	1	8
II. Connected with food and drink, or preparation thereof	93	2,656	26	78½
III. Clothing and textile fabrics	8	147	36	197
IV. Building materials	67	1,930½	14	73
V. Metal works, machinery, &c.	78	1,608	27	80½
VI. Shipbuilding, repairing, &c.	6	815	2	3½
VII. Furniture, bedding, &c.	12	127¼	11	47
VIII. Books, paper, printing, &c.	6	449	81	362
IX. Vehicles, saddlery, harness, &c.	10	76	5	6
X. Light, fuel, and heat	23	1,217	.....	.....
XI. Miscellaneous	67	693½	28	83
Total	422	10,544¼	231	938½
I. Treating Raw Material (the product of pastoral pursuits)—				
Boiling down	1	10	.....	.....
Glue, oil, and grease	3	216	.....	.....
Manures	3	29	.....	.....
Tallow refineries	2	44	.....	.....
Tanneries	33	330	1	8
Woolwashing, scouring, &c.	10	196	.....	.....
Total	52	825	1	8
II. Connected with Food and Drink (or preparation thereof)—				
Aerated waters	13	112	9	26
Bacon and meat curing, &c.	1	8	.....	.....
Bread, biscuits, and pastry, &c.	6	89	5	23
Breweries	9	337	.....	.....
Butterine and margarine.....	1	8	.....	.....
Condiments	8	319	1	2
Confectionery	5	50	2	1½
Corn flour	1	35	.....	.....
Flour mills and self-raising flour	8	570	2	5
Ice and refrigerating	5	317	.....	.....
Jam and fruit canning.....	8	78	1	2
Meat preserving	8	178	.....	.....
Salt grinding.....	1	40	.....	.....
Sugar mills and refining	1	385	.....	.....
Small goods, butchers	16	85	2	5
Tea blending and packing	1	5	4	14
Vinegar	1	40	.....	.....
Total	93	2,656	26	78½
III. Clothing and Textile Fabrics—				
Boots and shoes	4	39	24	156½
Clothing, slops	1	35	9	38
Hats and caps	1	8	.....	.....
Oilskin and waterproof clothing .....	.....	.....	1	1
White-work, underclothing and sewing .....	.....	.....	2	1½
Woollen cloth	2	63	.....	.....
Total	8	147	36	197
IV. Building materials—				
Asphalt	1	35	.....	.....
Bricks.....	15	959	.....	.....
Joinery and carpentry.....	11	90½	6	31½
Marble and monumental masonry	3	20	1	8½
Pottery and earthenware.....	5	98	.....	.....
Saw-mills	16	454	.....	.....
Stone-crushing	1	8	.....	.....
Stone dressing and polishing	1	26	.....	.....
Timber merchants and builders	7	186	3	26
Wood turning and carving	7	54	4	7
Total	67	1,930½	14	73
V. Metal works, machinery, &c.—				
Agricultural implements, &c.	2	24	.....	.....
Boiler-making	2	22	.....	.....
Brass works	4	14	3	4
Copper-smithing	3	14	.....	.....
Engineering	35	666	10	25
Galvanized iron works.....	1	10	1	1½
Iron works and foundries	21	337	.....	.....
Lead works	3	386	.....	.....
Railway springs	1	10	.....	.....
Smelting	2	20	.....	.....

Class of Factory.	Horse-power of Machinery.			
	Steam.		Gas.	
	No.	H.P.	No.	H.P.
V. Metal works, machinery, &c.— (continued)—				
Tinsmithing	1	3	5	18½
Wire-working	1	10	.....	.....
Zinc—ornamental .....	.....	.....	4	20
Blacksmithing .....	.....	.....	1	7
Plumbers and gasfitters .....	.....	.....	2	1
Gas and water meters .....	.....	.....	1	3½
Railway rolling-stock	1	32	.....	.....
Ore-treating works	1	60	.....	.....
Total	78	1,608	27	80½
VI. Ship-building, repairing, &c.—				
Docks and slips	4	797	.....	.....
Sails, tarpaulins, tents, &c. ....	.....	.....	2	3½
Ship and boat building and repairing	2	18	.....	.....
Total	6	815	2	3½
VII. Furniture, bedding, &c.—				
Bedding, flock, upholstery, &c.	3	58	2	15
Furniture	5	46½	4	18
Picture frames	1	2½	1	3
Window blinds, venetians, &c. ....	.....	.....	1	1
Wire mattresses .....	.....	.....	1	7
Iron bedsteads	1	12	.....	.....
Furniture—Chinese	1	4	2	3
Hair-curling	1	4½	.....	.....
Total	12	127¼	11	47
VIII. Books, paper, printing, &c.—				
Electrotyping and stereotyping, &c. ....	.....	.....	2	6
Paper bags, boxes, &c.	1	12	5	19½
Paper	2	323	.....	.....
Printing and bookbinding	3	114	73	329
Printing materials, &c. ....	.....	.....	1	7½
Total	6	449	81	362
IX. Vehicles, saddlery, harness, &c.—				
Coaches and waggons	6	47	.....	.....
Saddlery, saddle-trees, whips, &c.	1	7	1	1
Cycle building and repairing .....	.....	.....	4	5
Wheelwright's materials	3	22	.....	.....
Total	10	76	5	6
X. Light, fuel, and heat—				
Electric lighting	8	691	.....	.....
Gas	4	446	.....	.....
Wood and coal	11	78	.....	.....
Total	23	1,217	.....	.....
XI. Miscellaneous—				
Beehives .....	.....	.....	1	7
Billiard tables .....	.....	.....	1	½
Box and packing cases	4	33	1	6
Brooms and brushes .....	.....	.....	2	5
Chaffcutting, firewood, &c.	11	73	.....	.....
Chemicals, drugs, patent medicines, &c.	5	49	3	10½
Cooperage	7	90	.....	.....
Cutlery .....	.....	.....	1	½
Dye works and cleaning	1	4	.....	.....
Electroplating and silversmithing	1	10	3	9½
Glass, including bottles	1	2	.....	.....
Glass, ornamental	3	14	1	9
Hydraulic power	1	6	.....	.....
Incandescent mantle making .....	.....	.....	1	1½
Jewellery .....	.....	.....	2	2½
Leather belting	1	6	1	7
Perambulators .....	.....	.....	1	½
Photo. engraving and photo. materials, &c. ....	.....	.....	1	1
Portmanteaus and Bags .....	.....	.....	1	1
Revolving shutters	1	12	.....	.....
Rope and fishing lines	2	89	1	1
Sewing machines, pianos, &c.	1	25	1	½
Soap, soda, soap extract, candles, &c.	10	68	1	½
Surgical instruments, spectacles, lenses, &c. ....	.....	.....	2	1
Tobacco, cigars, and cigarettes	4	81	1	12
Tobacco pipes .....	.....	.....	1	6
Varnish, paints, &c.	2	42	.....	.....
Laundries	12	89½	1	½
Total	67	693½	28	83

TABLE V.
Evidence of Outworkers.

Persons Working.	Kind of Work.	Ordinary Prices.	Amount Earned in a day.	Average Gross Earnings per week.	Cost of Sewing to be deducted from Gross Earnings.	Cost of Sewing Machine.	Hours per day.	
(mother, 2 daughters, and several hands).	Making slop vests..	6d., 7d., 8d., and 11d. each; boys' vests, 4½d. and 5d.	Could do 1 in ½ hour, in less time if several are being made together; button-holes made in factory.	£4 10s.; average 180 vests per week, mostly at 6d. and 7d.; occasionally some at 11d.	2s. per dozen for cotton, and silk a little more.	3 machines, £11 10s. each; paid fortnightly; nearly paid for.	Paid hands, 48 hours per week; family (3), about 50 hours.	Widow with 2 daughters, usually works with 1 learner (unpaid), and employs several in busy time; average £2 per week working 3 only; was busy before Christmas, and the price was raised 1d, but has since fallen to its usual price; will get little or no work for a couple of months in the winter; comfortable home, good workroom, well kept.
1	Finishing trousers..	2s. and 3s. 6d. per dozen.	1 pair in about 1½ hour.	50 pairs, 10s. to 12s.	Find cotton.....	.....	All day from breakfast, but must get lunch for self and 2 small children, and cook dinner for husband by 6 o'clock.	Young married woman with 2 children; husband labourer; wished to add to his weekly earnings; had worked in factory before marriage, and made good wages as a finisher 6 years ago; got 7d. each for finishing trousers then (now paid 2d. to 5½d. per pair in factory); does not think it worth while to go on at the pay, as she has to go backwards and forwards for the work.
2 (mother and daughter).	Making slop trousers.	4s. 6d. per dozen ..	8 pairs a day, 3s. ..	3 dozen pairs, sometimes a little more; 12s. 6d. to 13s.	Cotton, 1s. per dozen; button-hole thread, 6d. per reel; sewing thread, 9d. per reel; button thread, 1½d. per reel; average, 1s. 3d. per week.	1 machine bought, second-hand, from a friend.	8.30 to a little after 5; time lost in going to and from the factory.	Married woman with 7 children; 1 boy, 16, in a jam factory at 9s.; husband earns a little, but not much; dependent on the work and boy's wages; has worked regularly at this work for 18 months; work generally slack at stock-taking time and at Christmas; mother and daughter work only.
1	Making slop trousers and knickers for boys (lined).	Serge and tweed from 4s. per dozen and 5s.; knickers, 4s.; moles, 4s. 6d. per dozen.	6 pairs; once had a pair of slop "orders," 8d., 2 hours' work.	2 dozen and 4; average, 10s. 6d.	Cotton, 8d. per reel; thread, 9d. per reel; button-hole thread, 8d. per reel; bought at factory, better and cheaper.	One at £12 10s. paid £1 down and 2s. 6d. per week.	All day	Married woman with 5 children; husband a "beamsman," out of work some time in consequence of introduction of machinery; goes in for work and often has to come back without any, or with a couple of pairs; not worth while unless she gets a good bundle, as tram costs 2d. each way.
1 mother, and little girl of 12 who does a little finishing when not at school.	Making cols.....	4s. 6d. per dozen, and 5s. if with raised seams.	.....	2 dozen and 1; 10s. to 12s.	do do ..	£11 11s.; took 4 years to pay off.	6 a.m. to 5, and often till 10 p.m.	Married woman with 4 children; husband a bricklayer, who has had a very bad year; no constant work. This factory pays no half-pence.
1	Making slop trousers and knickers (lined through); bound bottoms, and raised seams.	Cols, 5d.—knickers, 4d.	8 or 9 pairs; moles, 5 pairs.	28 to 36 pairs; 10s. to 14s.	do do ..	£10 10s.; nearly paid off in 2 years.	8 a.m. to 6.30 and 11 or 12 p.m., 3 or 4 times a week.	Single woman, living with sister.
.....	Finishing trousers—moles and cols.	Cols, 1s. 6d. per dozen; moles, 1s. 6d. and 2s. per dozen.	7 or 8 pairs	5s. 6d.; has never made more than 8s. 6d., when she had a woman to help.	Find thread; 2 reels, 50 yards, 1½d.	None	Early in morning till late at night, and on Sunday as well.	Widow with 1 child at home; blind mother with small means living with her; 10 years ago could make £2 10s. easily working as a coat hand finisher in factory; is no longer working at finishing; not a machinist, so cannot take trousers to make throughout.
.....	Finishing cols.....	1s. 6d. per dozen ..	1 pair an hour	5s. to 8s.	do do ..	do	Irregular hours; sick child; work all day and after tea.	Husband law-writer; very irregular work since type-writing came in; good pay when in work; woman only took this work in to make something to pay for operation on child. Has 6 children; 1 boy in florist's shop at 8s.
2	Making slop vests ..	Cotton stitched, 6s. 6d.; silk stitched, 9s.	8 per day; about ¾ of an hour each.	About 5 dozen; 30s. to 35s.	Cotton, 3d. per reel; silk, 2d. per reel; thread, 8d. per reel; 1s. 6d. to 2s. weekly.	1 machine; usual terms.	9 to 5 daily	Vest hand who had learnt trade in factory; living in parent's home; sister, dressmaker; father earns a little; not constant; works with 1 young sister as apprentice; work constant except during June and July.
2	Making trousers ..	Cols, 4d.; 2nd class, 5d.; 3rd class, 7d.	12 pairs	About 3½ or 4 dozen; 15s. to 22s.	Thread, 10d.; button-hole thread, 6d.; cotton, 1½d. and 2d.	£7 10s., second-hand; 2s. 6d. per week; about 10s. owing.	8.30 to 7.30; off Wednesday afternoon and all Saturday; takes the work in on these days.	Generally get cols at 5d. with raised seam and bound bottoms; this factory gives constant work, but the worst pay; mother and daughter work together and sometimes a young sister helps a little; not dependent on the work; father a fireman and brother in work.
2	Making "order" vests for factory ..	1s. 3d. each; 2s. 6d. to 2s. 9d. if with button-holes and extras.	3 or 4 per day .....	.....	Cotton, 10½d. per dozen; silk, 1s. 4½d. per dozen; thread, 8d. to 10d. per reel.	£12; usual terms; £1 down and 2s. 6d. weekly.	.....	Constant work.
2	Making slop vests ..	5s. 6d. per dozen; occasional "order," 1s. or 1s. 6d.	10 to 12 per day	11s. 6d. to £1 16s.; average, about 25s.	Cotton and thread; average, 3s. per week.	3 at £12 10s.; all fully paid up.	8.30 to 5 and sometimes at night, but seldom work Monday or Saturday.	2 sisters, and a little help from mother; living in mother's house; the factory pays no half-pence; comfortable home, largely supported by brothers.

NOTE.—It would probably be a fairly just statement to say that it takes one and a half hours to make a pair of ordinary Colonial trousers, and three-quarters to one hour to make a slop vest.

TABLE VI.

List of Prosecutions during the Year 1897.

Name, Address, and Occupation.	Offence.	Penalty.	Remarks.
H. S. Jeanneret, Troy Laundry, Harris-street, Ultimo.	Working females for more than 48 hours in one week.	10/-, with 1/11/6 costs, in each of two cases ; and in two other cases 2/6 each, with costs of Court.	In the two latter cases the defendant pleaded guilty.
Dyason Bros. and Johnson, jam manufacturers, Harris-street, Pyrmont.	Working lads for more than 48 hours in one week.	5/-, with costs of Court, in the cases of three lads.	Defendant pleaded guilty.
John James, baker, 656, Darling-street, Balmain.	Insanitary condition of premises.	10/-, with costs of Court, in one case, and 2/6, with costs of Court, in another.	Defendant has since left these premises.
Joseph Condie, laundry occupier, 48, Glebe-road.	Working females for more than 48 hours in a week.	5/- in each case (3), with costs of Court.	Defendant pleaded guilty.
Frederick Butcher, jam manufacturer, 33, Campbell-street, Glebe.	Insanitary condition of factory.	40/-, with costs of Court.	

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1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FRIENDLY SOCIETIES AND TRADE UNIONS.

(REPORT OF REGISTRAR OF, FOR YEAR 1896.)

Presented to Parliament, pursuant to Acts 37 Vic. No. 4, sec. 45; and 45 Vic. No. 12, sec. 26.

Printed under No. 1 Report from the Printing Committee, 30 June, 1898.

The Registrar of Friendly Societies and Trade Unions to The Principal
Under Secretary.

Sir,

Sydney, 9 December, 1897.

I have the honor to submit herewith my report on the Friendly Societies and Trade Unions for the year 1896, to which are appended abstracts of the tables compiled from the returns of the Friendly Societies and of such of the Trade Unions as have forwarded them to this office.

I have, &c.,

A. DAVIS,

Registrar.

THE tabulation of the returns of Friendly Societies has now been brought up to date, those for the year 1896 having been examined simultaneously with those for the year 1895.

The result of this procedure has been the detection of many inaccuracies in the balance-sheets, which have in every case been carefully investigated, and each secretary, whether of lodge, court, or division, should now have in his possession a duplicate copy of what can be officially recognised as the starting point for the returns of the year 1897.

In my last year's report I had a paragraph as follows:—"The chief causes of this unsatisfactory condition of affairs have been the unfitness of secretaries, due to their ignorance, and the utter neglect of the auditors, to observe the faithful fulfilment of their duties." This has been remarked upon as being a somewhat strong expression of opinion; but, after the careful investigation which has been carried on by the officers who have dealt with the returns, I think it may be acknowledged that the words used rather understated the case.

In view of what had been previously discovered, the following circular was distributed as widely as possible, but does not appear to have received due attention:—

Instructions for filling in the Annual Returns to the Registrar.

1. The amount of funds at the beginning of the year must agree with the amount at the end of the year in the previous year's return.
2. The difference between the receipts and expenditure added to or subtracted from (as the case may be) the funds at the beginning of the year will give the amount of funds at the end of the year.
3. The cash in the Post Office Savings Bank, the Savings Bank of New South Wales, and at call or current account in Banks of issue and in Building Societies (the names of which should be stated), must agree with the bank pass-books.
4. The cash in the hands of officers should be counted and certified to by the auditors as being correct.
5. The total value of the hall and other freehold property must be given, and not the amount of funds of the society invested in the same.
6. Banner, furniture, goods, &c., must not be included in the "Disposal of funds."
7. From the total of the "Disposal of funds" the following must be deducted:—
 - (a) The amount of mortgage on hall and other freehold property.
 - (b) The amount of bank overdraft as per bank pass-book.
 - (c) Unpresented cheques.
 - (d) Accounts charged to expenditure, and not paid at date of balancing.

8. The net balance of the "Disposal of funds" must then agree with the amount of funds at the end of the year.
9. Investments repaid and cash withdrawn from the bank must not be included in the receipts.
10. Investments made and cash paid into the bank must not be included in the expenditure.
11. Under the heading "District or Grand Lodge dues" the name of the funds must be stated on account of which the payments have been made.
12. Funeral, superannuation, and widow and orphan's benefits received must agree with the amounts paid.

In reference to the above circular, I may mention that the latest Report of the Registrar of Great Britain contained the following statement with regard to the general practice of appointing auditors who are members of the society or branch, and not professional accountants. Mr. Brabrook says:—"There can be no doubt that the auditors so appointed are sometimes inefficient, and that defective audit gives opportunities for malversation, and even operates as a temptation to dishonesty."

I will state that in this Colony it has so operated, and that a very large proportion of the funds of Friendly Societies have been lost through inefficiency. Two English Societies (the M.U.I.O.O.F. and the A.O.F.) have for some years required auditors to give replies, accompanied by a declaration, to a series of questions which would appear to require more industry than is usually expected of auditors; and these forms of auditing accounts might well be adopted by others than the purely Friendly Societies.

The *Oddfellows Magazine* of October, 1897, a copy of which has been handed to me, and in which the leading article deals with "Auditors and Auditing," says:—"The first step necessary to counteract the evil when it exists is to invite and encourage the co-operation of those members whose capacity for the task is well known. The work involves the expenditure of time that is not compensated for by the fees which lodges pay, nor, in fact, are any of the services rendered under the voluntary system. The ruling principle of having books audited only by efficient auditors is, however, one which every lodge should act up to." I may observe in connection with this question of efficient officers that amongst some old documents was discovered a balance-sheet showing that an auditor was a marksman, yet presumed able to read and examine every document of the lodge; that in other cases no interest had been taken into consideration, although the bank, in its books, credited the society to a considerable amount; that in one society at the present time (the contributions to the Funeral Fund having been calculated on the belief that money would be invested at at least 4 per cent. interest) the whole of the Funeral Fund is banked as a current account, not bearing interest.

Several trustees have been appointed who are marksmen, and in at least one case, although the bank will not acknowledge those who cannot sign their names, an order for payment of money has been signed with a "cross" and a name alongside.

As a carefully-prepared Bill, framed so far as possible on the lines of the recent Act passed in the United Kingdom, has been introduced in the Legislative Assembly of this Colony, and will undoubtedly create much careful discussion amongst the more than 70,000 members of Friendly Societies and their families; and as it would perhaps be as well for the latest information to be placed before those interested, I would ask that the abstract tables contained in Appendices A and B may be distributed amongst the persons interested at the earliest possible date.

Trade Unions.

Although many more Unions have sent in returns for the year 1896, of which an abstract is given in Appendix C to this Report, it is to be regretted that their position generally is so unsatisfactory that they are unwilling to supply the desired information as to their membership and funds.

The following have been the principal operations under the Trade Unions Act during the year 1896. Amendments of existing rules were submitted for registration by:—

Illawarra District Council of the Australasian Labour Federation.
 Newcastle and Hunter River Shipwrights' Provident Union (since closed).
 Balmain Associated Labourers' Union,
 Masters and Engineers of Harbour and River Steamers Association and Consolidated Accident Fund.
 Brewery Employees' Association.
 Amalgamated Hotel and Caterers Employees' Mutual Benefit Association of New South Wales.
 New South Wales Locomotive Engine-drivers, Firemen, and Cleaners' Association.
 United Society of Boilermakers and Iron Ship Builders of New South Wales.
 Barrier Ranges Engine-drivers and Firemen's Association of New South Wales.
 Gas Stokers' Protective Association of New South Wales.

Notices of the appointment of Trustees were sent in by:—

Gas Stokers' Protective Association of New South Wales.
 Barrier Ranges Engine-drivers' Association of New South Wales.
 Barrier Branch of the Amalgamated Miners' Association.
 Sydney Wharf-labourers' Union.
 Brewery Employees' Association.

The dissolution has been registered of:—

The Sydney and Suburban Labourers' Protective Union (22nd December, 1896).
 Balranald Carriers' Union (23rd July, 1896).
 Newcastle Crane Employees' Association (31st December, 1896).

The following new unions have been established:—

Barrier District Council of the Australasian Labour Federation (2nd June, 1896).
 Cobar Miners and Workers' Association (6th July, 1896).
 Eight Hours Demonstration Committee (11th July, 1896).

APPENDIX A.
FRIENDLY Societies Tabulations for the Year 1895.

Name of Order.	Contributions.		Other Receipts.		Total.		Sick Pay.		Medical Attendance and Medicine.		Other Expenditure.		Total.		Funds at the beginning of Year.		Funds at the end of Year.		Number of Financial Members at the beginning of Year.	Number of Financial Members at the end of Year.	Number of Members Sick during the Year.
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.			
Australasian Holy Catholic Guild.....	5,550	3 8	1,471	18 9	7,022	2 5	1,326	14 5	2,106	11 11	2,958	6 3	6,391	12 7	15,576	16 1	16,207	5 11	1,564	1,575	295
Ancient Order of Foresters, Sydney District.....	10,520	6 0	2,181	19 10	12,702	5 10	3,175	6 2	3,584	16 6	4,729	17 11	11,490	0 7	20,997	19 11	22,210	5 2	3,187	3,202	575
Ancient Order of Foresters, New England District	779	11 7	40	12 9	820	4 4	104	7 3	164	14 6	399	9 7	668	11 4	244	18 4	396	11 4	168	153	33
Ancient Order of Foresters, Neutral Courts	2,705	6 11	452	14 2	3,158	1 1	1,262	11 1	1,108	0 6	814	17 7	3,185	9 2	9,191	17 8	9,164	9 7	903	903	187
Grand United Order of Oddfellows	28,158	8 7	4,976	14 3	33,135	2 10	8,475	15 2	8,234	9 11	14,109	4 10	30,819	9 11	70,092	2 1	72,407	15 0	8,340	8,210	1,600
Grand United Order of Free Gardeners	4,478	6 7	328	3 7	4,806	10 2	1,524	16 4	883	16 9	2,145	6 2	4,553	19 3	2,865	14 5	3,118	5 4	1,512	1,490	353
Hibernian Australasian Catholic Benefit Society...	5,423	10 11	1,148	3 10	6,571	14 9	1,464	16 6	1,872	14 10	2,150	10 2	5,488	1 6	7,534	5 2	8,617	18 5	1,472	1,504	304
Irish National Foresters.....	699	17 5	66	13 2	766	10 7	101	1 0	235	15 0	286	15 10	623	11 10	711	2 9	854	1 6	183	184	32
Independent Order of Oddfellows.....	16,542	14 1	2,790	9 8	19,333	3 9	4,006	0 11	5,157	16 8	7,629	18 6	16,793	16 1	34,267	8 5	36,806	16 1	4,306	4,410	838
Independent Order of Rechabites.....	4,854	16 4	2,007	12 0	6,862	8 4	1,112	19 0	1,269	3 11	3,395	10 11	5,777	13 10	7,677	3 5	8,761	17 11	1,269	1,364	237
Loyal Protestant Benefit Society	2,112	3 7	212	19 11	2,325	3 6	382	8 6	758	3 2	1,044	6 4	2,184	18 0	2,760	3 4	2,900	8 10	743	713	128
Manchester Unity, Independent Order of Oddfellows	65,141	6 5	14,741	4 6	79,882	10 11	18,212	18 7	18,944	12 6	33,208	15 4	70,366	6 5	210,833	1 2	220,349	5 8	17,197	17,286	3,306
National Independent Order of Oddfellows	1,506	0 0	213	0 0	1,719	0 0	146	0 0	486	0 0	560	0 0	1,192	0 0	588	0 0	1,115	0 0	381	456	61
Order of Royal Foresters	5,687	17 11	1,220	7 6	6,908	5 5	1,483	15 7	2,014	17 1	3,000	0 3	6,498	12 11	27,165	11 8	27,575	4 2	1,735	1,728	257
Protestant Alliance Friendly Society of Australasia	19,462	9 8	2,619	14 6	22,082	4 2	4,890	18 3	6,378	16 8	7,625	9 8	18,895	4 7	43,799	19 8	46,986	19 3	5,519	5,489	924
Sons and Daughters of Temperance.....	9,942	18 9	1,708	2 2	11,651	0 11	3,084	19 10	3,424	1 7	5,194	16 2	11,703	17 7	24,413	3 10	24,360	7 2	3,752	3,656	525
United Ancient Order of Druids, Sydney District..	12,637	7 8	2,272	19 5	14,910	7 1	2,960	14 8	4,977	15 0	5,060	12 8	12,999	2 4	14,813	12 1	16,724	16 10	3,958	4,110	552
United Ancient Order of Druids, Newcastle District	2,439	3 6	325	3 7	2,764	7 1	1,416	11 4	316	3 7	1,283	13 10	3,016	8 9	8,482	15 2	8,230	13 6	1,027	973	298
Miscellaneous Societies	5,951	0 0	1,653	0 0	7,604	0 0	2,525	0 0	1,685	0 0	2,548	0 0	6,758	0 0	14,730	0 0	15,576	0 0	3,486	3,951	511
Total	204,593	9 7	40,431	13 7	245,025	3 2	57,657	14 7	63,603	10 1	98,145	12 0	219,406	16 8	516,745	15 2	542,364	1 8	60,702	61,357	11,016

APPENDIX B.
FRIENDLY Societies Tabulations for the Year 1896.

Name of Order.	Contributions.			Other Receipts.			Total.			Sick Pay.			Medical Attendance and Medicine.			Other Expenditure.			Total.			Funds at the beginning of Year.			Funds at the end of Year.			Number of Financial Members at the beginning of Year.	Number of Financial Members at the end of Year.	Number of Members Sick during the Year.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
Australasian Holy Catholic Guild	5,391	16	6	944	4	6	6,336	1	0	1,412	9	7	2,078	0	9	2,253	9	8	5,744	0	0	16,791	16	0	17,383	17	0	1,604	1,550	261			
Ancient Order of Foresters, Sydney District.....	11,597	2	7	2,024	15	5	13,621	18	0	3,136	12	5	3,983	14	8	5,482	2	3	12,602	9	4	22,243	9	9	23,262	18	5	3,381	3,523	560			
Ancient Order of Foresters, New England District	565	16	9	63	19	8	629	16	5	123	16	3	142	8	4	269	17	0	536	1	7	431	4	8	524	19	6	166	168	26			
Ancient Order of Foresters, Neutral Courts	2,768	17	10	440	3	8	3,209	1	6	1,291	2	2	1,158	15	5	902	13	3	3,352	10	10	9,164	9	7	9,021	0	3	928	938	172			
Grand United Order of Oddfellows	28,377	15	8	5,196	5	3	33,574	0	11	7,021	8	5	8,438	3	8	13,797	3	5	29,256	15	6	73,813	8	7	78,130	14	0	8,667	8,517	1,606			
Grand United Order of Free Gardeners	4,761	0	6	316	5	11	5,077	6	5	1,425	15	10	833	18	7	2,058	2	0	4,317	16	5	3,392	16	1	4,152	6	1	1,574	1,631	423			
Hibernian Australasian Catholic Benefit Society ...	5,743	0	11	1,055	7	11	6,798	8	10	1,570	3	8	1,980	5	5	2,317	6	2	5,867	15	3	8,696	15	9	9,627	9	4	1,597	1,620	309			
Irish National Foresters.....	767	1	3	139	19	7	907	0	10	174	8	3	248	8	8	343	1	2	765	18	1	854	1	6	995	4	3	184	222	40			
Independent Order of Oddfellows.....	16,637	11	9	3,002	15	10	19,640	7	7	3,958	13	0	5,118	5	10	8,305	19	7	17,382	18	5	36,963	10	4	39,220	19	6	4,443	4,460	849			
Independent Order of Rechabites.....	5,452	9	0	1,792	3	10	7,244	12	10	1,233	18	10	1,324	7	5	3,542	9	9	6,100	16	0	8,729	15	4	9,873	12	2	1,577	1,734	292			
Loyal Protestant Benefit Society	2,296	13	3	213	12	0	2,510	5	3	494	11	0	836	2	9	941	13	3	2,272	7	0	2,986	10	6	3,224	8	9	796	772	137			
Manchester Unity, Independent Order of Oddfellows	64,928	16	0	13,614	4	0	78,543	0	0	17,200	13	8	17,775	1	3	34,601	6	8	69,577	1	7	215,645	13	4	224,611	11	9	17,380	17,379	3,080			
National Independent Order of Oddfellows	1,827	19	5	262	4	2	2,090	3	7	269	11	8	625	8	9	690	8	7	1,585	9	0	1,141	16	11	1,646	11	6	437	512	72			
Order of Royal Foresters	6,494	8	1	1,219	7	11	7,713	16	0	1,550	2	5	2,143	16	5	7,235	7	3	10,929	6	1	28,598	14	6	25,383	4	5	1,698	1,751	309			
Protestant Alliance Friendly Society of Australasia	19,076	9	0	3,279	4	8	22,355	13	8	5,126	13	5	6,625	15	10	9,050	18	2	20,803	7	5	47,371	10	10	48,923	17	1	5,510	5,372	928			
Sons and Daughters of Temperance.....	9,090	0	2	1,496	10	3	10,586	10	5	2,783	12	4	3,377	7	6	5,195	19	6	11,356	19	4	24,656	13	6	23,886	4	7	2,477	2,376	415			
United Ancient Order of Druids, Sydney District..	12,817	12	6	2,419	8	4	15,237	0	10	3,122	8	2	5,755	11	8	5,187	3	1	14,065	2	11	16,537	6	10	17,709	4	9	5,096	5,089	739			
United Ancient Order of Druids, Newcastle District	2,367	1	7	272	10	10	2,639	12	5	1,133	18	1	279	3	10	1,342	3	7	2,755	5	6	8,230	13	6	8,115	0	5	973	946	257			
Miscellaneous Societies	6,457	16	5	1,623	16	5	8,081	12	10	2,82			1,871	10	9	2,844	5	5	7,538	3	9	15,576	7	1	16,119	16	2	3,951	4,513	344			
Total	207,419	9	2	39,377	0	2	246,796	9	4	55,852	6	9	64,596	7	6	106,361	9	9	226,810	4	0	541,826	14	7	561,812	19	11	62,439	63,073	10,819			

APPENDIX C.

Name of Trade Union.		Amount of Funds at beginning of year.	Receipts for the year 1896.	Expenditure for the year 1896.	Amount of Funds at the end of year.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	Colliery Employees' Federation of the Northern District, New South Wales	817 12 3	6,236 12 10	6,297 6 9	756 18 4
2	New South Wales Typographical Association	226 2 4	1,037 2 5	983 11 7	279 13 2
5	Masters and Engineers of Harbour and River Steamers Association of New South Wales	898 8 5	368 0 4	232 14 9	973 14 0
6	New South Wales Operative Bakers' Association	159 3 6	218 10 8	194 13 4	183 0 10
9	Sydney Coal Lumpers' Union	251 16 5	315 18 9	244 19 4	322 15 10
12	Amalgamated Society of Carpenters and Joiners	274 5 4	858 18 7	932 18 4	200 5 7
14	Friendly Trade Society of Ironmoulders of New South Wales	80 13 10	241 19 3	115 10 9	207 2 4
17	Operative Bricklayers' Trade Society of New South Wales	768 3 4	115 19 6	77 18 5	806 4 5
25	New South Wales Locomotive Engine Drivers, Firemen, and Cleaners' Association	1,566 17 5	537 19 6	523 4 0	1,581 12 11
26	Federated Seamen's Union of Australasia	257 19 2	1,003 6 8	571 2 4	690 3 5
29	Sydney Progressive Society of Carpenters and Joiners	284 2 3	87 18 0	46 11 9	325 8 6
32	Gas Stokers' Protective Association of New South Wales	8 11 1	.....	.....	7 7 6
38	Illawarra District Council of the Australasian Labour Federation	303 12 2	988 5 6	847 8 3	444 9 5
40	Operative Sailmakers' Society of Sydney	166 2 2	22 1 1	6 14 0	181 9 3
42	Coal Miners' Mutual Protective Association of the Western District	42 16 7	29 11 0	15 7 3	56 10 4
164	Eight Hour Demonstration Committee for 1896 .....	.....	3,405 15 1	2,835 8 3	570 6 10
47	New South Wales Amalgamated Railway and Tramway Service Association	570 1 6	325 13 1	299 17 6	595 17 1
51	Australasian Association of Operative Plasterers, New South Wales	32 10 9	12 17 5	10 17 9	34 10 5
56	Sydney Lithographic Society	16 13 6	49 12 9	44 7 6	21 18 9
65	Protection of Trade Marks, and Exchange Association (Ltd.) .....	.....	24 3 0	18 6 0	5 17 0
68	Newcastle Typographical Association	104 18 6	66 8 7	58 9 0	112 18 1
72	United Society of Boiler-makers, and Iron Ship-builders of New South Wales, Sydney District	2,456 0 1	470 16 10	218 8 6	2,708 8 5
73	United Licensed Victuallers' Association of New South Wales	128 6 11	804 8 7	863 8 2	68 17 4
85	New South Wales Protective Association of Colliery Engine Drivers	23 1 5	31 8 1	44 0 7	10 8 11
106	Barrier Ranges Engine Drivers and Firemen's Association	13 10 1	104 12 6	44 10 5	73 12 2
124	Journeyman Coopers' Society of New South Wales	300 3 1	54 3 4	143 7 4	210 19 1
143	Builders and Contractors' Association of New South Wales	573 7 10	286 2 10	343 18 8	515 12 0
154	Barrier Branch of the Amalgamated Miners' Association of Broken Hill	235 13 4	2,403 16 8	1,588 0 8	1,051 9

Sydney: William Applegate Gullick, Government Printer. 1898

[6d.]

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FIRE BRIGADES BOARD, SYDNEY.

(REPORT FOR 1897, BEING THE FOURTEENTH ANNUAL REPORT.)

Presented to Parliament, pursuant to Act 47 Vic. No. 3, sec. 7.

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

The Chairman to The Chief Secretary.

Sir,

In conformity with the direction of the 7th section of the "Fire Brigades Act, 1884," I have the honor to present herewith the Report of the Fire Brigades Board, with regard to the administration of the department under its control, during the year 1897, in order that the Minister may lay the Report before Parliament, in compliance with the Act.

I have, &c.,

CHARLES BOWN,

Chairman, Fire Brigades Board.

The Principal Under Secretary.

REPORT OF THE FIRE BRIGADES BOARD FOR THE YEAR 1897.

The year 1897 has been characterised by a considerable increase in the number of outbreaks of fire, but happily few attained great magnitude, and the destruction was comparatively small.

No changes occurred in the constitution of the Board, the biennial term of office not having expired. Twenty-seven meetings were held during the year, besides numerous Committee meetings. Visits were paid to various districts in order that the members of the Board might by personal knowledge be enabled to judge as to their requirements with regard to protection from fire, and to decide upon the best positions for telephone fire-alarms.

The sum held at risk by the contributory Insurance Offices which were unchanged in number, showed an increase of £187,671, the contribution to the Board being equivalent to 2.68 pence per £100 on the total £59,907,953. The companies having their head offices in the Colony, having by amalgamation and absorption been reduced to five, and there being a possibility of further reduction of their number, an amendment of the regulations governing the election of their representative would be advisable, in order to meet the altered conditions, and prevent the occurrence of a possible deadlock.

The return of the assessed value of ratable property in the contributing municipalities amounted to £4,719,961. Allowing £18,734 for the assessment of Liverpool, which only became contributory at the beginning of the year, there is shown a decrease of £255,678 in values. The downward tendency of the ratable property in the municipalities has persistently continued for several years, and correspondingly the ratio which the contribution towards the maintenance of the Fire Brigade Department bears to the assessment valuation has slightly increased. This increase, upon a falling assessment, is unfortunate but unavoidable. In the year 1896 the figures were 2s. 6d. in every hundred pounds; last year the proportion rose to 2s. 10d. The city of Sydney returned a further decrease of £145,505, and reductions were very general throughout the municipalities,—in some cases being remarkably large. Only seven boroughs showed any advance, these being—Annandale, £1,228; Botany, £87; Manly, £309; Mosman, £2,978; North Botany, £383; Penrith, £157; and Willoughby, £3,596.

The calls to fires were 611, being 160 more than in 1896. Of these, 86 were false alarms, while chimneys on fire were responsible for 76. Other than those there were 449 fires, of which 27 were rubbish or bush fires. It is satisfactory to have again to report that, notwithstanding the increase of 158 actual fires, the firemen were able to hold them in check, and the destruction of property was relatively small—showing a repetition of the effective service of the previous year.

Four

Ship fires.

Four fires occurred upon vessels in Port Jackson, and creditable "saves" were effected. Fires of this class are very trying to those endeavouring to extinguish them, and frequently are attended by considerable risk. Usually the holds are filled with goods, whose nature, whether inflammable, explosive, or otherwise, is unknown at the moment, and the confined heat and smoke often become overpowering. Recently a Vajen Bader Patent Smoke Protector has been ordered from the manufacturers in Indiana, United States of America, and it is hoped that this will enable a fireman to endure very dense smoke for a time. If the protector prove the success which reports of its trials would indicate, others will be obtained. By its means a man is enabled to carry a supply of compressed air for breathing in smoke or dangerous gas.

Necessity for legislation for protection of the port.

Attention is again drawn to the necessity for legislative action to provide proper protection for the port, and to place the Board in a position to deal effectively with fires on shipping. In the meantime, acting upon advice obtained from counsel, it is proposed to make a salvage claim upon all vessels saved by the exertions of the Fire Brigade. In the last two Annual Reports particulars are given of certain of the requirements and difficulties with regard to the subject, and these are again earnestly submitted to the notice of the Minister.

Fire Brigades Act, imperfection of.

In other respects the Fire Brigades Act, 1884, remains in its original imperfect condition, and calls for recasting, in order that the intention may be more effectually carried out, and the scope of its usefulness extended in directions previously indicated.

To give an illustration of one of the shortcomings requiring rectification, it may be mentioned that applications are from time to time made by house owners or occupants for action to restrain neighbours from lighting fires in dangerous proximity to inflammable wooden portions of applicants' residences, or for protection from sparks poured out from some improperly built or situated chimney. To all such appeals there can be no satisfactory response by this Department, for the Act only provides for extinction of fire, and, unfortunately, omits to give power for its prevention.

Regulation of buildings, and of traffic in inflammable liquids and explosives.

Legislation for the regulation of the height and construction of buildings, especially in the city, and with regard to the traffic in explosives and inflammable liquids, still remains in abeyance, although the necessity for reform in these matters becomes every year more patent. The recent conflagration in Melbourne, which resulted in the destruction of more than half of one of the finest blocks in that city, representing with the contents a value of over £1,000,000, is an object lesson which should not be lightly disregarded.

Stations.

The alteration of the old court-house and police station in Redfern into a fire station was unexpectedly delayed; but the new building being now completed, it is probable that the transition will soon be accomplished.

Paddington.

For a station at Paddington, which also will be occupied by the Metropolitan Fire Brigade, a fifty years' lease of a portion of the Paddington reservoir reserve has been obtained from the Board of Water Supply and Sewerage, and it is proposed to proceed to build there as soon as possible. The establishment of this station will not alone be the means of providing better protection for the large and thickly-populated eastern suburbs, and of rendering additional assistance to the city, but also will enable some measure of relief to be afforded to headquarters fire station, where the limited space at disposal is seriously overcrowded with necessary fire-extinguishing appliances. With the spread of the Metropolitan population, and the increase of the city buildings in height, larger and more powerful appliances for dealing with fire have become requisite, and the space originally provided by the Government has become quite inadequate for their storage and for the proper drilling of the firemen in their manipulation. Valuable as the large modern appliances are, they have unfortunately to be left exposed to the weather in consequence of the want of room complained of. In taking them hurriedly to a fire considerable risk is incurred of breakdown in getting them out of the narrow yard in which they have to be kept ready for immediate action. The loss of life which might be consequent upon such an accident to the long escape ladders is most serious to contemplate. Moved by considerations such as these, the Board has repeatedly applied to the Government to seize opportunities afforded for extension of the area of ground at headquarters, but the applications have not been entertained. The need for such extension is still very urgent, and must become more so from year to year, while the opportunity for providing it, except at enormously increased cost, is being allowed to pass away.

Headquarters. Necessity for increased space.

Rockdale.

In Rockdale, as mentioned in the last report, a new fire station was completed early in the year, and the Rockdale Volunteer Fire Company were placed in possession. At Manly a station has just been built, which the Manly Volunteer Fire Brigade will occupy. The proposed erection of a fire station in Parramatta was postponed, but will now be immediately undertaken. Hurstville, with the assistance of a Government grant and of £100 from the Board, has built a station on ground provided by the Council. The Board holds a twenty-one years' lease of the premises at a nominal rental, and it supplied the necessary fire-extinguishing plant. The newly-formed Liverpool Volunteer Fire Company has just completed a small station, built on a site and out of moneys granted by the Government, the Board providing a hose-reel and gear. Advantageous sites for fire stations have been purchased in Ashfield, and at Chatswood in Willoughby, upon which it is proposed eventually to build.

Liverpool.

Ashfield.

Willoughby.

Telephones, fire-alarms, &c.

The extension of the telephone fire-alarm system during the year has been limited by the need for the greatest possible economy in expenditure of the funds at disposal. The number of street telephone fire-alarms has, however, been increased by 2 in Alexandria, a similar number in Waterloo, 1 in Annandale, and another in Randwick; these 6 bringing the total number to 168; 23 having been installed in the previous year. The mileage of wires was extended from 135 to 146 miles, an addition of 11, of which the connection of the Metropolitan Fire Brigade Station in Newtown to Rockdale and Kogarah Volunteer Fire Stations was responsible for some 7 miles. The distance per telephone will no doubt become greater as the alarm system spreads through the outlying suburbs with more scattered populations. A number of positions have been selected in various districts, at which it is proposed, as funds may permit, to establish other alarms; but the department is hampered in this very valuable work by the aforesaid necessity for extreme economy. The expenditure on this account has hitherto been entirely defrayed out of the Board's ordinary revenue; but section 5 of the Act indicates an intention that the Board should

be

be assisted by Parliament "to establish fire-alarms, telephones, and other appliances in connection with the extinction of fire." The previously mentioned falling assessments of the municipalities interested make it more and more apparent that some assistance of the kind should be afforded without delay.

The Metropolitan Fire Brigade at the end of the year numbered 70, of all ranks, being 6 more than the authorised strength in the previous year. A detachment of the Brigade now occupies the Fire Station in Alexandria, the local Volunteer Fire Company having disbanded. It having been decided to appoint a third Officer to the Brigade, who should be capable of taking the place of the Deputy Superintendent or Superintendent in case of their absence or disability, communications were opened with Commander Wells, Chief Officer of the London Metropolitan Fire Brigade, and upon his recommendation Assistant Officer Nicholas George Sparks, of that Brigade, received the appointment. Mr. Sparks has an unequivocal record of sixteen years' active service in the London Brigade; and since his arrival, on the 26th July, has proved an acquisition to the Sydney Brigade, and thoroughly justified his selection. Metropolitan Fire Brigade.

The Superintendent of Fire Brigades in his report, hereto appended, recommends that the practice of recruiting the Brigade with seamen be reverted to, instead of continuing the preference given to Auxiliary and Volunteer Firemen. It is claimed that the training of the former better fits them for the hazardous service. Recruits.

The Auxiliary Corps at the close of the year numbered 14, there being 6 vacancies. Difficulty is experienced in suitably recruiting this partially paid corps, and the roll is therefore seldom full. Auxiliaries.

In addition to the available fire-extinguishing appliances, a new steam fire engine has been ordered from Messrs. Shand, Mason, & Co., of London, at a cost, together with extra gear, of £914. This is to be of the double-vertical pattern, and capable of delivering 600 gallons a minute. A horse currie ladder costing £84, to reach a height of 50 feet, has also been ordered from the same firm, and will be stationed at Newtown; while the building of a 60 feet telescopic escape was completed by the Metropolitan Fire Brigade. Steam fire-engine, horse currie, &c.

The payments to Volunteer Fire Companies for subsidies and other grants amounted to £2,380, exclusive of considerable expenditure for renovation of plant, repair of stations, and other necessities. The work mentioned in the last report, of regulating the branches, nozzles, &c., to a uniform pattern, has been almost completed. The proposed establishment of a branch of the Metropolitan Fire Brigade, in Paddington, will remove the necessity for maintaining the two Volunteer Brigades which have hitherto served that district. On the 29th January, 1897, the Alexandria Volunteer Fire Company voluntarily disbanded. On the other hand, new companies have been formed at Hurstville and Liverpool, and a Brigade at Richmond is seeking registration. Volunteer Fire Companies.

The Superintendent's report, and various appendices, giving detailed information are, as customary, appended.

CHARLES BOWN,
Chairman.

Adopted at a meeting of the Fire Brigades Board, at Head-quarters Fire Station, Sydney, on the 2nd March, 1898.

APPENDIX I.
MUNICIPALITIES.

Municipality.	Assessment, 1886.	Contribution, 1897.	Municipality.	Assessment, 1886.	Contribution, 1897.
	£	£ s. d.		£	£ s. d.
City of Sydney	1,979,657	2,810 2 7	Marrickville	131,170	186 3 11
Alexandria	54,062	76 14 10	Mosman	37,811	53 13 6
Annandale	46,966	66 13 4	Newtown	151,531	215 2 0
Ashfield	118,977	168 17 9	North Botany	27,124	23 11 4
Auburn	22,920	32 10 8	North Sydney	188,359	267 7 6
Balmain	174,591	247 16 8	Paddington	158,231	224 12 2
Botany	18,754	26 12 5	Parramatta	62,240	88 7 0
Burwood	76,301	108 6 2	Pearrith	19,941	28 6 2
Camperdown	39,691	56 6 10	Petersham	114,288	162 4 8
Canterbury	33,517	47 11 7	Randwick	93,117	132 3 7
Concord	25,686	36 9 3	Redfern	154,486	219 5 10
Darlington	23,722	33 13 6	Richmond	7,680	10 18 0
Drummoyne	15,548	22 1 5	Rockdale	57,080	81 0 6
Enfield	19,370	27 9 11	Rookwood	17,481	24 16 3
Erskineville	29,420	41 15 3	Strathfield	41,249	58 11 1
Five Dock	12,706	18 0 9	St. Peters	29,396	41 14 7
Glebe	138,873	197 2 7	Waterloo	61,638	87 9 11
Granville	38,608	54 16 1	Waverley	114,562	162 12 5
Hurstville	40,220	57 1 10	Willoughby	46,587	66 2 7
Kogarah	28,660	40 13 8	Woollahra	125,109	177 11 10
Leichhardt	82,780	117 10 2			
Liverpool	18,734	26 11 10	Totals	£ 4,719,961	6,700 0 0
Manly	48,118	68 6 1			

APPENDIX II.
INSURANCE COMPANIES.

Contributory Company.	*Local or Foreign.	Amount at risk, 31 Dec, 1896.	Contribution, 1897.	Contributory Company.	*Local or Foreign.	Amount at risk, 31 Dec, 1896.	Contribution, 1897.
		£	£ s. d.			£	£ s. d.
The Alliance Assurance Co.	F	1,761,166	196 19 4	The Mercantile Mutual Insurance Co. ...	L	8,495,722	950 2 11
Atlas Assurance Co.	"	404,897	45 5 8	National Fire and Marine Insurance Co of New Zealand	F	1,143,639	127 18 2
Australasian Alliance Assurance Co.	"	438,844	49 1 7	Netherlands-India Sea and Fire Insurance Co. (Ltd)	"	135,000	15 2 0
Australasian Mutual Fire Insurance Society	L	8,177,013	914 10 1	New Zealand Insurance Co.	"	1,996,756	223 6 3
Batavia Sea and Fire Insurance Co	F	266,740	29 16 8	North British and Mercantile Insurance Co.	"	1,029,993	115 3 10
Caledonian Insurance Co.	"	432,257	48 6 10	North Queensland Insurance Co. (Ltd)	L	719,728	80 9 10
City Mutual Fire Insurance Co. (Ltd)	L	3,089,340	345 10 1	Northern Assurance Co.	F	711,745	79 12 0
Colonial Mutual Fire Insurance Co. (Ltd)	F	970,641	108 11 1	Norwich Union Fire Insurance Society	"	2,171,909	242 18 1
Commercial Union Assurance Co (Ltd)	"	6,179,411	691 1 11	Palatine Insurance Co. (Ltd.)	"	520,684	58 4 8
Cornwall Fire and Marine Insurance Co. (Ltd)	"	256,748	28 14 3	Phoenix Assurance Co of London	"	1,062,731	118 17 1
Derwent and Tamar Fire and Marine Assurance Co.	"	280,862	31 8 3	Queensland Mutual Insurance Co (Ltd)	"	244,223	27 6 3
Fire Underwriters' Association of N.S.W. — for offices outside N.S.W.	"	200,200	22 7 10	Royal Insurance Co.	"	2,097,413	234 11 5
Guardian Fire and Life Assurance Co (Ltd)	"	549,982	61 10 2	Royal Exchange Assurance Corporation	"	313,051	35 0 3
Imperial Insurance Co. (Ltd) of London	"	1,389,032	155 6 11	Scottish Union and National Insurance Co	"	450,416	50 7 6
Indemnity Fire and Marine Insurance Co. of Australasia (Ltd.)	"	135,429	15 2 11	South British Fire and Marine Insurance Co. of New Zealand	"	1,560,863	174 11 3
Lancashire Insurance Co.	"	223,255	24 19 4	Standard Fire and Marine Insurance Co. of New Zealand	"	787,553	88 1 7
Lion Fire Insurance Co. (Ltd)	"	269,164	30 2 1	Sun Insurance Office of London	"	1,077,405	120 9 11
Liverpool and London and Globe Insurance Co.	"	2,462,860	275 8 10	United Insurance Co. (Ltd)	L	4,144,625	463 10 7
London and Lancashire Fire Insurance Co.	"	1,150,435	123 13 3	United Australasian Mutual Fire Insurance Co. (Ltd)	F	350,629	39 4 3
London Assurance Corporation	"	293,613	32 16 9	Victoria Insurance Co. (Ltd.) ..	"	1,580,209	176 14 7
Manchester Fire Assurance Co....	"	381,695	42 13 9	Totals	£	59,907,953	6,700 0 0

* "Local" signifies a Company having its headquarters in New South Wales; "Foreign," any other doing business in the Colony.

APPENDIX III.

SUMMARY of ATTENDANCES at Board Meetings during the year 1897.—(Number of Meetings, exclusive of Committee Meetings, 27.)

Names.	Meetings.	
	Present.	Absent
Charles Bown, J.P. (Chairman)	27	0
Alderman J. C. Beare, J.P. (Vice-Chairman)	27	0
Alderman Wm. Taylor	27	0
Edward J. Love	27	0
Frederick J. Jackson, J.P.	27	0
Thomas Matthew Tinley, J.P.	27	0

APPENDIX IV.

FIRE BRIGADES' BOARD, SYDNEY.

ABSTRACT of RECEIPTS and EXPENDITURE for the year ending 31st December, 1897.

RECEIPTS		EXPENDITURE	
	£ s d	£ s d	£ s d
1 January, 1897			
To Insurance Companies—		By Balance—	
Alliance	196 19 4	Commercial Banking Co	206 7 7
Atlas	45 5 8	Deduct Superintendent's Petty Cash	50 0 0
Australian Alliance	49 1 7		156 7 7
Australian Mutual	914 10 1	By Miscellaneous—	
Batavia Sea	29 16 8	Plant stores, &c	1 65 17 4
Caledonian	48 6 10	Clothing	652 11 0
City Mutual	345 10 1	Printing, stationery, &c	141 4 5
Colonial Mutual	108 11 1	Rates	352 3 0
Commercial Union	691 1 11	Life premiums	404 16 11
Cornwall	28 14 3	Cab hire and cartage	43 9 5
Derwent and Tamar	31 8 3	Rewards—Calls	16 11 0
Fire Underwriters	22 7 10	Rewards—Turncocks	7 13 0
Guardian	61 10 2	Petty expenses	20 4 5
Imperial	155 6 11	Services rendered	39 9 9
Indemnity	15 2 11	Miscellaneous	201 14 4
Lancashire	24 19 4	Rent	235 12 0
Lion	30 2 1	Rent	15 0 0
Liverpool London, Globe	275 8 10	M F B Club	10 0 0
London, Lancashire	128 13 3	Guarantee premiums	10 0 0
London Assurance	32 16 9	Law costs	18 11 4
Manchester	42 13 9		3,724 17 11
Mercantile Mutual	950 2 11	By Buildings, Ground, &c —	
National	127 18 2	Rockdale Fire Station	479 11 11
Netherlands	15 2 0	Waverley Fire Station	78 2 0
New Zealand	223 6 3	Manly	673 10 6
North British	115 3 10	Chatswood	100 0 0
North Queensland	80 9 10	Ashfield	173 5 0
Northern Assurance	79 12 0	Hurstville	100 0 0
Norwich Union	242 18 1	Parramatta	24 0 0
Palatine	58 4 8	Repairs to various stations	260 15 6
Phoenix	118 17 1		1,889 4 11
Queensland Mutual	27 6 3	By Salaries and Fees—	
Royal	234 11 5	Salaries	10 565 13 7
Royal Exchange	35 0 3	Board fees	300 0 0
Scottish Union	50 7 6	Auditors	35 0 0
South British	174 11 3	Medical	27 6 0
Standard	88 1 7		10,927 19 7
Sun	120 9 11	By Lighting and Fuel—	
United	463 10 7	Lighting	51 12 6
United Australian	39 4 3	Fuel	69 5 4
Victoria	176 14 7		586 17 10
	6 700 0 0	By Horses—	
Colonial Treasurer	6,700 0 0	Purchase	218 0 0
To Municipalities—		Fodder	543 19 0
City of Sydney	2,810 2 7	Harness	113 17 0
Alexandria	76 14 10		875 16 0
Annandale	66 13 4	By Telephones and Electrical Works	414 6 0
Ashfield	163 17 9	By Subsidies to Volunteer Companies—	
Auburn	24 8 0	Ashfield	120 0 0
Balmain	247 16 8	Balmain	325 0 0
Botany	26 12 5	Burwood	152 10 0
Burwood	106 9 3	Burwood	60 0 0
Camperdown	41 6 0	Drummoyne	170 0 0
Darlington	33 13 6	Glebe	60 0 0
Enfield	27 9 11	Granville	50 0 0
Erskineville	30 12 8	Kogarah	97 0 0
Glebe	147 17 0	Leichhardt	90 0 0
Granville	41 2 1	Manly	60 0 0
Hurstville	57 1 10	North Botany	150 0 0
Kogarah	40 13 8	Paddington (No 1)	218 10 0
Leichhardt	117 10 2	" (No 2)	85 0 0
Liverpool	26 11 10	Parramatta (No 1)	85 0 0
Manly	51 4 7	" (No 2)	95 0 0
Marrickville	136 3 11	Rockdale	60 0 0
Mosman	53 13 6	Rookwood	120 0 0
Newtown	215 2 0	Waterloo	156 6 0
Newtown	28 11 4	Waverley	226 0 0
North Botany	267 7 6	Woollahra	
North Sydney	224 12 2		2,380 6 0
Paddington	88 7 0	By Vol Firemen employed in watching duties	76 17 6
Parramatta	162 4 8		
Petersham	132 3 7		
Randwick	219 5 10		
Redfern	10 18 0		
Richmond	31 0 6		
Rockdale	24 16 3		
Rookwood	41 14 7		
St Peters	87 9 11		
Waterloo	162 12 5		
Waverley	49 12 0		
Willoughby	177 11 10		
Woollahra			
	6,356 5 1		
To Miscellaneous—			
Stationery	0 15 6		
Horses (sale of)	15 0 0		
Rent	639 15 3		
Plant	61 10 0		
Services rendered	50 0 0		
Watching duties	46 5 0		
Life premiums	207 7 8		
Manly Vol Fire Co., for Fire Station	100 0 0		
	1,120 13 5		
To Balance—			
Commercial Banking Co	205 14 10		
Deduct Superintendent's petty cash	50 0 0		
	155 14 10		
Total	£21,032 13 4	Total	£21,032 13 4

Z COLLIS BARRY, Secretary.

Having examined the books and vouchers of the Fire Brigades' Board for the year ending 31st December, 1897, I certify the above-written Abstract of Receipts and Expenditure to be correct

31 January, 1898.

JAMES ROBERTSON, F S I A, Auditor

APPENDIX V.

Mr. Superintendent Bear's Report to the Fire Brigades Board.

Head-Quarters Fire Station, Castlereagh-street, Sydney, 18th January, 1898.

The Fire Brigades Board, Sydney,—
Gentlemen,—

I have the honor to submit my Fourteenth Annual Report on the working and general efficiency of your Brigade and of the several Volunteer Fire Companies, together with the details of fires attended in the City and Suburbs, for the year ending the 31st December, 1897.

The total number of alarms for fires or supposed fires was 557. Of these 86 were false alarms, 22 proved to be only chimney alarms, and 449 were for actual fires. In this number, however, are included 27 bush and rubbish fires.

Of the fires 384 were slight or trifling, 23 were serious, and 42 resulted in total destruction.

Of the 449 fires, 215 were insured, 205 not insured, and in 29 instances the insurances on the buildings or contents could not be ascertained.

In addition to the ordinary fires, there have been 54 chimney fires requiring the attendance of firemen with hand-pump only, making an aggregate total of 611 calls for fires, false alarms, and chimney-fires.

The fires of 1897, as compared with those of 1896, show an increase of 158, the chimney fires reported as houses on fire an increase of 9, and those attended by firemen with hand-pump only a decrease of 2.

In the fires which were slight, there has been an increase of 154; in serious, a decrease of 4; and in those which resulted in total destruction, an increase of 8.

Among the buildings totally destroyed, are classed sheds, weatherboard cottages, &c.; and of the buildings totally destroyed there are only two which were not constructed of weatherboard, wood, &c.

After diligent inquiry made into the cause of each false alarm, I find that, in almost every instance, there was something to account for the alarm, and that very few were given maliciously.

The most notable fires of the year are as follows:—

Under the heading of serious:—

- 18th January,—Sydney Jam Co.'s factory, Darlington.
- 19th January,—Eagle Tobacco Co.'s factory, Clarence-street.
- 1st April,—John Dynon & Co.'s warehouse, Margaret-lane.
- 10th April,—Waterloo Paper Mills, Waterloo.
- 6th August,—“*Australian Star*” Newspaper office, Castlereagh-street.
- 15th October,—George Murray & Co.'s, Clarence-street.
- 16th October,—City Chambers, Pitt-street.
- 27th November,—Residence of Mr. A. J. Brierley, Ashfield.
- 10th December,—Barque “*Socotra*,” Adelaide Wharf.
- 25th December,—Patrick Long's General Store, Parramatta.

Under the heading of total:—

- 3rd February,—Private residence, “*Greycliffe*,” Vacluse.
- 25th July,—“*Chicago Flour Mills*,” Willoughby.
- 20th November,—George F. Bailey's tannery, Willoughby.

Appended are detailed statements of the fires attended by the Brigade and by the Volunteer Companies, as well as those unattended, but which have been reported to the Brigade from various sources, and a member has been sent to obtain the necessary particulars.

The summaries appended show the particular dates, time of call, time of outbreak, trades, localities, insurances, hourly, daily, weekly, and monthly. There is also appended a summary of the supposed origin or cause of fires for the year.

Referring to the summary of localities it will be noticed that in the City of Sydney there were 253 calls, 166 of which were for actual fires, 37 were false alarms, 14 were for chimney fires reported as houses on fire, and 36 were for chimney fires attended by firemen with hand-pump only.

In the suburbs there were 358 calls, 283 of which were for actual fires, 49 were false alarms, 8 were for chimneys reported as houses on fire, and 18 were for chimney fires attended by firemen with hand-pump only.

For full details of fires, and for the particular wards of the City, and the municipalities in which the same have occurred, see Appendices attached. A summary of trades is also given.

Full particulars of the strength of the Brigade (members and plant), together with that of the Volunteer Companies are also given.

The total amount paid by your Board in subsidies and bonuses to the several Volunteer Fire Companies for the year was £2,380 6s. In addition to this, four Companies received £12 each for attendance on the telephone fire-alarms connected with their stations.

During the year, with the exception of Paddington No. 1 and the two companies at Parramatta, all the Volunteer Fire Companies have been supplied with the regulation branches, nozzles, and hose and nozzle spanners.

The two companies at Parramatta will, if possible, be supplied this year, but as the Paddington Company is to be superseded by a detachment of the permanent staff when the new station is built, there is no occasion for making any change there.

The approximate value of the whole of your Board's plant, including the land and stations held in trust by your Board, I estimate at £95,270. The value of the Volunteer Companies' plant outside of what they hold from your Board is not included in this sum.

Seventeen telephone fire-alarms were recommended to be erected during the year, but from want of funds your Board have been able to erect only six, viz.—two in Alexandria, one in Annandale, one in Randwick, and two in Waterloo.

Extension of telephone communication was made from the Newtown Station to the Rockdale Station, thence to the Kogarah Station, and from there to the Kogarah Exchange. I trust that during this year it will be extended to the new Fire Station at Hurstville, provided it can be effected at a reasonable cost, so as to enable the three companies to work together in this district, and thus save the engines being taken from the Newtown district.

The telephone and fire-alarm wire has been extended from 135 to 146 miles, or an increase of 11 miles during the year.

I trust your Board will continue to erect telephone fire-alarms each year around our permanent fire stations. Experience has shown that these alarms are a sure and ready means of getting early calls to fires, and as they are easily used and are accessible to any citizen, they are a great and invaluable preventative against large fires. One hundred and sixty-five first calls for actual fires were received through the street alarms during the year, and in several instances calls were received through the alarms immediately after the brigade had been called through some other source.

Fire-alarms

Fire-alarms are badly needed at Blue's Point and Neutral Bay districts at North Sydney, and additions to the system are required at Leichhardt, Marrickville, Petersham, Redfern, and other districts.

A complete list of the telephone fire-alarms erected to date is appended.

With the exception of Granville all the registered Volunteer Fire Stations are in telephonic communication with headquarters either by direct lines or through the different Exchanges. In many cases communication exists with the local police stations, public departments, &c., thereby placing us in the position of being able to rely on early calls from many different sources.

In the month of August the small steam fire-engine purchased by the Insurance Companies Brigade in the year 1871 was sent to the Darlinghurst Station, and a pair of horses placed there instead of one as previously. The one-horse hose carriage was then removed to Kogarah Station. I fear that this engine will give out very shortly, when it will have to be replaced by one of the steam fire-engines now at No. 2 Station.

The small steam fire-engine now at Headquarters will have to be removed to the Redfern Station to make room for the 600-gallon engine ordered during the first part of the year. This new engine is very much needed now, as I am rather anxious about the boilers of the four engines supplied by the Government during the year 1885, one of which (No. 10) must have a new boiler as soon as possible. As the old "Fire King," bought by the Insurance Brigade in the year 1870, and which is now at the northern station, cannot be depended on for large fires, it would, I consider, be advisable to order another 600-gallon engine for this station if that now ordered proves a success.

I may say that I am a strong believer in large jets of water from large steam fire-engines in dealing with large fires, if the water can be obtained, and as our water supply is improving from year to year these large engines are the best insurance against serious fires in the city.

This arrangement will allow of the smaller fire-engines being sent to the suburbs contiguous to the city, such as Paddington, Redfern, and Surry Hills; but, as I have already pointed out, the four engines built in the year 1885 will require new boilers very shortly.

I regret that nothing has been done towards establishing a small station at Surry Hills. This station, as I have frequently pointed out, is very much required as the district is wholly unprotected by either fire station or fire-alarms.

Redfern.—The old Police Court and Police Station at Redfern was closed in the month of December, but whether it is going to be transferred to your Board for the purpose of a fire station I am at present unable to say. A station is very much needed in this district to save the engines and plant from the city being taken to fires towards Botany, &c.

The Board of Water Supply and Sewerage having granted a fifty years' lease of a part of the Paddington Reservoir land for a site for a fire station to your Board, I trust that something will shortly be done towards the erection of a proper fire station for the protection of this densely populated district. I may further add that the sooner the present unsatisfactory arrangement is superseded the better.

During the month of May the Rockdale Fire Station was completed, at a cost of about £990 for the land and building, £100 of this amount being given to your Board by the company from a Government grant. The company was allowed to occupy the station on the 1st June, and were placed in the possession of an improved plant and a pair of good horses at a considerable cost to your Board; the old manual engine and some of the plant being transferred to your Board by the company.

I may here say that I recommended this station to be built with one object in view, viz.—The district of St. George, embracing Rockdale, Kogarah, and Hurstville, is a very large one, covering an area of over 24 square miles, and in the course of time it is bound to be very thickly populated owing to its being bounded by water frontages in all directions, and to the fact of its possessing a good railway service right through the centre of the three Municipalities. In a few years it will be necessary for your Board to place a permanent acting-foreman in charge of this station, who will manage the three Volunteer Fire Companies. When this time arrives the quarters, &c., are all ready.

About the third quarter of the year the Burwood Volunteer Fire Company removed from their old quarters in Belmore-street to premises at the corner of Burwood Road and Belmore-street for which they pay a rental of £52 per annum. The alterations were rather extensive considering the length of the lease, your Board assisting to the extent of £32 10s. I trust your Board will endeavour to obtain this site through the Government as a permanency, as it is one of the best sites in Burwood for the purpose of a fire station.

During the month of June the Granville Volunteer Fire Company were obliged to remove from their old quarters to a building a little further away, facing Sydney Road, for which your Board pay a nominal rental of 5s. per week, until such time as a new station is built on the land, which has been purchased with a Government grant.

About the middle of the present month the new Manly station will be finished at a cost of about £800 for the land and building. £100 of this amount was given by the Company from a Government grant. The volunteers will occupy the station about the beginning of February giving over their present station for a small sum to the Municipal Council on whose land it stands.

The new fire station at Hurstville being erected by the Municipal Council on their own land, to which your Board has assisted to the extent of £100, will be ready for occupation at the end of the present month. Your Board are supplying the plant, viz.—a hose reel for the present, which will later on be replaced by a light one-horse manual engine. Your Board has a lease of this station for twenty-one years.

A new station has lately been built at Liverpool on Government land, and with a Government grant of money, by the new Volunteer Fire Company formed there, on the understanding that your Board supply a hose reel and the necessary hose, &c. Up to the 31st of December no application has been received for the plant.

Land has been purchased by your Board during the year as a site for a new fire station at Ashfield, and one at Willoughby. Both sites are in good central positions, and stations are much needed in both districts.

An alteration of the present fire station at Leichhardt is much needed. The apartments of the engine-keeper are too much mixed up with the station. The land belongs to the Council, and I have been informed that the Company has just obtained a twenty-one years' lease of it.

Land has been obtained for new stations at Granville, Paddington, Parramatta, and Rookwood, and most likely the old Court-house and police station at Redfern will shortly be transferred to your Board for a similar purpose.

I again strongly recommend your Board to obtain power to borrow money, and to erect some of these stations each year, as they are badly needed. The rents now received from the members of the Brigade, added to the amounts which would be obtained from the new stations erected, would almost provide for the interest on the loan.

If power were obtained similar to that under the 52nd section of the Melbourne Fire Brigade Act for borrowing, say, from £25,000 to £30,000, and only from £5,000 to £6,000 to be raised and expended each year, it would prove a progressive policy for buildings alone.

The old plant which was turned over to your Board by the Insurance Brigade is now worn out, and the plant supplied by the Government in the years 1884 and 1885 is showing a good deal of wear and tear, after having done a good deal of hard work, and it will be necessary for your Board to replace this shortly by new plant. The different buildings, too, will be a source of expense in the shape of drainage, additions, repairs, &c.

About the end of the present year the 75-foot ladder, supplied by the Government in the year 1886, will be of no further use to the Brigade, as it is well nigh worn out, and it is not worth re-making again, as it is past its time and of too old a pattern, not being self-supporting from its base, as all such ladders should be for dealing with high and modern buildings, so that the men working on them may be quite safe from falling walls. Outside of this, the electric tram overhead cable will prevent this ladder from being used in a general way. The van itself can be used as a hose and coal tender for some time to come for large fires.

I have placed myself in communication with several firms, with a view of getting a self-supporting ladder to reach 100 feet with a water-tower combined. I propose that this ladder should be elevated to the first position by means of both compressed air and by manual labour, with spur wheels, cogs, &c., and I have every reason for believing that my idea will prove a success.

As this ladder will have to last for several years there is no good in thinking of getting one to reach a less height, for I have been informed that some buildings will shortly be erected in the city, to a height of 130 to 140 feet.

If this information is correct, and no provision made for the buildings being fire-resisting, there being no proper Building Act in existence, your Board must expect some very large fires in the future—much beyond what you have experienced up to the present date, and beyond the ability of the Brigade to grapple with.

Speaking of a new Building Act for this city, I may say that I obtained through the Government from the Agent-General the Building Acts of Birmingham, Manchester, Liverpool, and Glasgow, as well as the Electric Lighting Acts of these and other cities, all of which were up to the end of 1896, with a view of assisting the authorities in compiling a new Building Act, but no steps have, so far, been taken in the matter.

I may also say that Kansas City, in America, has some very good regulations worthy of imitation for fire escapes being provided to buildings over a certain height, and also in reference to the protection of hotels, theatres, &c., similar provision being sadly required for this city and suburbs.

A 60 foot ladder, for one horse, has been made, and stationed at No. 2 station, a good deal of the ironwork being used up from the old ladder lately stationed at No. 3 station.

A small currcle telescopic ladder for one horse has been ordered for the Newtown station.

During the year the Rookwood Volunteer Fire Company handed over their old manual and some plant to your Board, your Board supplying another engine in its place. The Company have procured a horse and the members appear to work together much better than formerly. I have given instructions to the Telegraph Department to place this station in telephonic communication with the local Exchange. At present it is in telephonic communication with the Asylum through the Exchange. As soon as convenient I should like to see this station placed in telephonic communication with the Auburn Meat Works Brigade to enable the two companies to work better together for the protection of the district.

During this year I propose to supply Drummoyne Company with a light manual engine suitable for their district; with a horse they would then be able to render more assistance to their own district, Balmain, Five Dock, &c.

I am changing the 5-inch manual engine at Burwood for a 7-inch manual, as the company now keep two horses. The 5-inch manual will be repaired and sent to North Botany, and, in time to come, if this company keep two horses, this manual will suit, as it is fitted with pole and sway bars besides the shafts. The Botany manual will then be done up and sent to Hurstville to take the place of the hand reel, which will be sent from there to the Mosman Municipal Council Chambers.

A new hose carriage was supplied to the Marrickville station during the year, enabling us to withdraw the manual engine for use elsewhere.

Richmond Volunteer Fire Company have not yet applied for registration, and a company has not yet been formed at Penrith.

When the Randwick Post Office is completed, I would recommend your Board to apply for a piece of the spare land for a site for a Fire station as it is a very central one for Randwick.

During the year we were rather unfortunate in four of our horses dying. Four others were sold and nine were purchased. At present we have thirty horses, viz.,—twenty-four at permanent stations and six on loan at four volunteer stations. This number, with sixteen owned by the Volunteers, makes the total number of horses forty-six.

About 4,000 feet of hose was condemned during the year. A good deal of this hose is what had been taken over from the Volunteers when introducing our own hose, couplings, &c., for the purposes of uniformity.

At the latter part of the year it will be necessary to order a liberal supply of hose to make up for some more which will have to be condemned very shortly.

I can only reiterate what I said in my last year's Annual Report, viz., "that every encouragement should be given to the Volunteers in the outer districts as long as they are amenable to discipline." Some companies give very little trouble, while others give a good deal in many ways, and neglect the important duty of keeping their younger members up to the mark in drill, &c.

I trust your Board will adopt my recommendations in reference to keeping the Volunteers to their own districts more, and discourage the growing tendency on their part of attending processions and demonstrations upon every little pretence, and going long distances away from their stations leaving their districts in many cases wholly unprotected.

As a practical fireman I fail to see why so much fuss should be made in these demonstrations by firemen simply because they wear a uniform, any more than there should be by a body of tradesmen who do not wear a uniform. I also entirely disapprove of the practice of according public funerals to firemen, whether permanent men or volunteers. It is only done for the purpose of display, and draws the men away from their legitimate duty of protecting the life and property of citizens.

The same practice prevailed in London in my time, and now exists even in cities like Sydney, where the brigades are very much undermined.

Many persons think we should be like the military. Our case is, however, quite different, as we of course get no previous notice of when or where a fire is to happen, and we must be always prepared for any emergency, otherwise a brigade is of very little service.

The Alexandria Volunteer Fire Company having resigned in the early part of the year your Board gave authority for four men to be added to the strength of the Brigade. This was done, and four permanent men and an auxiliary were stationed at Alexandria. This brought the total up to 68 men. Since then we have taken on a man for the Government buildings, for which duty the Government pay your Board the sum of £160 per annum. A third officer has been added to the Brigade, making in all a full total of 70 men, including myself. I append a list of the Government buildings which have to be attended to, in accordance with the arrangement made with the Public Service Board, and I may say that this duty is found to be a great strain on our small staff.

As I have repeatedly stated the Brigade is far too small and is very much undermanned for the work it has to accomplish over the very large area which comes within your Board's jurisdiction. I fully expected that our numbers would have been increased to 80 from the commencement of this year; this number to be further added to at the beginning of next year, and so on until we had about 100 permanent men and 50 auxiliaries for the protection of the city and the suburbs contiguous to it.

These men should be in six city stations, four suburban stations close to the city, and two others in the outer suburbs.

Under this arrangement the auxiliaries would be of great assistance at the time of a large fire for telephone duty, getting on hose, coal, &c., and for attending a second fire, if such were to happen.

The engineer, who formerly was employed only temporarily, was allowed to join the brigade as an ordinary fireman. Francis W. Brooks, who had to leave the brigade owing to ill health, was allowed by your Board to rejoin on the 4th August, but being taken ill almost immediately and having to be taken to the hospital, he had to leave the brigade again, with three months' salary allowed him by your Board from the 4th November.

The permanent staff attend to the electrical work of the brigade, the erection and repairs of all telephones, telephone fire-alarms, &c., the recharging of batteries, the making of all appliances for the quick opening of doors, and for harness, &c. The staff also attend to the blacksmithing, carpentering, engineering, hose-repairing, painting, plumbing, horse-shoeing, and the general repairs of the different stations.

During

During the year a good deal of repairs have been done to all the steam fire-engines, especially to the boilers. Both the large ladders have been dismantled, repaired, and repainted, and the turn-table ladder was altered so as to enable it to be turned round and extended quicker than previously.

During the years 1896 and 1897 twenty trained men left the brigade. In the year 1896 twelve men joined the brigade, and eighteen joined in 1897. Of this number, twenty-two are now in the brigade. One member of the staff left on the 31st of December owing to old age, and another man leaves at the end of the present month.

With a total of only seventy men, who are distributed through eight stations, and with twenty-two of this number with under two years' service, your Board will readily see that the brigade is very much under-manned, and not strong enough to cope with a serious fire in the city.

As to the general efficiency of the brigade, I am bound to say that it is not satisfactory. I am quite confident that to keep up the standard of efficiency it will be necessary to revert to the old regulation of filling all vacancies with seamen, and especially is this the more necessary in a brigade like ours where we have to deal with ships on fire. Men who come from country towns require far more training than we can afford to give them, and they are not so amenable to discipline, and do not adapt themselves so readily to the conditions of our service as seamen. We must have men who are possessed of the spirit of self-reliance, and who are accustomed to act on their own responsibility in cases of emergency.

I am afraid that it will be a very serious matter for Sydney some of these days when, with from 15 to 20 per cent. of the men on leave, sick, on telephone duty, attending to public buildings, away drilling volunteers, &c., we are called upon to deal with one of our dangerous blocks on fire (and I may be allowed to state that there are a good number of such places in the city) with very narrow lanes and streets intervening, and these buildings loaded with all kinds of combustibles, such as oils, spirits, chemicals, and explosives of all kinds, in fact everything necessary to burn the city down with a high wind blowing at the time.

It is only by accident and good luck that we have escaped so long, and also in a great measure owing to the prompt calls received through our telephone fire-alarms, to our getting on the scene so quickly, and to our water supply being so good.

I regret that nothing has yet been done towards providing a floating steam fire-engine for the protection of the shipping of our harbour and for the warehouses along the wharves. We had four ship fires during the year, making a total of fifty-one to the end of December since the Fire Brigades Act came into operation.

The Water and Sewerage Board have made great strides towards the improvement of the water supply in the city and suburbs since the beginning of the year, but still there are some very weak points in the city as well as in some of the suburbs. I am very pleased to notice that the Board are placing screw-down hydrants in some of the suburbs contiguous to the city. This is, no doubt, a step in the right direction, and it will be found much cheaper in the long run than to be always having to replace the balls in the ball-hydrants. It is very much better, from a hygienic point of view, for with the ball-hydrants in a hollow and the pressure off for a time, the ball falls down, allowing the slush and sand from the roadway to enter the water-main if the lid of the cast-iron box is not very tight. I have noticed that this is the case in hundreds of instances, especially so at the dead end of mains leading down to wharves, &c.

I have to thank the officers and members of the volunteer companies for their assistance, and also the officers and members of the police force for their valuable assistance during the year. I have also to return my thanks to the turn-cocks and to the public generally for their valuable co-operation.

In conclusion, I desire to return my best thanks to your Board for the cordial support you have accorded me.

I have, &c.,

WILLIAM D. BEAR,
Superintendent of Fire Brigades and Inspector of Kerosene.

APPENDIX VI.

GOVERNMENT buildings in which fire extinguishing appliances are attended to by the Metropolitan Fire Brigade, under arrangement with the Public Service Board, 23rd July, 1897.

Art Gallery.	Law Courts, Chancery Square.
Audit Office.	Parliament House.
Australian Museum.	Railway Booking Office, George-street.
Chief Secretary's Office.	Registrar-General's Office.
Custom House.	Stamp Duties Office.
Department of Lands.	Supreme Court, King-street.
General Post Office.	Technical College.
Government House.	Technological Museum.
Government Printing Office.	University.

APPENDIX VII.

STATIONS and Working Plant of the Metropolitan Fire Brigade and of the Volunteer Fire Companies.

	Permanent Men, including Superintendent.	Auxiliaries.	Horses.	Large Steam Fire-engines.	Small Steam Fire-engines.	Manual Engines.	Water Tower.	Large Ladders.	Small Ladders.	Scaling Ladders.	Hose Carriages.	Hose Reels.	Carts and Waggon for Visiting and for Hose.	Buggies.	Hose Tenders.	Hand-pumps, all kinds.	Caps for Hand-pump, Hose, and Engines.	Heaters for Steam Fire-engines.	Canvas Cisterns.	Hose, ft. of, 3½ in. Lined.	Hose, ft. of, 2½ in. Lined.	Hose, ft. of, 2¼ in. Unlined.	Suction Pipes, all sizes, ft. of.	Branches, metal or otherwise.	Breeching Deliveries, all sizes.	Elbow Deliveries.	Goose-necks.	Nozzles, all sizes.	Standpipes, for Ball Hydrants.	Jumping Sheets.	Telephone Fire-alarms.	Fire-alarm Boxes.	Telephone Shutter-boards, all Nos.	Telephones, erected and spare.	Telephone and Fire-alarm wire, miles of.	Bell-boards, in Station, and spare.	Bells, large.	Buckets, Leather and otherwise.	Lamps, various portable.	Respirators.	Spanners, Hose and Nozzles.	Subsidies, &c., to Volunteer Fire Companies.	Remarks.			
M. F. BRIGADE.																																														
No. 1, Head-quarters	28	..	8	1	1	4	1	2	..	16	1	1	2	2	1	9	10	1	11	460	6,220	..	194	32	8	14	9	168	7	1	50	63	2	27	2	3	24	55	2	49	Freehold.		
No. 2, George-street West	11	3	3	..	2	1	10	1	4	4	1	3	..	1,800	..	48	10	4	3	..	29	3	1	20	23	1	6	1	..	19	16	..	12	Freehold.		
No. 3, George-street North	9	..	3	1	1	1	6	..	1	1	4	3	1	3	..	2,480	..	54	10	4	4	2	32	3	1	22	25	2	6	1	..	11	13	1	8	Freehold.		
No. 4, Darlinghurst	5	2	2	..	1	6	2	1	..	2	..	720	780	18	4	2	3	1	12	3	1	14	14	1	4	1	..	6	6	..	7	On 21 years' lease.		
No. 5, Newtown	5	3	2	..	1	1	6	..	1	2	2	..	2	..	1,100	600	23	6	2	1	1	14	3	1	14	15	1	4	1	..	7	9	..	9	Freehold.		
No. 6, North Sydney	3	5	2	1	6	..	1	2	2	..	1	..	1,620	200	23	5	2	..	1	7	4	1	13	14	1	2	1	..	7	8	..	9	Freehold.		
No. 7, Marrickville	5	..	2	6	1	2	2	1,130	360	..	4	2	1	..	7	2	1	16	18	1	6	1	..	8	5	..	4	Freehold.		
Alexandria	4	1	2	6	1	1	2	2	1,200	385	..	6	2	2	..	7	3	1	5	4	1	2	1	..	6	5	..	5	On lease from Council.		
Total	70	14	24	2	6	5	1	2	3	62	3	5	4	2	1	27	26	3	22	460	16,270	2,325	365	77	26	28	14	276	28	8	154	176	10	57	9	3	88	117	3	103			
VOLUNTEER STATIONS.																																														
Ashfield	12	..	2	1	4	1	1	..	1	..	240	640	24	3	1	..	1	5	2	2	12	Station on lease. Plant belongs to Board.	
Balmain	20	..	2	1	3	..	1	2	2	..	1	..	680	300	24	4	1	2	..	8	2	..	7	7	1	1	146 miles-1	1	1	..	6	..	12	Land, station, and plant belong to Board; engines, &c., to company.			
Burwood	14	..	2	1	4	..	1	1	1	..	1	..	770	200	16	4	1	..	1	6	2	1	1	..	1	4	4	..	13	Station on lease. Plant belongs to Board.
Drummoyne	12	4	..	2	1	610	..	4	1	3	1	1	2	..	2	..	12	Land and station belong to Company, and the plant to Board.	
*Glebe	15	..	1	6	1	1	1	540	200	..	3	1	1	..	5	2	..	5	5	1	1	1	6	5	..	15	Station on lease. Most of the plant belongs to the Company.	
Granville	19	1	2	..	1	1	1	..	1	..	130	660	12	3	1	6	2	1	..	2	..	6	The station is held on a weekly rental. The plant belongs to the Board.	
Kogarah	10	..	1	3	1	1	790	2	1	4	1	1	1	..	1	..	3	..	8	These stations are leased from the local Councils. The plants belong to the Board.
Leichhardt	12	..	1	2	1	1	1	1	650	300	..	4	1	5	2	1	1	1	1	3	..	12		
Manly	18	1	2	..	2	1	..	1	..	90	780	28	3	1	..	1	4	3	1	1	..	1	..	2	New station built by the Board.

* In addition to their subsidies, these Companies received £12 each for telephone attendance.

STATIONS and Working Plant of the Metropolitan Fire Brigade and of the Volunteer Fire Companies—*continued.*

	Permanent Men, including Superintendent.	Auxiliaries.	Horses.	Large Steam Fire-engines.	Small Steam Fire-engines.	Manual Engines.	Water Tower.	Large Ladders.	Small Ladders.	Scaling Ladders.	Hose Carriages.	Hose Reels.	Carts and Waggon for Visiting and for Hose.	Buggies.	Hose Tenders.	Hand-pumps, all kinds.	Caps for Hand-pump, Hose, and Engines.	Heaters for Steam Fire-engines.	Canvas Cisterns.	Hose, ft. of, 3½ in. Lined.	Hose, ft. of, 2½ in. Lined.	Hose, ft. of, 2¼ in. Unlined.	Suction Pipes, all sizes, ft. of.	Branches, metal or otherwise.	Breeching Deliveries, all sizes.	Elbow Deliveries.	Goose-necks.	Nozzles, all sizes.	Standpipes, for Ball Hydrants.	Jumping Sheets.	Telephone Fire-alarms.	Fire-alarm Boxes.	Telephone Shutter-boards, all Nos.	Telephones, erected and spare.	Telephone and Fire-Alarm Wire, miles of.	Bell-boards, in Station, and spare.	Bells, large.	Buckets, Leather and otherwise.	Lamps, various portable.	Respirators.	Spanners, Hose and Nozzle.	Subsidies, &c., to Volunteer Fire Companies.	Remarks.
VOLUNTEER STATIONS— <i>continued.</i>																																											
*North Botany	14	..	1	1	4	1	..	710	100	23	2	1	1	..	4	1	..	2	2	1	1	1	..	4	..	14	£ 60 0 0	Station on lease from Council. The plant belongs to Board.
Paddington, No. 1	13	..	1	4	1	1	3	1	1,100	..	4	1	1	..	7	2	..	6	6	1	1	2	6	8	150 0 0	Land on 50 years' lease to Board. Plant belongs to the Company.	
Paddington, No. 2	15	..	2	1	2	..	1	2	1	..	1	..	480	..	18	5	1	1	1	9	3	1	1	4	2	..	15	218 10 0	Station and land on lease. Part of plant belongs to Board, and part to Company.
Parramatta, No. 1	16	1	6	1	1	1	1	..	1	990	26	6	2	..	2	9	4	1	1	3	6	85 0 0	Station is held on sufferance from the Bank. Hose belongs to Board; rest of plant to the Company.
Parramatta, No. 2	19	1	1	1	1	950	24	6	1	9	2	1	146 miles.	4	85 0 0	Station belongs to Council; hose to Board; rest of plant to Company.
Rockdale	13	..	2	1	4	..	1	1	1	..	1	..	620	300	23	4	1	..	1	7	3	1	1	..	4	..	13	95 0 0	Land, station, and plant belong to Board.
Rookwood	14	..	1	1	2	..	1	1	1	..	1	..	50	880	16	5	1	..	1	6	3	1	1	1	4	..	13	60 0 0	Land bought by Government grant. Most of plant belongs to Board.
Waterloo	15	..	1	1	4	..	1	1	1	..	1	..	235	550	16	3	..	1	1	5	2	1	1	..	4	..	15	120 0 0	Land leased from Council. Hose belongs to Board; rest of plant to the Company.
*Waverley	14	..	2	1	4	..	1	1	1	..	1	..	740	300	24	3	1	2	1	6	2	..	9	9	1	1	1	2	2	..	15	156 6 0	Land; station, and plant belong to the Board.
*Woollahra	16	..	3	1	6	1	..	1	1	1	..	1	..	720	200	24	2	2	2	..	9	2	..	8	8	1	1	1	5	8	..	12	226 0 0	The station is held on lease. Part of plant belongs to the Board, and part to the Company.
Total, Volunteers	231																																										
Totals	351	14	46	2	6	10	1	2	3	123	9	22	5	2	1	46	43	3	36	460†	23,765	11,335	667	147	46	39	24	393	69	8	191	213	16	76	146	10	23	124	193	3	290	2,380 6 0	

*In addition to their subsidies, these Companies received £12 each for telephone attendance.

†About 7 miles of hose.

APPENDIX VIII.
METROPOLITAN Fire Brigade.

Name.	Rank.	Date of Joining.	Salary.	Where stationed.
William Douglas Bear	Superintendent of Fire Brigades and Inspector of Kerosene.	1 July, 1884	Government Officer.	Head-quarters.
Alfred Webb	Deputy Superintendent	26 June, 1888	£425	do
Nicholas G. Sparks.....	Third Officer	1 June, 1897	£250	do
John F. Ford	Foreman	1 Aug., 1884	£182	No. 2 Station.
Sydney Watson	do	1 Jan., 1885	£182	No. 3 Station.
George Lang	do	7 Jan., 1885	£172	No. 7 Station.
John M'Knight	Engineer	18 July, 1884	£177	Head-quarters.
Thomas Gorman.....	Assistant Officer	18 June, 1885	£162	No. 4 Station.
Samuel Holman	do	11 Feb., 1886	£162	No. 6 Station.
Thomas G. Cutts.....	do	19 Mar., 1888	£162	Alexandria.
Harris S. Davis	do	18 April, 1888	£162	No. 2 Station.
Frank Jackson	do	7 Feb., 1889	£162	Head-quarters.
John Graham	do	15 April, 1889	£162	No. 5 Station.
George Parsons	do	6 Sept., 1889	£162	No. 3 Station.
Harrie B. Lee	do	19 Feb., 1891	£162	Head-quarters.
Joseph Stanchell.....	Farrier	1 July, 1884	£150	do
Thomas P. Gordon	1st-class fireman	3 Jan., 1885	£150	No. 7 Station.
George C. Gray	do	1 July, 1884	£150	Alexandria.
Robert W. Nash	do	1 Jan., 1887	£150	No. 3 Station.
George H. Dadd.....	do	13 Feb., 1890	£150	No. 5 Station.
Albert E. Pickering	do	18 Sept., 1890	£150	No. 2 Station.
Charles May	do	3 Oct., 1890	£150	No. 5 Station.
Edward Smith	do	7 May, 1891	£150	Head-quarters.
John A. Becker	do	12 Mar., 1891	£150	Alexandria.
William T. Corkill.....	do	25 May, 1891	£150	No. 2 Station.
James W. Morris	do	1 Dec., 1891	£150	do
Harry Skelton.....	do	24 Mar., 1891	£150	Head-quarters.
Robert Hunter	do	16 April, 1892	£150	do
John A. Nicoll	do	3 Aug., 1892	£150	No. 3 Station.
Augustus Gerard	do	21 Feb., 1890	£150	No. 4 Station.
Ephraim Stoneham	do	6 Jan., 1893	£150	Head-quarters.
Edward J. Roberts.....	do	9 Jan., 1893	£150	No. 2 Station.
Alexander Jamieson	do	18 Nov., 1892	£150	do
John Wiggins	do	17 Feb., 1893	£150	Head-quarters.
James Hancock	1st-class "A"	1 Aug., 1884	£140	No. 3 Station.
George Alchin.....	2nd-class fireman "A"	23 April, 1890	£140	Head-quarters.
William Whitnall	do do	19 June, 1893	£140	No. 3 Station.
George W. Barry	do do	21 Aug., 1893	£140	Head-quarters.
James Jones	2nd-class fireman "B"	1 June, 1893	£130	No. 7 Station.
Henry T. Dawes	do do	1 Nov., 1893	£130	No. 5 Station.
Christopher T. Digby.....	do do	30 Mar., 1894	£130	No. 2 Station.
George E. J. Wills.....	do do	21 May, 1894	£130	Head-quarters.
Arthur Houghton	do do	14 Sept., 1894	£130	do
William Best	3rd-class fireman "A"	9 Oct., 1894	£120	No. 2 Station.
Kenneth Arthurson	do do	8 April, 1895	£120	No. 3 Station.
Thomas L. Thomas.....	do do	9 April, 1895	£120	No. 6 Station.
Francis A. Tuck	do do	14 May, 1895	£120	No. 5 Station.
Archibald Murray	do do	5 Sept., 1895	£120	No. 4 Station.
James Carson	do do	9 Oct., 1895	£120	Head-quarters.
Thomas P. Nance	3rd-class fireman "B"	6 Dec., 1895	£112	No. 7 Station.
Francis Pickering	do do	1 Feb., 1896	£112	No. 4 Station.
James Eccleston	do do	1 April, 1896	£112	No. 6 Station.
James Sorlie	do do	1 April, 1896	£112	Head-quarters.
William Bernie	do do	7 April, 1896	£112	No. 4 Station.
John Chambers	do do	6 May, 1896	£112	No. 3 Station.
Arthur W. Vigay	do do	1 July, 1896	£112	No. 7 Station.
Sidney H. Lister	do do	27 July, 1896	£112	Head-quarters.
Charles Andrews	do do	14 Sept., 1896	£112	Alexandria.
William Pickering	On probation	25 Jan., 1897	£106	No. 3 Station.
Mark Saunders	do	2 Feb., 1897	£106	Head-quarters.
Arthur E. Hallett	do	1 Mar., 1897	£106	No. 2 Station.
George S. Grimmond.....	do	1 April, 1897	£106	do
James Josephson	do	20 April, 1897	£106	Head-quarters.
Percival W. Love	do	5 July, 1897	£106	do
George F. Cox.....	do	19 July, 1897	£106	do
Samuel Wilson	do	19 July, 1897	£106	do
John Etherington	do	1 Aug., 1897	£106	do
James A. Ryan	do	9 Aug., 1897	£106	do
Phillip Henry	do	9 Aug., 1897	£106	do
Charles R. Tranter.....	do	2 Nov., 1897	£106	do

NOTE.—Ten members left the Brigade during the year. John McKnight retired on the 31st December, 1897, owing to old age.

AUXILIARY CORPS.

Thomas H. Cook.....	Auxiliary Fireman	4 Oct., 1893	.....	No. 5 Station.
David Anderson	do	23 Oct., 1893	.....	do
David Vandine	do	17 June, 1895	.....	No. 6 Station.
Ernest C. Evans	do	8 July, 1895	.....	do
William Francis	do	20 Jan., 1896	.....	No. 5 Station.
Arthur G. Reeves	do	1 May, 1896	.....	No. 4 Station.
William B. Thorpe.....	do	6 Aug., 1896	.....	No. 6 Station.
William R. Elders	do	10 Aug., 1896	.....	do
George Harper	do	15 April, 1897	.....	No. 4 Station.
James McNee	do	1 July, 1897	.....	No. 6 Station.
Ambrose J. Smith	do	24 July, 1897	.....	Alexandria.
Harry Tuck.....	do	23 Nov., 1897	.....	No. 2 Station.
James Kehoe	do	13 Dec., 1897	.....	do
Stuart D. Campbell	do	14 Dec., 1897	.....	do

Seven members of the Auxiliary Corps left during the year, and four were transferred to the permanent staff.

APPENDIX IX.

TELEPHONE Fire-alarms.

No. of Box.	Fire-station to which the Alarm is connected.	Locality of Alarm.	Approximate Distance from Station; in yards.
1	No. 1 Station, Head-quarters.....	Corner George and Park Streets	440
2	" " " "	" King and York Streets	1,010
3	" " " "	" King and Pitt Streets	845
4	" " " "	" King and Elizabeth Streets	810
5	" " " "	" Liverpool and College Streets	550
6	" " " "	" Oxford and Riley Streets	845
7	" " " "	" William-street and Boomerang Road	815
8	" " " "	" Crown and Stanley Streets	1,090
9	" " " "	" Park and Elizabeth Streets	320
10	" " " "	In Macquarie-street, opposite Parliament House	1,120
11	" " " " (G.P.O.)	Corner George and Barrack Streets	1,095
12	" " " "	" Pitt and Market Streets	670
13	" " " "	" Sussex and King Streets	1,210
14	" " " "	" Sussex and Erskine Streets	1,445
15	" " " "	" Bathurst and Barker Streets	770
16	" " " "	" Elizabeth and Hay Streets	640
17	" " " "	A. Hordern & Sons, George-street, Haymarket	945
18	" " " "	Corner Sussex and Liverpool Streets	595
19	" " " "	" Kent and Bathurst Streets	460
20	" " " "	" Market and Kent Streets	835
21	" " " "	" Market and York Streets	725
22	" " " "	" Market-street, opposite Wharf-street	975
23	" " " "	" George and Goulburn Streets	605
24	" " " "	" George-street and Union-lane	430
25	" " " "	" Factory and Harbour Streets (J. Bridge & Sons)	900
26	" " " "	" Erskine-street and York-lane	1,275
27	" " " "	" Druitt-street, opposite Weighbridge	890
28	" " " "	" Bourke and Liverpool Streets	1,100
29	" " " "	" Goulburn-street and Macquarie-street South	585
30	" " " "	" Riley and Reservoir Streets	1,190
31	" " " "	" Phillip-street, near St. Stephen's Church	1,030
32	" " " "	" Pitt and Hay Streets	760
33	" " " "	Carlton-street, Kensington Estate	4,400
34	No. 2 Station, George-street West	Opposite the "Tower Inn," George-street	400
35	" " " "	Corner Elizabeth and Devonshire Streets	710
36	" " " "	Elizabeth-street, opposite Hordern's stables, Redfern	1,430
37	" " " "	Corner Regent and Cleveland Streets	550
38	" " " "	" Redfern and Botany Streets	980
39	" " " "	" Abercrombie-place and Cleveland-street	760
40	" " " "	" Abercrombie and Shepherd Streets	1,100
41	" " " "	" Cleveland-street, Darlington Road	1,100
42	" " " "	Opposite Council Chambers, Darlington Road	1,310
43	" " " "	Corner George-street West and Newtown Road	620
44	" " " "	" Old Parramatta Road and Forest-street	1,550
45	" " " "	" Wattle and Mary Ann Streets	550
46	" " " "	" Wattle and Figg Streets	1,320
47	" " " "	" Miller-street and Abattoirs Road	2,080
48	" " " "	" Harris and M'Arthur Streets	660
49	" " " "	" Harris and Figg Streets	1,210
50	" " " "	" Harris-street and Pymont Bridge Road	1,660
51	" " " "	" Harris and Bowman Streets	2,210
52	" " " "	" Matthew and Engine Streets	720
53	No. 3 Station, George-street North	" Hunter and George Streets	505
54	" " " "	" Hunter and Bligh Streets	735
55	" " " "	" Kent and Margaret Streets	1,540
56	" " " "	Sussex-street North, near Grafton Wharf	1,365
57	" " " "	Corner Lang-street and Charlotte-place	385
58	" " " "	Kent-street, near Gas-lane	1,275
59	" " " "	Essex-street, near Harrington-street	220
60	" " " "	Corner Watson's Road and Upper Fort-street	840
61	" " " "	" Argyle and Playfair Streets	320
62	" " " "	Foot Bettington-street, near China S. N. Co.'s Wharf	1,010
63	" " " "	Corner Argyle and Kent Streets	770
64	" " " "	Victoria Terrace, opposite Eye Hospital	1,025
65	" " " "	George-street North, opposite Mariners' Church	330
66	" " " "	Corner George-street North and Lower Fort-street	660
67	" " " "	" Lower Fort and Windmill Streets	905
68	" " " "	" Young-street and Circular Quay	330
69	" " " "	" Macquarie-street North and Circular Quay	795
70	" " " "	" Bridge and Macquarie Streets	660
71	" " " "	" Bent and O'Connell Streets	560
72	" " " "	" Bridge and Pitt Streets	350
73	" " " "	Pitt-street, opposite Terry's-lane	770
74	" " " "	Left open for proposed additions.	
75	" " " "		

TELEPHONE Fire-alarms—*continued.*

No. of Box.	Fire-station to which the Alarm is connected.	Locality of Alarm.	Approximate Distance from Station; in yards.
76	No. 4 Station, Darlinghurst	Corner Bourke and William Streets.....	420
77	" "	" Bourke and Junction Streets	725
78	" "	" Forbes and Bland Streets	925
79	" "	" Macleay-street and Elizabeth Bay Road	440
80	" "	" Macleay and Wilde Streets, opposite clock	990
81	" "	" Victoria and Orwell Streets	395
82	" "	" Victoria-street and Challis Avenue	725
83	" "	" Victoria and Burton Streets.....	470
84	" "	Intersection Bayswater Road, Barcom and Womerah Avenues	660
85	" "	Corner Elizabeth Bay Road and Onslow Avenue	705
86	" "	" Darling Point Road and New South Head Road	1,475
87	" "	" Darling Point Road and Yarranabee Road.....	2,135
88	" "	" Darling Point Road and Goomera Crescent	2,885
89	No. 5 Station, Australia-street, Newtown...	" King and Hordern Streets, Newtown.....	505
90	" " " "	" Camden-street and Cook's River Road, Newtown.....	650
91	" " " "	Intersection of Wells-street, Cook's River Road, and Rochford-street, Newtown	1,090
92	" " " "	Corner Enmore Road and Wilford-street, Newtown	560
93	" " " "	" Enmore and Stanmore Roads, Newtown	980
94	" " " "	" Bishopsgate and Wellington Streets, Newtown.....	685
95	" " " "	" Wilson and Burren Streets, Newtown	800
96	" " " "	Opposite Council Chambers, Erskineville Road, Macdonaldtown	845
97	" " " "	Margaret and Ferndale Streets, Newtown	740
98	" " " "	Intersection Newtown and Darlington Roads and Forbes-street, Newtown	1,235
99	" " " "	Corner Toogood and Munni Streets, Erskineville	1,000
100	" " " "	" Parramatta Road and Park-street, Camperdown.....	1,510
101	" " " "	" University-street and Missenden Road, Camperdown	1,485
102	No. 6 Station, Walker-street, North Sydney	Intersection Alfred, Junction, and M'Dougal Streets.....	550
103	" " " "	Corner Alfred and Fitzroy Streets	1,210
104	" " " "	" Blue's Point Road and Blue-street	575
105	" " " "	" Blue's Point Road and Crescent-street North	1,150
106	" " " "	Left open for proposed additions.	
107	" " " "		
108	" " " "		
109	" " " "	Corner Miller and Ridge Streets	790
110	" " " "	" Miller and Falcon Streets	1,275
111	" " " "	" Miller and Amhurst Streets	1,960
112	" " " "	" West-street and Lane Cove Road.....	880
113	" " " "	Intersection Lane Cove Road, Willoughby Road, and Falcon-street	1,750
114	" " " "	Corner Military and Ben Boyd Roads.....	1,900
115	" " " "	Intersection Military Road, Glover, Spofforth, and M'Pherson Streets, Mosman.....	3,100
116	" " " "	Corner Military and Avenue Roads, Mosman.....	5,050
117	" " " "	Left open for proposed additions.	
118	" " " "		
119	" " " "		
120	No. 7 Station, Stanmore Road, Marrickville	Corner Stanmore Road and Holt-street, Petersham	570
121	" " " "	" Cambridge and Merchant Streets, Petersham	1,100
122	" " " "	" New Canterbury Road and Fraser's Road, Petersham	970
123	" " " "	" New Canterbury Road and Eltham-street, Petersham	1,585
124	" " " "	" New Canterbury Road and Marrickville Road, Marrickville	2,200
125	" " " "	" Palace and Norwood Streets, Petersham	1,200
126	" " " "	" Norton-street and Parramatta Road, Leichhardt	1,245
127	" " " "	Council Chambers, Marrickville	1,760
128	" " " "	Corner Marrickville and Illawarra Roads, Marrickville	2,375
129	" " " "	" Illawarra and Warren Roads, Marrickville	3,300
130	" " " "	" Johnston-street and Parramatta Road, Annandale	2,055
131	" " " "	" Johnston and Booth Streets, Annandale	2,870
132	" " " "	" Railway premises and Lackey-street, Summer Hill	2,200
133	" " " "	Council Chambers, St. Peters	3,390
134	" " " "	Cook's River Road and Railway Road, St. Peters	4,050
135	" " " "	Corner Rose-street, and Annandale Road, Annandale	3,750
136	" " " "	Left open for proposed additions.	
137	" " " "		
138	" " " "		
139	" " " "	Left open for proposed additions.	
140	" " " "		
141	Paddington	Corner Park Road and Regent-street	400
142	"	" Elizabeth and Underwood Streets	500
143	"	" Elizabeth and Hargrave Streets	880
144	"	" Glenmore Road and Gurner-street	700
145	"	" Glenmore Road and Liverpool-street	900
146	"	" Glenmore Road and Oxford-street	680

TELEPHONE Fire-alarms—*continued.*

No. of Box.	Fire-station to which the Alarm is connected.	Locality of Alarm.	Approximate Distance from Station; in yards.
147	Woollahra.....	Corner Old South Head Road and Queen-street	550
148	"	" Old South Head Road and Nelson-street	825
149	"	" Cowper and Oxford Streets, Waverley	1,540
150	"	" Ocean-street and Point Piper Road.....	770
151	"	" South and Bay Streets	1,790
152	"	" Forth-street and Edgecliff Road.....	470
153	"	" New South Head Road and Victoria Road.....	2,780
154	"	Intersection Wolseley Road and Hill-street, Point Piper.....	3,400
155	Waverley	Corner Birrell and Cowper Streets, Waverley	620
156	"	Intersection Birrell and Watson Streets, Waverley	1,250
157	"	" Penkiville-street, Burnett-street, and Bondi Road, Waverley	1,430
158	"	Corner Bondi Road and Denham Street, Waverley	2,230
159	"	Opposite Council Chambers, Bondi Road, Waverley.....	1,030
160	"	Intersection Flood and Anglosea Streets and Old South Head Road	1,870
161	"	Corner M'Pherson and Albion Streets, Waverley	660
162	"	Intersection M'Pherson, Carlton, and Arden Streets, Waverley	1,190
163	Balmain	Corner Darling and McDonald Streets, Balmain	660
164	"	" Darling and Johnston Streets, Balmain	1,830
165	"	" Darling and Wise Streets, Balmain	1,170
166	"	" Darling and Cambridge Streets, Balmain	1,610
167	"	" Mullens and Reynolds Streets, Balmain.....	640
168	"	" Western Road and Hartley-street, Balmain	1,160
169	"	" Rowntree and Bay Streets, Balmain	900
170	Glebe.....	" Glebe and Cowper Streets, Glebe	340
171	"	" Brougham and Lyndhurst Streets, Glebe	550
172	"	" Glebe and Wigram Roads, Glebe	870
173	"	" Glebe Road and Leichhardt-street, Glebe	1,300
174	"	" Ross-street and Bridge Road, Glebe	880
175	North Botany	" Botany Road and Bay-street, Botany.....	2,245
176	"	" Botany Road and Stephen Road, Botany	4,550
177	"	Left open for proposed additions.	
178	"		
179	Alexandria	Corner Henderson Road and Brandling-street, Alexandria ...	650
180	"	" Mitchell Road and Harley-street, Alexandria	1,040
181	"	" Botany Road and M'Evoy-street, Waterloo	845
182	"	" Botany Road and Epsom Road, Waterloo	2,015
183	Waverley	" Avoca-street, and Allison Road, Randwick	2,640

APPENDIX X.

DETAILS of Fires which have occurred within the Metropolitan District during the Year ending December, 1897

Date	When discovered	Time of call	Locality.	Name of tenant	How premises occupied	Construction of premises	Origin or supposed cause of fire	Insurances		Extent of damage, &c	Extinguished by
								Contents	Building		
1897. Friday, 1 January	1 35 p m	1 40 p m	Doncaster Avenue, Ken- sington, Randwick	J Barrington	Private dwelling	Brick, and slate roof	Light thrown down	Aust Mutual, £1,000		A small fire in back bedroom	Inmates, with garden hose
Saturday, 2 January	12 45 p m	12 50 p m	Booth st, Camperdown	Maurice Segur	Paddock	Paddock	Bush fire	None	None	A quantity of grass burned	M F B and Leichhardt V F Co with buckets of water
Sunday, 3 January	3 49 a m	3 50 a m	Walker street, North Sydney	Unoccupied	"	"	"	"	"	A portion of fencing burned	M F B, with one hydrant
"	10 25 a m	10 27 a m	Nicholson st, Balmain	"	Sawmill	Wood and iron	Smoking tobacco	"	"	A portion of woodwork burned	Watchman, with buckets of water
"	10 10 p m	10 12 p m	10, Broughton st, Glebe	Emily Field	Milliner	Brick, and shingle roof	Spark from chimney	Liverpool London, and Globe, £50	"	Front shop and contents severely damaged by fire and water, roof partly off, rooms at rear damaged by heat and water	Glebe V F Co and M F B, with one hydrant
Monday, 4 January	9 0 p m	9 3 p m	129, King street, City	R C Hagon	Merchant tailor	Brick, with iron roof	Light thrown down	Imperial, £1 600, N Zealand, £2,650, Phoenix £1 400—£5,650	Imperial, £4,500	A quantity of stock damaged by fire in shop	Employees, with buckets of water
Tuesday, 5 January	10 10 a m	10 15 a m	Burwood Road, Burwood	N S W Government	Railway fence	Fence	Burning rubbish	None	None	A portion of fencing burned	Burwood V F Co, with one hydrant
"	8 0 p m	None rec d	Miller st, North Sydney	Mrs Daisy	Boarding house	Buck, with slate roof	Lamp in contact with curtains	"	Unknown	A small fire in bedroom	Inmates, with buckets of water
Wednesday, 6 January	12 15 a m	12 30 a m	Church st, Parramatta	*Murray Bros	General mer- chants	Stone, and iron roof	Light thrown down	Meic Mutual	"	A quantity of kapok damaged by fire in bedding department	Employees, with buckets of water
Wednesday, 6 January	8 45 a m	8 49 a m	90 Princes street, City	Owen M'Court	Boarding house	Buck, and iron roof	Matches children playing with	None	Derwent and Ta- mai, £700	Front bedroom on ground floor severely damaged by fire	North City V F Co, with one hydrant, assisted by M F B
Thursday, 7 January	1 37 a m	1 40 a m	May street, Leichhardt	Unoccupied	Private dwelling	Weatherboard, and iron roof	Unknown	"	Commercial Union, £200	A cottage of four rooms burned and fallen down	Leichhardt and Balmain V F Co, with one hydrant, assisted by M F B
"	1 37 a m	1 40 a m	" "	A E Anderson	"	"	"	Mercantile Mutual, £300		A portion of fencing damaged by fire	"
Friday, 8 January	1 30 p m	1 50 p m	Wolseley Road, Wool- lahra	"	Paddock	"	Bush fire	None	None	A portion of fencing burned	Woollahra and Waverley V F Co's with one hydrant
"	6 30 p m	6 40 p m	Iron Cove Bridge	"	Bridge	Wood and iron	Light thrown down	"	"	A portion of planking on bridge damaged by fire	Drummoyne V F Co, with buckets of water
Saturday, 9 January	11 8 p m	11 10 p m	Macquarie street, Parra- matta	Mrs Barton	Private dwelling	Brick, and shingle roof	Spark from chim- ney	"	Unknown	A small portion of shingle roof damaged by fire and cutting away	Parramatta Nos 1 and 2 V F Co's, with one hydrant
Sunday, 10 January	2 21 p m	2 24 p m	" Yarowya," Sim- monds street, New town	Mrs Sarah Henry	"	Brick, and slate roof	Matches, careless use of	Australian Mut £300	Australian Mut £450	A portion of latitec work on back verandah damaged by fire	Inmates, with garden hose
Monday, 11 January	3 18 a m	3 21 a m	148 King street, New town	James Sutherland	Tobacconist	Brick, and iron roof	Light thrown down	Australian Mut, £250	Unknown	Dining room, kitchen, and shop on ground floor, with con- tents, severely damaged by fire and water	M F B, with one hydrant
"	11 36 a m	11 37 a m	1, Bannister Lane, Ultimo, City	Margaret Daveron	Private dwelling	"	Candle	None	"	Small fire in bedroom	Inmates, with buckets of water
"	1 48 p m	1 50 p m	Gloucester street, City	"	Yard	"	Light thrown down	"	None	A quantity of rubbish burned	M F B with one hydrant, assisted by North City V F Co
Wednesday, 13 January	9 10 p m	9 12 p m	Doncaster Avenue, Kensington	E F Brownlow	Private dwelling	Brick, and iron roof	Matches, children playing with	"	"	A small fire in front bedroom	Inmates, with buckets of water
Thursday, 14 January	6 0 a m	6 3 a m	Cromwell street, Leich- hardt	John Clark	"	Weatherboard, and iron roof	Unknown	Royal, £800		Small fire in stable at rear of dwelling	Leichhardt V F Co, with one hydrant
"	11 20 p m	None rec d	263, King street, New town	†Mrs E Bowers	Hairdresser and Tobacconist	Brick, and iron roof	Candle	New Zealand, £250	Unknown	A small quantity of stock in shop window damaged by fire and water	Inmates, with buckets of water
Friday, 15 January	4 22 a m	4 25 a m	Nithsdale street, City	Unoccupied	Stable	Weatherboard, and iron roof	Unknown	Unknown	"	Small fire in stable	M F B, with buckets of water.
"	6 20 p m	6 30 p m	124, Liverpool street, Ashfield	Ambrose I Thompson	Furniture dealer	"	Light thrown down	South British, £300,	"	A quantity of rubbish burned at rear of premises	Ashfield V F Co, with buckets of water
Sunday, 17 January	11 25 a m	11 29 a m	Lower Fort street, City	"	Street	"	"	None	None	A quantity of tan bark in roadway burned	M F B, with one hydrant
"	7 48 p m	7 51 p m	Philip street	Goldsbrough, Mort, & Co	Warehouse	Stone, iron, glass roof	"	Unknown	Unknown	A small quantity of wattle bark in basement damaged by fire	Water Police, with buckets of water
Monday, 18 January	6 27 p m	6 29 p m	Moore street, City	"	Open ground	"	"	None	None	Burning rubbish	M F B, with one hydrant
"	10 40 p m	10 45 p m	Golden Grove street, Darlington.	Sydney Jam Co (Monta- gue Marks, Manager)	Jam factory	Brick, wood, and iron roof	Unknown	Lion, £33,650		A building of one floor, about 48 ft x 48 ft, containing boiler, engines, machinery, and plant, &c, nearly burned out, and roof off	M F B, with two steam fire- engines

* Previous fires—1 May, 1894, 3 May, 1894.

† F Bowers slightly burned on the left hand

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date.	When discovered	Time of all	Locality.	Name of tenant	How premises occupied	Construction of premises	Origin or supposed cause of fire	Insurances		Extent of damage, &c.	Extinguished by
								Contents	Building		
1897 Monday, 18 January	10 50 p m	11 10 p m	203, Regent street, Redfern	A F Jackson	Undertaker	Brick, and iron roof	Unknown	Colonial Mutual, £1,260.		Workshop over stables, in rear of premises, slightly damaged by fire and water	Inmates and M F B, with buckets of water
Tuesday, 19 January	7 50 a m	7 55 a m	376, Kent street, City	Eagle Tobacco Co (W Fallows, Secretary)	Tobacco factory	"	"	In several offices, £26,500		A building of four floors, about 72 ft x 105 ft, containing a large quantity of machinery, tobacco, &c, three top floors nearly burned out, and roof off, contents of lower floor very severely damaged by water	M F B, with six steam fire engines, assisted by V F Co's
"	"	"	237 and 239, Clarence street, City	" "	"	"	"	"	"	A building of four floors and basement, about 54 ft x 49 ft, two upper floors nearly burned out, and most of roof off, contents of two lower floors and basement severely damaged by water	" "
"	"	"	374, Kent street, City	Manok and Renkert	Portmanteaux manufacturers	"	"	Comm Union, £400	Unknown	A small quantity of stock on first floor slightly damaged by water	" "
"	"	"	24, Market street, City	John Molony	Saddlers and non mongers	Brick, with iron over shingle roof	"	United, £500	"	Roof of kitchen damaged by fire and cutting away, contents under damaged by water	" "
"	10 20 a m	10 25 a m	Keating st, Rookwood	Andrew Stollen	Private dwelling	Weatherboard, and iron roof	Burning rubbish	None	None	A fire in grass paddock	Neighbours, with buckets of water
"	1 40 p m	1 42 p m	134, Weston Road, Balmain	H J Bourne	"	Brick, and iron roof	Light thrown down	"	"	A small fire in bedroom	Balmain V F Co, with buckets of water
Wednesday, 20 January	4 0 p m	4 6 p m	Livingstone Road, Marwickville	Henry Everitt	"	Brick, and slate roof	Matches, careless use of	"	"	A small fire in back bedroom	Inmates, with buckets of water
Thursday, 21 January	1 8 a m	1 9 a m	69, Abetrombie place, City	Michael Toohey	Produce merchant	Brick, and shingle roof	Unknown	Alliance, £150	Alliance, £150	A building of one floor, and loft about 30 ft x 70 ft, containing a large quantity of fodder, severely damaged by fire and water, roof burned off	M F B, with two hydrants
"	12 30 p m	12 35 p m	6, Neill street, Leichhardt	William Russell	Paddock	Paddock	Bush Fire	None	None	A portion of fencing damaged by fire	Inmates and neighbours, with buckets of water
"	"	"	"	Robert Carr	Private dwelling	Weatherboard, and iron roof	"	"	"	Contents of back bedroom, also workshop, damaged by fire and water	" "
Friday, 22 January	12 55 a m	12 58 a m	9, Hunter street, City	*Mrs Mulley	Milliner	Brick, and iron roof	Lamp, curtains in contact with	"	Unknown	A small fire in a bedroom	Inmates and M F B, with buckets of water
Monday 25 January	1 0 a m	1 7 a m	129, Botany Road, Waterloo	†Isabella Barton	Pawnbroker	Brick, weather board, and iron roof	Unknown	Imperial, £600		Front shop and dining room with contents, on ground floor, severely damaged by fire and water, rooms on first floor, with contents nearly burned out	M F B, with one steam fire engine, and one hydrant, assisted by V F Co's
Tuesday, 26 January	3 10 p m	3 26 p m	12, Park street, City	Gilbert and Christensen	Restaurant	Brick and slate roof	Overheating stove	Mercantile Mutual, £	Unknown	A small portion of flooring damaged by fire, ceiling under damaged by water	M F B, with hand pump
Wednesday, 27 January	8 0 a m	8 7 a m	5, Wilmot street, City	Adam Denrico	Private dwelling	Brick, and iron roof	Overheating stove pipe	None	"	Lining boards of ceiling in bedroom over kitchen damaged by fire	" "
"	9 13 p m	9 16 p m	68, Bourke street, City	M A Murray	Boarding house	"	kerosene lamp, upsetting of	Australian Mutual, £500	"	Rooms on first floor and contents severely damaged by fire, smoke, and water, rooms under and contents damaged by water	M F B, with one hydrant
Thursday, 28 January	8 0 p m	8 10 p m	Frederick street, Rockdale	John MacClure	Private dwelling	Brick, and slate roof	Gas bracket	None	Mercantile Mutual, £350	Cottage of four rooms and contents slightly damaged by fire and water	Inmates, with buckets of water
"	8 42 p m	8 47 p m	333, Kent street, City	George Short and Son	Bookbinders	Brick, and iron roof	Unknown	South British, £1,100	Unknown	Portion of stock on second floor severely damaged by fire and water, rest of contents damaged by smoke	M F B, with one hydrant
"	"	"	"	Manchester Manufacturing Co	Merchant tailors	"	"	Scottish Union, £200, Imperial, £700—£900	"	Stock on third floor slightly damaged by smoke	" "
"	"	"	"	David Moseley & Co	India rubber merchants	"	"	Royal, £4,500	"	Stock on first floor slightly damaged by water	" "
"	"	"	"	Cadbury Bros	Cocoa manufacturers	"	"	N Queensland, £750, Coml Union, £750, Victoria, £500—£2,000	"	Stock on ground floor slightly damaged by water	" "
"	10 40 p m	10 46 p m	42, Little Albion street, City	Mrs Kelton	Private dwelling	"	Light thrown down	None	"	A small fire in basement	Inmates, with buckets of water
Friday, 29 January	4 10 a m	4 15 a m	Corrunna Road, Marsfield	†G R McMinn	"	Weatherboard, and iron roof	Unknown	Mercantile Mutual, £240	"	A weatherboard cottage of five rooms and contents burned and fallen down	Burned itself out
Saturday, 30 January	3 23 p m	3 30 p m	Belmore street, Burwood	John F Toohey	Paddock	"	Light thrown down	None	None	A portion of fencing burned	Burwood V F Co, with one Hydrant
"	8 0 p m	8 4 p m	10, Campbell st, City	Thomas Millor	Tobacco merchant	Brick, and iron roof	Gas bracket	National of New Zealand, £100	Unknown	A small fire in bedroom	Inmates, with buckets of water
Sunday, 31 January	12 12 a m	12 13 a m	508, Elizabeth street, City	Richard Lee	Grocer	"	Light thrown down	South British, £950	"	A quantity of stock in shop window damaged by fire and water, window broken	M F B, with one hydrant.

* Mrs Mulley slightly burned about the hands, and attended to by neighbours

† Jessie Delohery, aged 17 years, burned to death. An inquest was subsequently held, at which the following verdict was returned.—"Jessie Delohery met her death by burning, but there is no evidence to show how the fire originated"

‡ Outside M F B area

DETAILS of FIRES which have occurred within the Metropolitan District—continued.

Date	When discovered	Time of call	Locality	Name of tenant	How premises occupied	Construction of premises	Origin or supposed cause of fire	Insurances		Extent of damage, &c	Extinguished by
								Contents	Building		
1897 Sunday, 31 January	12 0 p m	12 1 p m	Salisbury street, Home bush		Paddock	Paddock	Light thrown down	None	None	Small fire in grass paddock	Ashfield V F Co, with one hydrant
"	1 34 p m	1 35 p m	325, Cleveland street, Redfern	John Nicholjohn	Private dwelling	Brick and slate roof	Defective flue	"	"	A small portion of roof damaged by fire	M F B, with buckets of water
Monday, 1 February	11 0 p m	11 3 p m	Callan Park, Balmain	N S W Government	Asylum	Garden	Burning rubbish	"	"	A quantity of rubbish burned in garden	Balmain and Drummoyne V F Cos, with one hydrant
Tuesday, 2 February	12 10 p m	12 13 p m	Alfred street, North Sydney	H H B Bradley	Paddock		Matches children playing with	Unknown	Unknown	A portion of fencing burned	M F B with one hydrant
"	3 20 p m	3 24 p m	Wolseley Road, Woollahra		"		Light thrown down	None	None	Small fire in grass paddock	Waverley and Woollahra V F Cos with one hydrant
"	8 30 p m	None recd	25a, Kent street, City	Mrs A Seves	Laundry	Brick, and slate roof	Candle	"	Unknown	Small fire in front room on ground floor	Inmates with buckets of water
Wednesday 3 February	6 0 a m	6 5 a m	12, Victoria street, Paddington	*George Gilchrist	Private dwelling	Brick and iron roof	"	"	Commercial Union, £175	Small fire in front bedroom	Paddington No 1 V F Co, with buckets of water
"	12 40 p m	12 47 p m	Greycliff, Vaucluse	†J Robinson, caretaker	"	Stone and shingle roof	Bush fire	United, £4,000		A dwelling of sixteen rooms burned out and roof off	M F B, Waverley, Woollahra and other V F Cos, with one manual engine
Saturday, 6 February	1 30 p m	1 44 p m	Janett street, Leichhardt	Frederick Rath	Work shop	Wood, and iron roof	Light thrown down	None	Unknown	Small rubbish fire in workshop	Leichhardt V L Co, with buckets of water
"	3 14 p m	None recd	76 Mary street, Surry Hills	Hausman & Co	Boot factory	Weatherboard, and iron roof	Spark from chimney	Unknown	"	Small fire on roof	Standard Brewery employees, with private hydrant
"	4 45 p m	4 50 p m	Prospect road, Ashfield	Mrs W T Atkins	School	Paddock	Light thrown down	"	"	Grass in paddock burned, also a portion of fencing damaged by fire	M F B with buckets of water
Sunday, 7 February	12 25 p m	12 30 p m	Wharf street, Hunter's Hill	†Herbert Manning	Private dwelling	Wood, and iron roof	Unknown	S British	"	Sheds at rear of dwelling burned and fallen down	Balmain and Drummoyne V F Cos, with one hydrant
"	12 30 p m	12 35 p m	Roslyn Gardens, Darlinghurst	Hon A J Gould	"	Garden	Burning rubbish	Unknown	"	A small portion of garden fencing damaged by fire	M F B, with one hydrant
"	7 10 p m	7 15 p m	Garin Cottage Ridge street, North Sydney	Helcn Medcalf	"	Weatherboard, & shingle roof	Spark from fireplace	None	Aust Mutual, £100	Back kitchen and contents slightly damaged by fire and water	Inmates with buckets of water
Monday 8 February	12 30 p m	12 52 p m	Clandos street, North Sydney		Paddock		Light thrown down	"	None	Small fire in paddock	M F B, with one hydrant
Tuesday, 9 February	9 24 a m	9 25 a m	Church st, Rookwood	Gilliver and Curtis	Office	Weatherboard and iron roof	Unknown	"	"	An office about 15 ft x 30 ft, with contents severely damaged by fire and water	Rookwood V F Co, with one hydrant
"	12 35 p m	12 37 p m	233, George street, City	Margaret Reilly, Licensed victualler	"Brooklyn Hotel"	Brick and iron roof	Spuk chimney from	Australiam Mutual, £400	Unknown	Roof of kitchen on second floor and wood lining around water tank, slightly damaged by fire and cutting away	M F B, with buckets of water
Wednesday, 10 February	6 30 a m	6 36 a m	231, George street, City	Unoccupied (Late Sydney and Melbourne Coffee Palace)		Stone brick, and iron roof	Spark chimney from another fire	None	Scottish Union, £2,033	About 30 feet of guttering and roof lining together with portion of flooring partitions and ceilings of three rooms on third floor, damaged by fire and cutting away, walls of two rooms under slightly damaged by water	M F B, with one hydrant
Thursday, 11 February	1 40 a m	1 45 a m	Cionnulla street, Hurstville	A Tapsell	Private dwelling	Weatherboard, and iron roof	Hot ashes	"	Commercial Union, £120	Shed at rear of premises burned and fallen down	Inmates with buckets of water
Friday 12 February	6 0 p m	6 8 p m	Walker street, North Sydney	Charles Matthews	Paddock		Light thrown down	"	None	A portion of fencing burned in paddock	M F B, with one hydrant
"	10 10 p m	10 24 p m	Bray street, Concord	Joseph Johnston	Private dwelling	Brick, weather board, and iron roof	Kerosene lamp, Explosion of	Mercantile Mutual, £50	Mercantile Mutual, £250	A cottage of six rooms with contents burned and fallen down	M F B and Burwood and Ashfield V F Cos, with manual engine
"	"	"	"	Henry Millwood	"	"	"	None	Unknown	A cottage of six rooms and part of contents burned and fallen down	"
Saturday, 13 Feb	2 10 p m	2 12 p m	Rear of 717 George street City	E J Smith	Engineer	Brick, with shingle roof	Spark from chimney	Unknown	"	A portion of shingle roof damaged by fire	Neighbours, with garden hose
"	12 42 p m	12 45 p m	Leichhardt street, Waverley	G Fisher	Greengrocer	Weatherboard, and iron roof	Light thrown down	None	None	A portion of fencing damaged by fire at rear of premises	Neighbours, with buckets of water
"	12 30 p m	12 50 p m	Ashfield Park, Croydon, Ashfield	Harold Macdonald		Paddock	"	"	"	A small fire in paddock	M F B, with one hydrant and volunteers
"	2 50 p m	2 55 p m	Hyde Park, City	Hyde Park			"	"	"	A quantity of grass burned in park	M F B
"	9 40 p m	9 50 p m	64, Elizabeth street, Waterloo	†George Lenton	Greengrocer	Brick and shingle roof	Candle	"	Unknown	Contents of front bedroom on first floor slightly damaged by fire	Inmates, with buckets of water
Sunday, 14 Feb	8 20 p m	8 26 p m	42, Pitt street, City	Rabone, Feez, & Co	Merchants	Brick, and iron roof	Unknown	Phoenix, £3,000	New Zealand, £4,200	Several cases of preserved meat damaged by fire and water on first floor of warehouse, front door broken open	M F B, with one hydrant

* Geo Gilchrist, aged 40 years, and Sarah Gilchrist, aged 45 years, slightly burned about the hands, attended to at home

† Outside M F B area

‡ Mary Garvey, aged 24 years, severely burned about the hands, face, and neck

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date.	When discovered.	Time of call.	Locality.	Name of tenant.	How premises occupied.	Construction of premises.	Origin or supposed cause of fire.	Insurances.		Extent of damage, &c.	Extinguished by
								Contents.	Building.		
1897. Sunday, 14 Feb.	10:56 p.m.	10:58 p.m.	223, Castlereagh-street, City.	J. Ferguson	Private dwelling.	Brick and iron roof.	Candle	None	Unknown	Small fire in bedroom	Inmates, with buckets of water, assisted by M.F.B.
Monday, 15 Feb.	12:30 a.m.	12:40 a.m.	At Dalton's Wharf, the Harbour.	* Steam lighter, "Azalea."	Vacant land	Wood	Spark from furnace fire.	Aust. Alliance, £1,400.		Wooden bulkhead underneath part of deck and hatchway, together with wood lining of engine-room, damaged by fire.	M.F.B., assisted by citizens with hand-pump and buckets of water.
"	6:0 p.m.	6:27 p.m.	Cascade-street, Paddington.		Vacant land		Burning rubbish.	None	None	Burning rubbish	M.F.B., with buckets of water.
Tuesday, 16 Feb.	5:30 a.m.	5:45 a.m.	Ferry-road, Glebe	Glebe Rowing Club (Wm. Allen, caretaker).		Weatherboard, and iron roof.	Unknown	Unknown	Com. Union, £600	Boat-shed, about 40 ft. x 60 ft., of two floors, with contents, consisting of a number of boats, burned and fallen down.	M.F.B. and Glebe Vol. F. Co., with one hydrant.
"	12:15 p.m.	12:19 p.m.	Hyde Park, City		Park		Light thrown down.	None	None	A quantity of grass burned in park	M.F.B., beating out.
"	12:50 p.m.	12:59 p.m.	George-street, Camperdown.		Paddock		"	"	"	Grass burned in paddock	M.F.B., with one hydrant.
"	1:0 p.m.	1:5 p.m.	Flinders-street, City		"		"	"	"	"	Padd. No. 2 Vol. F. Co., by beating out.
"	4:0 p.m.	4:3 p.m.	Shaftesbury-road, Burwood.		"		"	"	"	"	Burwood and Ashfield V. F. Co's., assisted by M.F.B.
"	5:50 p.m.	5:54 p.m.	Elizabeth-street, City		Cemetery		"	"	"	A quantity of grass burned in cemetery	M.F.B., with one hydrant.
Wednesday, 17 Feb.	10:52 p.m.	10:57 p.m.	210, Elizabeth-street, City.	Mrs. Isaac Hunter	Restaurant	Brick, and iron roof.	Overheat of stove-pipe.	S. British, £150.	N. Zealand, £500.	Back room on first floor with contents severely damaged by fire.	"
Thursday, 18 Feb.	8:0 p.m.	8:3 p.m.	40, Ada-street, Ultimo, City.	Walter Lambert	Private dwelling.	"	Candle	None	Unknown	Small fire in bedroom	Inmates, with buckets of water.
Friday, 19 Feb.	12:45 p.m.	12:47 p.m.	Lower Fort-street, City		Open street		Light thrown down.	"	None	A quantity of tan bark in roadway damaged by fire	M.F.B., with one hydrant.
Saturday, 20 Feb.	1:15 a.m.	None recd.	Darling Road, Arncliffe, Rockdale.	W. Hoffmann	Private dwelling.	Weatherboard, and iron roof.	Unknown	"	Unknown	A cottage of four rooms and contents burned out and fallen down.	Burned itself out.
"	9:20 p.m.	9:25 p.m.	S, Bowden-terrace, Bowden-street, Woollahra	John Kelly	"	Brick, and iron roof.	Kerosene lamp, upsetting of.	"	"	Small fire in kitchen on ground floor	Neighbours, with buckets of water.
"	1:50 p.m.	1:52 p.m.	Carrington Road, Waverley.	Mary Flannery, licensed victualler.	"Oxford Hotel"	"	Light thrown down.	"	Commercial Union, £125.	A stable, about 60 ft. x 12 ft., and contents at rear of premises severely damaged by fire; two horses burned to death.	Waverley, Woollahra, and Paddington V. F. Co's., with one hydrant.
Sunday, 21 February.	2:40 a.m.	2:47 a.m.	223, Parramatta Road, Petersham.	Michael F. Mullins	Coachbuilder	Wood and iron, with iron roof.	Unknown	South British, £125.	Unknown	Workshop and contents slightly damaged by fire and water.	M.F.B., with one hydrant.
"	2:40 a.m.	2:47 a.m.	226, Parramatta Road, Petersham.	M'Cauley & Co.	Pianoforte tuners	"	"	Unknown	"	" (Both buildings adjoining.)	"
Monday, 22 February.	11:0 a.m.	11:2 a.m.	Livingstone Road, Marrickville.		Paddock		Light thrown down.	None	None	A quantity of grass burned in paddock	M.F.B. and neighbours, with buckets of water.
"	1:10 p.m.	1:27 p.m.	Cooper Estate, Folly Point, North Sydney.		Bush		"	"	"	Bush fire	M.F.B., by beating out.
"	4:40 p.m.	4:45 p.m.	Ersleville Road, Ersleville.		Paddock		"	"	"	A quantity of grass burned in paddock	M.F.B., with one hydrant.
"	9:40 p.m.	9:44 p.m.	207½, Oxford-street, City	Henry Field	Soapmaker	Brick, and iron roof.	Unknown	South British, £150.	"	Shop and contents severely damaged by fire, heat, smoke, and water.	Paddington No. 2 V. F. Co., with one hydrant, assisted by M.F.B.
Tuesday, 23 February.	7:0 p.m.	7:5 p.m.	Johnston-street, Annandale.		Vacant ground		Light thrown down	None	"	A quantity of shavings on vacant ground burned.	M.F.B., with one hydrant.
Wednesday, 24 February.	11:27 a.m.	11:29 a.m.	Pier-street, Darling Harbour, City.	N. S. W. Government	Railway Department.	Yard	"	"	"	A quantity of grass burned in rear of goods shed	Employees.
"	6:0 p.m.	6:30 p.m.	Government Store, Clyde.	Railway Commissioners	Sheds	"	Spark from locomotive	"	"	Small quantity of timber in yard damaged by fire	Granville V. F. Co., with one hydrant.
Thursday 25 February.	5:43 a.m.	5:45 a.m.	Birrell-street, Waverley.	Chas. Jersey	Private dwelling	Stone, and iron roof.	Unknown	"	Liverpool, London and Globe, £	A weatherboard outhouse at rear of premises slightly damaged by fire	Inmates and Police, with buckets of water.
"	2:55 p.m.	3:1 p.m.	Kingsclair Road, Alexandria.		Paddock		Light thrown down	"	None	Small grass fire in paddock	Alexandria M.F.B., with one hydrant.
"	11:59 p.m.	None rec'd.	Concord Road, Concord.	Elizabeth Albot	Private dwellings	Wood, and iron roof	Candle	"	"	A slab hut of rooms with contents burned and fallen down	Burned itself out.
Friday, 26 February.	7:40 p.m.	7:44 p.m.	243, King-street, Newtown.	Joseph Warick	Grocer	Brick and slate	"	"	"	Small fire in kitchen on ground floor	Inmates, assisted by M.F.B., with hand-pump.
Saturday, 27 February.	7:50 a.m.	None rec'd.	182, Abattoirs Road, Pyrmont.	John Young	Private dwelling.	Weatherboard, and iron roof.	Matches, children playing with.	"	Unknown	Front bedroom on ground floor with contents severely damaged by fire and water.	Inmates and neighbours, with buckets of water.
"	11:50 a.m.	11:54 a.m.	Allen-street, Leichhardt	Mr. Moss, caretaker	Cemetery	Open ground	Light thrown down.	"	None	A small portion of cemetery fencing damaged by fire	Leichhardt V. F. Co., with one hydrant.

* Outside M.F.B. area. † Previous fire, 23rd January, 1893. ‡ George Eagleton, aged 19 years, burned to death. An inquest was held on the 22nd instant, at which an open verdict was returned. § Elizabeth Albot, widow, age 62 years, slightly burned about the hands and body. ¶ Margaret Ellen Young, aged 35 years, married, slightly burned on the left arm. Baby girl, aged fourteen days, severely burned about the head and arms; both treated at the Sydney Hospital.

DETAILS of Fires which have occurred within the Metropolitan District—*continued.*

Date.	When discovered.	Time of call.	Locality.	Name of tenant.	How premises occupied.	Construction of premises.	Origin or supposed cause of fire.	Insurances.		Extent of damage, &c.	Extinguished by
								Contents.	Building.		
1897. Friday, 12 March.	5-32 a.m.	5-35 a.m.	G.P.O., Pitt-street, City.	.....	G.P.O.	Stone, and slate roof.	Electric light wires (short circuit of).	None.....	None.....	A portion of flooring in letter sorting room on first floor damaged by fire and cutting away.	M.F.B., with lozer pump.
"	12-30 p.m.	12-35 p.m.	207, Castlereagh-street, City.	Theresa Cox	Restaurant.....	Stone, and iron roof.	Defect in flue....	".....	Norwich Union..	Bed and bedding damaged by fire in room at rear of premises.	Inmates, with buckets of water.
"	11-30 p.m.	11-38 p.m.	2, Mary-street, Surry Hills.	Aaron Marks	Private dwelling.	Brick, and iron roof.	Candle.....	".....	Unknown	Small fire in bedroom on second floor	"
Sunday, 14 March.	2-35 p.m.	2-39 p.m.	7, 8, 9, Erskine-street, City.	Potts and Paul	Ship chandlers ..	Brick, and iron roof.	Spontaneous igni- tion.	Aust. Mut., £2,000; Phoenix, £5,000; Victoria, £2,000; Norwich Union, £1,000; Merc. Mutual, £1,000; Sun, £1,250; Liv., Lon. and Globe, £2,000— £14,250.	South British, £1,600; Norwich Union, £1,600; Derwent and Tamar, £900— £4,100.	A quantity of rubbish on ground floor of store burned.	M.F.B., with buckets of water.
Sunday, 14 March.	4-25 p.m.	4-30 p.m.	Garden-st., Alexandria..	Railway Commissioners	Yard.....	.....	Light thrown down.	None.....	None.....	A quantity of empty cases damaged by fire	M.F.B., with one hydrant.
"	5-10 p.m.	5-36 p.m.	Phillip-st., Alexandria..	"	Shed.....	Wood and iron.	Stove; over- heating of.	".....	".....	Contents of shed slightly damaged by fire	"
"	5-5 p.m.	5-7 p.m.	Junction-st., Ashfield ..	Alfred Took	Private dwelling..	Garden.....	Matches; children playing with.	Unknown	Unknown	A small fire in garden.....	Inmates with buckets of water.
Monday, 15 March.	2-30 a.m.	2-40 a.m.	Dudley-st., Randwick..	*A. E. Turner	"	W'board, and iron roof.	Unknown	Australian Mutual, £200.	".....	A portion of lining and weatherboards of house slightly damaged by fire.	"
Tuesday, 16 March.	2-10 p.m.	2-15 p.m.	Rocky Point Road, Rockdale.	Thomas Clarke	"	Brick, and iron roof.	Bush fire.....	Mercantile Mutual, £350.	".....	A portion of fencing burned in garden	Rockdale Volunteer Fire Co., with buckets of water
Wednesday, 17 March.	12-0 m'n't.	12-2 a.m.	37 Castlereagh-st., City.	C. Ramacciotti	Signwriters work- shop.	"	Unknown	Australian Mutual, £200.	Unknown	A building about 20 x 50 feet, first floor containing a quantity of painters materials, &c., severely damaged by fire.	M.F.B., with one hydrant.
"	3-55 a.m.	4-0 a.m.	Elswick-st., Petersham..	.....	Paddock.....	Paddock.....	Matches; boys playing with.	None.....	None.....	Rubbish fire	"
Wednesday, 17 March.	2-35 p.m.	2-40 p.m.	41, Elizabeth-street, City.	Coggan and Strickett ..	House Decorators.	Brick, and shingle roof	Spark from chim- ney.	".....	Unknown	A portion of shingle roof damaged by fire and cutting away	M.F.B., with hand-pump.
Friday, 19 March.	11-55 p.m.	12-1 a.m.	Flood-street, Leichhardt	†Geo. W. Nettleton	'Bus proprietor sheds.	Wood, iron, with iron roof	Unknown	Mercantile Mutual, £550; Com- mercial Union, £450—£1,000.	".....	A building of two floors, about 30 x 30 feet, used as a fodder and harness room, &c., containing a quantity of fodder and several sets of harness burned, and fallen down. Shed, building adjoining, together with five 'busses, severely damaged by fire. One horse burned to death.	M.F.B., with two hydrants, assisted by several volun- teer Fire Coys.
"	1-10 a.m.	1-15 a.m.	74, Union-street, Pyr- mont, City.	Warburton and Son....	Wood and Coal Merchants.	Brick, wood, and iron roof	Light thrown down.	None.....	None.....	A building of two floors and basement, about 18 ft. x 24 ft., containing a quantity of sailmakers' canvas, materials, &c., nearly burned out.	M.F.B., with one hydrant.
"	11-0 p.m.	None rec'd.	21, O'Connor-street, off Abercrombie-street, City.	Frank White	Private dwelling.	Brick, and iron roof.	Candle.....	".....	Unknown	Contents of front bedroom on ground floor damaged by fire	Inmates, with buckets of water.
Saturday, 20 March.	..	7-14 p.m.	Cecil-street, Paddington	.....	Paddock.....	Paddock.....	Light thrown down.	".....	None.....	Burning rubbish	Paddington Vol. F. Co., with one hydrant.
Sunday, 21 March.	1-55 a.m.	2-0 a.m.	Burwood Road, Bur- wood.	Alexander Milne	Boot shop.....	Weatherboard, and iron roof.	Gas bracket	Comm. Union, £450.	Merc. Mutual, £300.	Front shop, about 20 x 20 ft., and contents burned and fallen down; rooms at rear and contents very severely damaged by fire and water.	Burwood and Ashfield Vol. F. Co.'s and M.F.B., with three hydrants.
"	"	"	"	Silas Keene.....	Butcher	"	"	City Mutual, £200	".....	Front shop, about 20 x 20 ft., with contents, burned out and roof off; rest of building and contents very severely damaged by fire and water.	"
"	"	"	"	A. F. Jackson	Hairdresser.....	"	"	None.....	None.....	Gable end of building severely damaged by heat	"
"	"	"	"	J. Bryant.....	"Freemason's Hotel."	"	"	City Mutual, £1,500.	".....	Gable end of building damaged by fire	"
"	12-45 p.m.	1-22 p.m.	476, Oxford-st., Wooll- ahra.	F. H. Muston.....	Dyer and cleaner	Brick, and iron roof.	Burning rubbish	None.....	Unknown	A small portion of roofing damaged by fire and cutting away; ceiling under damaged by water.	Inmates and Woollahra Vol. F. Co., with buckets of water.
Monday, 22 March.	5-55 p.m.	5-57 p.m.	155, Clarence-st., City..	S. F. Leigh & Co.	Printers	"	Unknown	In several offices.	".....	A quantity of rubbish burned on fourth floor.....	Employees, with buckets of water.
Tuesday, 23 March.	9-15 p.m.	9-30 p.m.	19, Norfolk-street, Pad- dington.	Robert Frazer	Private dwelling..	Brick, and slate roof.	Gas bracket	None.....	Unknown	Small bedroom fire	Inmates.

* Subsequent fire, 28 April, 1897.

† Geo. W. Nettleton and Edward Jordan slightly burned about the hands and face.
died at 4-45 a.m. following morning.

‡ Mrs. Rose White, wife, aged 45, burned about the face, neck, and arms; removed to Prince Alfred Hospital;
Frank White, burned about the hands, attended to at home.

DETAILS of Fires which have occurred within the Metropolitan District—*continued.*

Date.	When discovered.	Time of call.	Locality.	Name of tenant.	How premises occupied.	Construction of premises.	Origin or supposed cause of fire.	Insurances.		Extent of damage, &c.	Extinguished by
								Contents.	Building.		
1897. Wednesday, 24 March.	12:42 a.m.	12:45 a.m.	Off Dalton's Wharf, the Harbour.	*Barque "Kylmore." (Captain John C. Kitchen.)	In cargo, resin ..	Iron	Incendiarism	Unknown	Unknown	A quantity of resin and cocoanut-fibre matting damaged by fire in lower part of fore-hold.	M.F.B., with one steam fire-engine.
"	9:15 a.m.	9:20 a.m.	35, Excelsior-street, Leichhardt.	Thomas Hunt	Private dwelling..	Weatherboard, and iron roof.	Matches, children playing with.	None.....	None.....	A quantity of bagging burned under cottage	Inmates, with buckets of water.
"	5:27 p.m.	5:31 p.m.	Amhurst-street, North Sydney.	Sir Joseph Abbott	" ..	Brick, and slate roof.	Light thrown down.	Insured in several offices.		A small portion of roof damaged by fire and cutting away	" ..
Thursday, 25 March.	7:10 p.m.	7:16 p.m.	340, Bourke-street, City	William Piggott	" ..	" ..	" ..	Unknown	Unknown	Small fire in bedroom.....	" ..
"	7:20 p.m.	7:25 p.m.	312, " "	Mrs. Brice	" ..	" ..	Candle	None.....	None.....	" ..	Inmates.
Monday, 29 March.	1:10 a.m.	1:15 a.m.	Railway-parade, Kogarah.	James Mann	Tobacconist and stationer.	Brick, and iron roof.	Unknown	Mercantile Mutual, £150.	Norwich Union, £350.	Front shop and dining-room with contents on ground floor slightly damaged by fire and water.	Kogarah and Rockdale Vol. F. Cos., with two hydrants.
"	"	"	"	Lee Carpenter	Hairdresser	" ..	" ..	" ..	" ..	Verandah and front of buildings slightly damaged by heat	" ..
"	"	"	"	Miss Collins	Dressmaker	" ..	" ..	" ..	" ..	" ..	" ..
"	"	"	"	A. Rowling	Butcher	" ..	" ..	" ..	" ..	" ..	" ..
"	"	6:30 p.m.	33 Ramsay-st., Ashfield	Francis Halton	Private dwelling	Brick, and iron roof.	Burning rubbish	None.....	None.....	Rubbish fire	Inmates.
Tuesday, 30 March.	9:43 p.m.	9:46 p.m.	Orange-st., Randwick ..	J. Brennan	Stables	Weatherboard, and iron roof.	Candle	" ..	" ..	Small quantity of straw burned in stables	Inmates, with buckets of water.
Wednesday, 31 March.	9:22 p.m.	9:25 p.m.	1 Collins-st., Balmain ..	D. Johnstone	Private dwelling	" ..	" ..	" ..	" ..	Small rubbish fire	Inmates, with buckets.
"	10:45 p.m.	11:0 p.m.	Kyndon-street, North Sydney.	George Hook	" ..	Brick, and iron roof.	Spark from fire-place.	Mercantile Mutual, £350.		A small quantity of furniture damaged by fire in basement	Inmates, with buckets of water.
Thursday, 1 April.	1:35 a.m.	1:37 a.m.	Margaret and Wynyard lanes, City.	John Dynon and Co. ..	China warehouse.	Brick, and slate roof.	Unknown	Royal, £3,300....	Phœnix, £1,000..	A building of three floors and basement about 50 x 70 ft., containing a large quantity of bulk china, glass, and earthenware, very severely damaged by fire and water; most part of roof off.	M.F.B., with two steam fire-engines and three hydrants, assisted by Paddington (No. 2) V. F. Co.
"	"	"	25 Jamieson-street, City	Chas. H. Harris.....	Fine Art dealer..	" ..	" ..	Norwich Union, £1,500 Victoria.....£1,500	Unknown	Two front doors damaged by breakage.....	" ..
"	"	"	29 " "	Gibson, Pollock, and Co.	Tea merchants ..	" ..	" ..	Royal; £450	" ..	Roof damaged by fire, windows by breakage, and contents of back room on ground floor, consisting of tea, slightly damaged by water.	" ..
"	"	"	"	J. Derbyshire.....	Glass importer ..	" ..	" ..	S. British, £100..	" ..	Contents of back room on first floor slightly damaged by water.	" ..
Monday, 5 April.	5:32 p.m.	5:33 p.m.	4 Walker-street, Redfern	J. Newman	Private dwelling..	Brick, and shingle roof.	Fireworks	None.....	" ..	A portion of shingle roof damaged by fire and cutting away	Inmates, with buckets of water.
"	2:30 a.m.	None rec'd.	234 Cleveland-st., City..	George Dyson	Baker	Brick, and iron roof.	Light thrown down.	Mercantile Mutual, £665.		A quantity of paper in shop damaged by fire	Employees, with buckets of water.
"	11:30 p.m.	"	Church-street, Camperdown.	John Seigel.....	" ..	" ..	Candle	Colonial Mutual, £650; Atlas, £500—£1,150.		Flooring and contents of loft on first floor, consisting of a quantity of flour, damaged by fire and water.	Inmates, with buckets of water.
Tuesday, 6 April.	10:55 a.m.	10:59 a.m.	151 Castlereagh-street, City.	G.P.O.	Stables, &c.	" ..	Tar boiling over.	None.....	None.....	A building about 15 x 12 feet, used as a cookhouse and bathroom, with contents, severely damaged by fire and water.	Employees and M.F.B., with sand and buckets of water.
Thursday, 8 April.	1:50 p.m.	1:55 p.m.	Albert-road, Homebush	George Morgan	Paddock	Paddock	Burning rubbish.	" ..	" ..	Grass on fire in paddock	M.F.B., with one hydrant.
"	"	"	"	Mr. Maiden, Mrs. Vernon, F. H. Potts, Mrs. Hincliff.	" ..	" ..	" ..	" ..	" ..	" ..	" ..
Friday, 9 April.	12:45 a.m.	12:47 a.m.	Redfern Station, City..	Lawson Bros.....	Contractors.....	Yard	Fire in contact with tar.	" ..	" ..	About 90 gallons of tar destroyed by fire in goods-yard of station.	Employees, assisted by M.F.B., with sand and buckets of water.
"	1:38 a.m.	1:40 a.m.	Mitchell-road, Alexandria.	†Frank Fitzjohn.....	Private dwelling..	Weatherboard, and iron roof.	Kerosene lamp, explosion of.	" ..	City Mutual, £100	A cottage of four rooms, with portion of contents, burned and fallen down.	M.F.B., with one hydrant.
"	4:25 a.m.	4:30 a.m.	Rocky Point road, Rockdale.	Jas. Ball Gibson	Grocer	Brick, and iron roof.	Unknown	Mercantile Mutual, £700.		A building about 20 x 18 feet, at rear of premises, with contents, consisting of groceries, &c., damaged by fire and water.	Rockdale Vol. F. Co., with one hydrant.
"	6:6 p.m.	6:8 p.m.	Burwood-road, Burwood	Trustees of St. Paul's Church.	Schoolroom.....	Brick, and shingle roof.	Boys playing with fire.	United, £650.		A portion of shingle roof damaged by fire and cutting away.	Burwood Vol. F. Co., with one hydrant.
"	6:30 p.m.	6:33 p.m.	72, Glebe-street, Glebe..	George Barrett	Private dwelling..	Brick, and iron roof.	Kerosene lamp, upsetting of	None.....	Unknown	Small fire, in front room, on ground floor	Inmates, with buckets of water.

* Outside M.F.B. area. Previous fire at Melbourne, 6th March, 1897. An inquest was held on the 24th instant, at which the Jury returned a verdict that "the ship was wilfully set on fire by some person or persons unknown."
† Previous fire.—9th July, 1893.

1440

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date.	When discovered.	Time of call.	Locality.	Name of tenant.	How premises occupied.	Construction of premises.	Origin or supposed cause of fire.	Insurances.		Extent of damage, &c.	Extinguished by
								Contents.	Building.		
Saturday, 10 April.	12-15 a.m.	12-21 a.m.	Ponsonby-street, North Botany.	W. Marshall	Tannery	Wood and iron, with iron roof	Unknown	Mercantile Mutual, £400.	Unknown	A cottage of four rooms, used as a stock-room and work shops, about 80 x 20 feet, with contents, burned out and fallen down.	N. Botany Vol. F. Cos., with one hydrant, assisted by M.F.B.
"	"	"	"	G. Hicks	Private dwelling..	Weatherboard, and iron roof.	" ..	None.....	"	Side of cottage slightly damaged by fire	"
"	12-50 a.m.	12-55 a.m.	Fleming-street, Greenwich.	John St. Vincent Welsh	" ..	Brick, and slate roof.	Incubator, over-heating of.	Commercial Union, £5,000.	"	Back room, on first floor, with contents, severely damaged by fire; ceiling under damaged by heat, and cutting away.	Inmates, with garden hose.
"	1-55 a.m.	1-55 a.m.	Botany Road, Waterloo	Waterloo Paper Mills, Jas. Anderson, manager.	" ..	Wood, iron, and iron roof.	Unknown	None.....	None.....	Main building of three floors; devil and duster room and rag-boiler room, on 1st and 2nd floors, and contents consisting of machinery, and about 100 tons of rags and paper severely damaged by fire. Rag and paper store of one floor about 100 x 40 feet, containing about 200 tons of rags and paper, also severely damaged by fire.	M.F.B., with three steam fire engines and four hydrants, assisted by several Vol. F. Cos.
Tuesday, 13 April	12-30 a.m.	12-34 a.m.	Erskineville-street, Erskineville.	John Squires	Private dwelling	Weatherboard and iron roof.	Hot ashes	None.....	Unknown	A small portion of a weatherboard outhouse damaged by fire.	M.F.B., with buckets of water.
"	3-0 p.m.	3-9 p.m.	Silex Estate, Little Mosman.	May Bocherer	Paddock	Paddock	Bush fire	"	None.....	A quantity of fencing damaged by fire in paddock	Burned itself out.
"	3-26 p.m.	3-23 p.m.	S, Grove-st., Leichhardt	William Pitcher	Grocer	Weatherboard and iron roof.	Candle	"	"	A small fire in back room on ground floor	Inmates, with buckets of water.
"	6-57 p.m.	7-0 p.m.	Weston Road, Balmain	John Hughes	General dealer ..	" ..	Light thrown down	"	Unknown	About 3 gallons of white ant exterminator destroyed by fire, at rear of premises.	"
"	11-24 p.m.	11-23 p.m.	Riley & Burton Streets, City.	Dr. Lever	Hydropathic baths	Brick, and iron roof.	Unknown	S. British, £400..	Aust. Mutual, £2,200.	First floor of building about 30 x 20 feet with contents, consisting of a number of hydropathic baths, nearly burned out; rest of building damaged by smoke.	M.F.B., with two hydrants.
Wednesday, 14 April.	6-10 p.m.	None rec'd.	74, Castlereagh-street, City.	N.S.W. Monte de Pieta	Pawnbrokers ..	" ..	Light thrown down	Aust. Mutual, £8,700.	"	A small quantity of furniture damaged by fire on first floor.	Employees with private hose.
"	7-10 p.m.	7-13 p.m.	315, George-street, City	John Power	Licensed Victualler "Hotel Victoria."	Brick, and iron roof.	Gas bracket ..	Netherlands, India, £500.	Commercial Union, £500.	Small fire in bedroom on second floor	Inmates, assisted by M.F.B., with buckets of water.
Friday, 16 April.	10-40 a.m.	10-43 a.m.	Russell's Wharf, Barker-street, City.	*Ald. John Taylor	Wharf	Wood, and iron roof.	Light thrown down.	None.....	None.....	Small fire on wharf	M.F.B., with one hydrant.
Sunday, 18 April.	7-30 p.m.	7-40 p.m.	Hornsey Road, Strathfield.	George Michael	Stable	Wood and iron, with iron roof.	Unknown	Imperial, £90.	"	A shed building adjoining premises, used as a stable and coach-house, with contents, burned, and fallen down. One horse burned to death.	Burwood V.F. Co., with one hydrant.
Tuesday, 20 April.	1-40 a.m.	1-49 a.m.	"Houda," Shell Cove Road, Neutral Bay.	George Miller	Private dwelling..	Wood, and iron roof.	Spark from fire-place.	Northern.....	Unknown	An out-building, used as a coach-house and laundry, about 40 x 40 feet, with contents, burned out and fallen down.	M.F.B., with Tozer pump.
Wednesday, 21 April.	8-25 p.m.	8-33 p.m.	214, Palmer-street, City	William Mulcahy	" ..	Brick, and slate roof.	Matches, children playing with.	None.....	"	Window blind burned in front room on ground floor	Inmates, with buckets of water.
"	10-10 p.m.	10-15 p.m.	Abouker-street, Rockdale.	John Beale	" ..	Brick, and iron roof.	Candle	"	Mercantile Mutual, £400.	A cottage of six rooms, two back rooms and contents burned out; rest of building and contents slightly damaged by fire, smoke, and heat; kitchen and wash-house in rear, and contents, slightly damaged by fire and water.	Rockdale V.F. Co., with 1 hydrant.
Thursday, 22 April.	2-30 a.m.	2-36 a.m.	Campbell-street, St. Peters.	Henry Robinson	Grocer	Weatherboard, and iron roof.	Unknown	Manchester, £150	Unknown	A building of two floors; shop about 12 x 12 feet, and contents, consisting of groceries burned out; rest of building and contents damaged by fire, heat, and smoke.	M.F.B., with one hydrant.
"	11-42 p.m.	11-47 p.m.	Thomas-street, City....	Building in course of erection. John Mansfield, contractor.	" ..	Brick	Lime slaked by rain.	None.....	None.....	A quantity of lime slaked, and some wood and tarpaulins damaged by fire.	M.F.B., with sand.
Friday, 23 April.	12-35 a.m.	12-40 a.m.	45, Elliott-street, Balmain.	Joiner Bros.	Stable ..	Wood and iron	Unknown	"	"	Side of stable damaged by fire	Balmain Vol. Fire Co., with one hydrant.
Saturday, 24 April.	4-19 p.m.	4-19 p.m.	Kent-street, City	Waste land.	" ..	" ..	Matches; children playing with.	"	"	Rubbish fire	M.F.B.
"	4-56 p.m.	4-59 p.m.	35, Harrington-street, City.	†Mrs. J. O'Connell	Grocer	Brick, and iron roof.	" ..	Commercial Union, £1,400.	Unknown	Contents of front room on first floor slightly damaged by fire, ceiling under damaged by water.	Inmates assisted by M.F.B., with buckets of water.
Wednesday, 28 April.	12-43 a.m.	12-45 a.m.	Dudley-street, Randwick	Unoccupied	Private dwelling..	Weatherboard, and iron roof.	Unknown	None.....	City Mutual, £150	A cottage of four rooms, and kitchen burned and fallen down.	Waverley, assisted by Woollahra and Paddington Vol. Fire Cos., and M.F.B., with one hydrant.
"	"	"	"	Catherine Coulter	" ..	" ..	" ..	"	"	A cottage of four rooms and kitchen, with contents, burned, and fallen down.	"
"	"	"	"	Peter Scully	" ..	" ..	" ..	"	"	A cottage of four rooms and kitchen, with contents, burned out, and roof off.	"
"	"	"	"	A. E. Turner	" ..	" ..	" ..	Australian Mutual, £200.	"	Furniture damaged by removal	"
Wednesday, 28 April.	7-30 a.m.	None rec'd.	532, George-street, City.	W. J. Rutherford	Tobacconist ..	Brick, and slate roof.	" ..	Unknown	Unknown	A quantity of paper bags damaged by fire at rear of premises.	Inmates, with buckets of water.

* Previous fire, 23rd September, 1896.

† Previous fire, 23rd December, 1896.

‡ An inquest was held on 4th May, 1897, at which an open verdict was returned.

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date	When discovered	Time of call.	Locality.	Name of tenant.	How premises occupied.	Construction of premises.	Origin or supposed cause of fire.	Insurances.		Extent of damage, &c.	Extinguished by
								Contents.	Building.		
1897. Wednesday, 28 April	4 0 p m	None rec'd	French street, Rockdale	*William T. Webb	Private dwelling	Brick, and iron roof	Clothes, in contact with fire	Australian Mutual, £450.		A portion of linoleum in front room damaged by fire	Inmates, with buckets of water
Monday, 3 May.	2 43 a m.	2 47 a m	King and Elizabeth Streets, City.	Fred Riley, junr, "Riley's Hotel."	Licensed victualer.	Brick, and slate roof.	Rats at matches	City Mutual, £2,000.	Unknown	A portion of bar with contents damaged by fire and water	Inmates, assisted by M.F.B. with private hose
"	4 40 a m	4 55 a m	Off Cooper street, Balmain.	†Capt. H. Brown, "Little Violet"	Steam launch	Wood . . .	Unknown	None	"	A portion of decking burned, also awning over engines, and boiler severely damaged by fire	Balmain V.F. Co., with one hydrant
"	7 20 a m.	7 24 a m	Buckland street, Blackfriars Estate, City.	unoccupied	Workshop	Brick, with iron roof.	"	"	National of New Zealand.	A building of three floors, about 20 by 30 feet, ground floor, with contents, consisting of two carts, &c., severely damaged by fire, two floors above damaged by heat and smoke	M.F.B., with one hydrant.
"	3 50 p m	3 53 p m	150 Crown street, City.	Mary Fitzgerald . .	Boarding house .	Brick, with shingle roof	Spark from chimney	None	Unknown	A small portion of shingle roof damaged by fire and cutting away	Inmates and M.F.B., with buckets of water
Tuesday, 4 May.	5 0 a.m.	None rec'd	Bray street, Erskineville	Ross Bros.	Glass manufacturers.	Wood and iron, with iron roof	Furnace, defective	Commercial Union, £450.		Furnace damaged by explosion, and a large quantity of molten metal destroyed, also a quantity of tools destroyed by fire.	Employees, with private hose
"	10 54 p m	11 0 p m	King street, Rockdale	Rudolph Kohuer . .	Private dwelling .	Brick, and slate roof	Candle . . .	Imperial, £100	Unknown	A cottage of four rooms, front bedroom, with contents, on ground floor, slightly damaged by fire and water.	Neighbours, with buckets of water
Thursday, 6 May.	11 10 p m	11 14 p m	Hay street, Darling Harbour, City.	Henry Bent	Rag merchant	Wood and iron, and iron roof	Spark from furnace	None	"	About 4 tons of rags burned in open shed	M.F.B., with one hydrant
"	11 35 p m	11 38 p m	Sussex street N., City	The North Coast Steam Navigation Company	Wharf	Wood, iron, and non roof	Unknown	Unknown	"	Side of carpenter's shop on first floor of sheds, on wharf, slightly damaged by fire	Employees, with buckets of water
Friday, 7 May.	3 5 a m	3 12 a m.	13 Baptist road, Redfern	J. H. Moore	Coal merchant	Brick, wood, and iron roof	"	None	None	Outhouse, at rear of premises used as a fodder room, with contents, consisting of harness, &c., severely damaged by fire	Inmates and Police, with buckets of water.
"	2 20 p m	2 23 p m	323, Sussex-street, City	T. Powell	Grocer	Wood, and iron roof.	Smoking tobacco	"	Unknown	A quantity of rags burned, and roof of shed slightly damaged by fire at rear of premises	M.F.B., with hand-pump.
"	3 43 p m	3 47 p m	Racecourse, Canterbury	Mr Monk, caretaker	Racecourse	"	Tai boiling over	"	None	About 2 gallons of tar and a cart damaged by fire, in shed, on racecourse.	Employees, with sand and garden hose
"	10 47 p m	10 49 p m	Pyramont Bridge Road, Glebe	Luke Muras	Blacksmith . . .	Wood, and iron roof.	Spark from another fire.	"	Unknown	A small rubbish fire in blacksmith's shop	Glebe V.F. Co., with buckets of water
Monday, 10 May.	10 20 p m	10 25 p m	Fairlight street, Manly	Mr. Dinne	Private dwelling	Wood, and shingle roof.	Unknown . . .	"	"	A small bedroom fire	Manly V.F. Co., with one hydrant
Wednesday, 12 May.	5 55 p.m.	5 58 p m	Albion Wharf, Market street, City.	Lysaght Bros . . .	Wharf	Wood	"	"	National of N.Z., £200.	A number of cases of galvanised iron and a tarpaulin damaged by fire on wharf, also side of shed slightly damaged by heat	M.F.B., with one hydrant.
"	7 20 p m	7 21 p m.	630, George-street, City	†Mark Louis Goldberg .	Picture frame maker.	Brick, with iron roof.	"	New Zealand, £200.	Commercial Union.	First floor divided into three rooms, and containing a large quantity of picture frame making material, nearly burned out . Front shop under and back room, also containing a quantity of picture frames and picture frame material, damaged by water	"
Thursday, 13 May	10 18 p m.	10 19 p m.	Wattle street, Ultimo, City.	§G. and C. Hoskins . . .	Engineers	Wood and iron, with iron roof.	Lamp, upsetting of.	Imperial, £8,225; Scottish Union, £8,225—£16,450	Unknown	About 4,000 gallons of tar, together with travelling crane overhead, damaged by fire, in shed used for finishing pipes	M.F.B., with one hydrant and sand, assisted by employees
Saturday, 15 May.	4 2 p m	4 5 p m	237 and 239, Castlereagh street, City.	C. Schultz & Co. . .	Furniture maker	Brick, and iron roof.	Light thrown down.	Manchester, £375; Caledonian, £375—£750.	"	About 1½ tons of cocconut fibre damaged by fire in open shed.	M.F.B., with one hydrant.
Sunday, 16 May.	5 35 p m	5 40 p m.	31, Short street, Balmain	Thomas Leach	Private dwelling	"	Matches, careless use of.	None	"	Small fire in front room on ground floor	Inmates, with buckets of water.
"	8 35 p m	8 40 p m	18, Gardiner Avenue, Glebe	Chas. Knight	"	Brick, and slate roof	Candle	"	"	Small bedroom fire	Glebe V.F. Co., with buckets of water
"	9 15 p m	9 15 p m	Old South Head Road, Vaucluse.	"	Paddock	"	Light thrown down	None	None	Bush fire	M.F.B., by beating out.
"	10 10 p m	10 15 p m.	57, Wilham street, City	Patrick Stewart . . .	Hairdresser and tobacconist.	Wood, and iron roof.	Unknown . . .	Queensland Mutual, £70.	"	Two front shops, with two rooms at rear, on ground floor, with contents nearly burned out	M.F.B., with two hydrants.
Monday, 17 May.	4 27 p m	4 29 p m	Lackey st., Summer Hill	Joseph Johnston . .	Fish shop	"	"	None	Unknown	Back bedroom on ground floor and contents severely damaged by fire	Inmates, with buckets of water
"	6 30 p m	None rec'd	10, Randle street, City	Mrs. Chas Smith . . .	Private dwelling .	Brick, and iron roof	Candle	"	"	Dining room on ground floor, with contents, slightly damaged by fire and water	Neighbours, with buckets of water
"	7 0 p.m.	7 6 p m.	" Boulevard," Orange Grove, Leichhardt	Robert H. Buck	"	Weatherboard, and iron roof.	Kerosene lamp, upsetting of.	Commercial Union, £250.	"	A cottage of six rooms, with contents, burned and fallen down	M.F.B., with three hydrants, assisted by several Vol. F. Co's.
"	"	"	"	Henry Dryden	"	"	"	None	Mercantile Mutual, £100.	A cottage of four rooms, with contents, very severely damaged by fire and water, also part of roof off.	"
"	"	"	"	Thomas Baggs	"	"	"	"	Unknown	Gable end of building slightly damaged by fire.	"

* Miss E. K. Webb, aged 17 years, burned about the legs and body; also Mr. W. T. Webb, burned about the hands Miss Webb died subsequently from the effects of the burns † Outside the Metropolitan Fire Brigade Area.
 ‡ Previous fire, 17th March, 1892, at 6, Belmore-street, Surry Hills. Insured in same offices. § Previous fire, 18th November, 1890.

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date	When discovered	Time of call	Locality.	Name of tenant	How premises occupied	Construction of premises.	Origin or supposed cause of fire.	Insurances.		Extent of damage, &c	Extinguished by
								Contents.	Building.		
1897 Monday, 17 May	9 5 p m	9 8 p m	"Wagunyah," Herbert street, Dulwich Hill.	Henry Hicks	Private dwelling	Brick, and slate roof	Candle . . .	New Zealand, £2,000		A cottage of five rooms and kitchen, back bedroom on ground floor, with contents, damaged by fire and water	Inmates, with buckets of water.
"	11 10 p m	11 15 p m	Auburn	J. Field	"	Brick, and iron roof.	Light thrown down.	None	Unknown . . .	Fencing and a quantity of timber damaged by fire in yard at rear of premises	Sydney Meat Preserv. V F. Co., with buckets of water.
Tuesday, 18 May	1 20 a.m.	1 40 a m	Pearl street, Hurstville	Donald M'Kinnon	"	Weatherboard and iron roof	Unknown .	Commercial Union, £100	Metc. Mutual, £230.	A cottage of seven rooms, with contents, burned and fallen down	Rockdale and Kogarah V.F. Co.'s, with two hydrants.
Wednesday, 19 May	1 20 p.m	1 30 p m	Burwood st., Burwood	Arthur Giles	"	Brick, weatherboard, and iron roof	"	None	Unknown . . .	A room in rear of dwelling, about 9 ft. x 8 ft., used as a photographic studio, with contents, consisting of chemicals, tools, &c, severely damaged by fire and water; roof damaged by fire and cutting away	Burwood V F. Co., with one hydrant, assisted by M F B .
"	2 14 p m	2 16 p m	118, Glebe Road, Glebe	Dr Arthur Vallick	"	Brick, and slate roof.	Tar boiling over .	"	"	About 3 gallons of tar burned portion of woodwork of stable, also fencing at rear of premises slightly damaged by fire	Glebe Vol F Co., with one hydrant
Thursday, 20 May	9 30 a m	None rec'd	83, Trafalgar terrace, Booth st., Annandale	G F Bolton	"	Brick, and iron roof	Spark from chimney.	"	"	A cottage of three rooms. A small portion of ceiling and roof, together with contents of back room on ground floor, slightly damaged by fire and water	Inmates, with buckets of water
Friday, 21 May	2 30 a m	"	High street, Penrith	Fredrick Slaughter	General store	Weatherboard, and iron roof	Spark from fire place.	Aus Mutual, £100, City Mutual, £400—£500	Aus Mutual, £100	Shop and four rooms, with contents, burned and fallen down	Police and neighbours, with one hydrant.
"	"	"	"	James Hay	Bootmaker	"	"	London and Lancashire, £40	Phoenix, £100	Shop and two rooms, with contents, severely damaged by fire and water	"
"	"	"	"	William Dell	Greengrocer	"	"	None	Aus Mutual, £100	Side and roof of dwelling damaged by fire, furniture damaged by removal	"
"	3 9 a m	3 12 a m	504, George street, City	J. H. Butcher	Restaurant	Brick, and iron roof	Defective hearth	Com Union, £325	Com Union, £3,500	A small portion of flooring on first floor damaged by fire and cutting away, ceiling under damaged by water	M F B, with one hydrant.
Saturday, 2 May	1 50 a.m.	2 3 a.m.	78, Burren street, Eiskneville	George Schweitzer	Grocer	Weatherboard, and iron roof	Unknown	Sun, £200 . . .	Unknown	A house of six rooms, used as a shop and dwelling, with contents, very severely damaged by fire and water	"
"	"	"	76, Burren street, Eiskneville	Unoccupied	Private dwelling	"	"	None	"	Side of building damaged by fire	"
"	8 28 p m	None rec'd	19, Battie street, Newtown	Andrew Liddell	"	Brick, stone, and slate roof	Candle	None	Unknown	House of seven rooms, front bedroom on ground floor, with contents, damaged by fire, smoke, and water	Inmates, with buckets of water.
Monday, 24 May.	10 30 a m	"	Cowper street, Waverley	Mrs C A Tracy	"	Brick, and slate roof	Fireworks	Guardian, £250	"	Small bedroom fire, on ground floor	"
"	10 23 p m	10 28 p m	Forbes street, City	Church of England School (Rev J H Mullins, incumbent)	"	Brick, stone, & shingle roof	"	Scottish Union, £7,000	"	About 3 x 3 feet of shingle roof damaged by fire and cutting away	M F B, with one hydrant
"	10 45 p m	10 50 p m	220, Oxford street, Paddington	Mrs J. Watt	Private dwelling	Brick, and shingle roof	"	None	Unknown	Small portion of shingle roof damaged by fire and cutting away	Paddington No 1 Vol Fire Co., with buckets of water
Tuesday, 25 May.	12 45 a.m	1 3 a m	Wattle street, City	G and C Hoskins	Foundry	Wood, and iron room	Overheating of oil	Imperial, £8,225, Scottish Union, £8,225—£16,450	"	About fifty hogsheds of oil and bitumen damaged by fire and sand, in pipe shed	M F B, with sand and one hydrant
Thursday, 27 May.	3 45 p m	None rec'd	158, Abercrombie street, Redfern	Mrs. Ann Gorman	Dairy	Brick, weatherboard, and iron roof	Matches, children plying with.	None	None	A detached room in yard used as a bedroom, with contents, slightly damaged by fire	Inmates, with buckets of water
"	9 0 p m	None rec'd	Lemon Grove, Penrith	Walter Endeby	Private dwelling	Weatherboard, and iron roof	Spark from fire place	Phoenix, £ .	"	A weatherboard dwelling with most of contents burned and fallen down	Neighbours, with one hydrant
Saturday, 29 May	6 55 p m.	6 58 p m	The Towers, Byron st., Randwick	Mrs. Wm Walton	"	Brick, and slate roof.	Candle	Australian Mutual, £200	Australian Mutual, £800	Bedroom on first floor with contents severely damaged by fire and water, ceiling and contents of room under damaged by water.	Inmates, with garden hose.
Sunday, 30 May	4 35 a m	4 58 a m	17, Gowrie street, Newtown	Harriet Thelwell	Grocer	Brick, and iron roof	Matches, rats at	Australian Mutual, £200	Unknown	A quantity of groceries under counter damaged by fire and water, stock and fittings in shop damaged by smoke and heat	Inmates, with buckets of water.
Tuesday, 1 June	4 55 p m	4 57 p m	7, Upper William street, City	James Cieral	Private dwelling	Brick, and slate roof	Oven, overheating of.	Commercial Union, £200.	"	Small fire in kitchen	M F B, with ashes and sand
Wednesday, 2 June.	8 2 p m	8 6 p m.	167, Forbes street, City	Mrs H Read	"	"	Spark from fire place.	Royal, £80	(On terrace), Commercial Union, £1,820	Back kitchen on ground floor and contents, and staircase to first floor, severely damaged by fire and water; rest of building and contents slightly damaged by heat and smoke	M F B, with one hydrant.
Friday, 4 June.	5 48 p m.	5 49 p m	10, Harrow road, Newtown	Mr. Strachn .	"	"	Candle	None	Unknown	Window curtains and hangings in front room on ground floor, slightly damaged by fire and water.	Inmates, with buckets of water.
Saturday, 5 June.	12 1 p m.	None rec'd	25, Luisa street, Balmain.	Joseph Dodd .	"	Brick, and iron roof.	Matches, careless use of.	Northern, £40 .	Northern, £200	Small fire in bedroom	"
Sunday, 6 June	5 35 p m	5 37 p m	44 Regent street, Paddington.	† Daniel Sheean	"	Brick, and shingle roof.	Candle	None	None	Small fire in attic bedroom	"
Monday, 7 June.	3 30 p m.	3 38 p m	Liverpool road, Burwood	Wm Glover Cooley . .	"	"	Tar boiling over..	"	Unknown	About 36 gallons of tar burned; stable and coachhouse in rear of dwelling slightly damaged by fire and heat.	Inmates and neighbours, with sand.

* Previous fires—18th November, 1896; 13th May, 1897.

† Miss E. Lake, slightly burned about the hands, attended to at home.

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date	When discovered	Time of call	Locality	Name of tenant	How premises occupied	Construction of premises	Origin of supposed cause of fire	Insurances		Extent of damage, &c	Extinguished by
								Contents	Building		
Monday, June 10	5 36 p m	5 38 p m	Engine street, City	James Myles	Shed	Wood and iron	Matches, children playing with	Unknown	Unknown	A small rubbish fire	M F B, with buckets of water
Thursday, 10 June	4 5 a m	4 9 a m	131 Devonshire street, City	H D Elliott	Furniture dealer	Brick, with non over shingle roof	Unknown	Liverpool, London, and Globe, £200, Australian Mutual, £100	Australian Mutual, £300	A building of one floor about 15 ft x 60 ft, containing a quantity of furniture, brick portion and contents severely damaged by fire, and part of roof off	M F B, with two hydrant
"	"	"	133 Devonshire street, City	Grant and Cox	Modellers	"	"	Mercantile Mutual, £500	Australian Mutual, £300	Back room and contents severely damaged by fire, and part of roof off	
Friday, 11 June	1 35 p m	1 38 a m	25, Macquarie street S, City	Edward Kerr	Private dwelling	Brick, with non over shingle roof	Defective flue	None	Unknown	Portion of roof severely damaged by fire and cutting away Ceiling of first floor under damaged by water	M F B, with one hydrant
"	5 28 p m	5 31 p m	Bourke street, Waterloo	A Forsyth & Co	Rope makers	Brick, and non roof	Unknown	In several offices, £10,000		A quantity of raw manila damaged by fire on ground floor of factory Building slightly damaged by fire and heat	Waterloo Vol Fire Co, with one hydrant, assisted by M F B
Saturday, 12 June	3 40 a m	3 51 a m	Australia street, Camp	E Bennett	Coach Factory	Wood, and non roof	Overheating furnace	Commercial Union, £875		A quantity of coachbuilders material damaged by fire in back workshop	M F B, with one hydrant
Monday, 14 June	8 52 p m	8 54 p m	Wells street, Newtown	Joseph Clayton	Stables	Wood, and non roof	Candle	None	None	A small quantity of harness damaged by fire in stable	Inmates, with buckets of water
Tuesday, 15 June	2 8 a m	2 11 a m	Oxford square, Oxford street, City	*Roberts Bros	Grocers	Brick, and non roof	Unknown	Australian Mutual, £500, United, £1,000—£1,500	Unknown	A portion of flooring in office at rear of shop damaged by fire	M F B, with one hydrant
"	7 32 p m	7 34 p m	61 Prospect Road, Ashfield	†William H Thompson	Private dwelling	Brick, and slate roof	Gas explosion	None	None	Dining room on ground floor and contents severely damaged by explosion, windows of bedroom broken	Inmates, with buckets of water
Friday, 18 June	8 30 p m	8 40 p m	Hilliest, Cheltenham Road, Burwood	Henry Edgington	"	Weatherboard, with non over shingle roof	Gas bracket	National, £600	National, £1,000	Front bedroom with contents very severely damaged by fire and water, and roof of same damaged by fire and cutting away, rest of dwelling and contents damaged by water	Burwood and Ashfield V F Cos, with three hydrants, assisted by M F B
Sunday, 20 June	7 40 p m	7 50 p m	Ross street, Parramatta	Mrs Young	"	Wood, and non roof	Spark from fire place	None	Unknown	Building of one room, with contents, burned out and fallen down	Parramatta V F Co, Nos 1 and 2, with one hydrant
Monday, 21 June	7 12 p m	7 15 p m	Little Stephen st, off Palmer st, Lalman	John McDonald	"	Weatherboard and non over shingle roof	Stove, overheating of	"	None	Ceiling and roof of back kitchen on ground floor damaged by fire and cutting away	Balmain V F Co, with buckets of water
Sunday, 27 June	5 40 p m	5 55 p m	Military Road, Mosman	John C Giddey	"	Weatherboard and non roof	Spark from chimney	Merc Mutual £50	Merc Mutual, £50	A portion of kitchen wall damaged by fire	Neighbours with buckets of water
"	7 0 p m	7 6 p m	130, Darling street, Balman	H Shaw	"	"	Candle	None	Unknown	Small fire in back bedroom	"
Monday, 28 June	7 30 p m	7 35 p m	1, York street, City	Miss H Gannon, "Petty's Hotel"	Licensed victualer	Stone, brick, and non roof	Gas bracket	Liverpool, London, and Globe, £7,500	"	Contents of front bedroom on first floor slightly damaged by fire, smoke, and water	Inmates, assisted by M F B buckets of water
Wednesday, 30 June	8 8 p m	8 9 p m	Gladstone street, Newtown	F Crago	Flour mill	Brick, and non roof	Spark from chimney	Unknown	"	A quantity of rubbish burned on roof	Employees, with buckets of water
Thursday, 1 July	2 44 p m	2 46 p m	121, Knight street, City	A Abrahams	Music shop	"	Light thrown down	Atlas, £300	"	A small quantity of music, under counter, damaged by fire and water	Inmates, with buckets of water
"	8 44 p m	8 46 p m	2, Imperial Buildings Waverley Road, Waverley	Jones and Sons	Diapers	"	"	None	"	Rubbish fire	Inmates
Friday, 2 July	9 20 a m	9 21 a m	Abercrombie street, Redfern	E White, "Eleigh Hotel"	Licensed victualer	"	Matches, children playing with	"	"	Small fire in bedroom	"
"	10 20 p m	10 24 p m	9, Retreat street, Alexandria	Wm Watson	Private dwelling	Weatherboard, and non over shingle roof	Candle	"	"	Small fire in back bedroom	M F B, with buckets of water
Saturday, 3 July	2 43 p m	2 48 p m	49, William street, City	Miss A Giffen	Dressmaker	Brick and slate roof	Gas, curtain in contact	Queensland, £50	"	Window curtain, in front shop, damaged by fire	Inmates, with buckets of water
"	7 58 p m	7 59 p m	31, Lewis street, Redfern	Agnes Hiles	Private dwelling	Brick, and iron roof	Candle	None	"	Small fire in front bedroom	"
Monday, 5 July	11 0 a m	11 7 a m	27 Munni street, Newtown	Jern F Malensant	"	Brick, w board, and non roof	Tin boiling over	Mercantile Mutual, £300	"	A cottage of four rooms, kitchen and workshop at rear of premises, with contents burned and fallen down, rear rooms of dwelling severely damaged by fire, smoke, and water	M F B, with one hydrant, assisted by Globe V F Company
Wednesday, 7 July	5 1 p m	5 4 p m	135, York street, City	Wingfield and Lawler	Bedding manufacturers	Brick, stone, and non roof	Light thrown down	North Queens land, £50	Unknown	A quantity of kaporok damaged by fire, in back room, in basement	Inmates and M F B, with buckets of water
Thursday, 8 July	7 45 p m	7 50 p m	23C, George street, City	S Sarsin	Offices	Brick, and iron roof	Unknown	None	"	Window curtain burned, in front room, on first floor	Neighbours with buckets of water.

* Previous fires—14th May, 1891, 8th March, 1896 † William H Thompson, aged 52 years, severely burned about the hands and face, H Thompson, son, aged 21 years, slightly burned about the face Miss Elsie Thompson daughter, aged 17 years, slightly burned about the hands and face, E A H Stephen, aged 36 years, slightly burned about the head and face. Attended to at home by Dr Hinde of Ashfield

1444

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date	When discovered	Time of call	Locality.	Name of tenant	How premises occupied	Construction of premises	Origin or supposed cause of fire.	Insurances		Extent of damage, &c	Extinguished by
								Contents	Building		
Friday, 9 July.	7 35 p m	7 38 p m	27, Shepherd street, Dalington	C Eidence	Private dwelling	Brick, and iron roof	Candle	None	Unknown	Window curtain burned, in bedroom, on first floor	Inmates with buckets of water
Saturday, 10 July,	10 44 a m	None rec d	George and Market Streets, City	Hon C J Roberts, M L C, "Roberts' Hotel"	Licensed Victualler	"	Spark from chimney.	Australian Mutual, £8,500	Victoria, £14,000	About 14 ft. x 6 ft of roofing damaged by fire, and cutting away	" "
Monday, 12 July,	1 42 a m	1 45 a m	George st., Camperdown	George Davidson "Bourke Hotel"	"	W board, brick, with iron roof	Unknown	None	None	Shed building about 24 ft x 10 ft, used as a stable, burned and partly fallen down, also a building of two floors 25 ft x 24 ft, used as a coachhouse, with contents, consisting of harness &c, severely damaged by fire	M F B, with one hydrant assisted by Volunteer Fire Coy's
Tuesday, 13 July,	11 20 a m	11 42 a m	Sir J Banks' Road, Botany.	P De Saxe	Private dwelling	Brick, weather board, and iron roof	"	"	Meret Mut, £700	A dwelling of six rooms, with contents, burned, and roof fallen in	M F B, assisted by Vol F. Co, with one hydrant.
"	1 55 p m	2 0 p m	Bellvue Parade, Hurstville	Patrick Condon	"	Wood and iron, with iron roof	"	"	United, £50	A dwelling of two rooms, with contents, burned, and fallen down	Kogarah and Rockdale Vol. F Co, with one hydrant
Wednesday, 14 July.	7 35 p m	7 40 p m	13, Underwood street, Paddington	John Wilson	"	Brick, and slate roof	Matches, children playing with	"	City Mutual, £200	Window curtain, burned, in back room, on ground floor	Inmates, with buckets of water
Thursday, 15 July.	11 0 a m	11 4 a m	13, Princes street, City	J Armitage	"	Brick, and iron roof	Tai boiling over	"	London and Lancashire, £750	About 3 gallons of tar destroyed by fire, in yard, at rear of premises	Inmates, with sand.
Monday, 19 July	9 45 a m	9 50 a m	Hubert street, Leichhardt	James Köhen	"	Weatherboard, and iron roof	Matches, careless use of	"	Meret Mut, £200	A cottage of four rooms, with contents, burned, and fallen down	Leichhardt Vol F Co, and M F B, with two hydrants
"	"	"	"	Matthew Muir	"	"	"	Colonial Mutual, £290	"	Side, roof, and ceilings of cottage, severely damaged by fire and cutting away. Furniture damaged by removal	"
"	2 22 p m	2 25 p m	97, Market street, City	Jas W Dawson	Poulterer	Brick, and iron roof	Gas explosion	None	Unknown	Flooring in front room on second floor damaged by fire and cutting away, ceilings damaged by explosion	Inmates and M F B, with buckets of water
Tuesday, 20 July	7 45 p m	7 49 p m	Albert street, City	McJennet and Hammond	Shed	Wood and iron, with iron roof	Spark from fire place	"	None	A shed, about 25 ft x 10 ft, with contents, consisting of building materials, &c, slightly damaged by fire and water	M F B, with one hydrant
Wednesday, 21 July	12 43 a m	12 45 a m	11, Dalinghurst Road, City,	O Matton	Private dwelling	Stone, with iron over shingle roof	Hot ashes	"	Unknown	Rubbish box burned, at rear of dwelling	M F B, with buckets
Thursday, 22 July	5 35 p m	5 37 p m	8, Grosvenor street, City	Joseph Reitano	Fruiterer and greengrocer	Brick, and iron roof	Matches, careless use of	"	"	Lining boards of shop, also contents, slightly damaged by fire and water	Inmates, with buckets of water
Saturday, 24 July	7 40 p m	7 47 p m	Devine street, Erskineville	Thos Richards	Dairyman	Weatherboard, and iron roof	Matches, children playing with	"	None	Side of weatherboard outhouse, and a small quantity of fodder, damaged by fire	"
Sunday, 25 July	2 40 a m	2 45 a m	Mowbray Road, West Willoughby.	Chifford, Love, & Co "Chicago Flour Mills," Peter Miller, manager	Flour and starch mills	Brick, weather board, and iron roof	Unknown	National, £700, Standard, £600, City Mutual, £600, New Zealand, £600—£2,500	Royal, £2,400, South British, £900—£3,000	A building of one room, used as a drying room and known as the starch room, containing a large quantity of starch, burned out and fallen down, also a building of three floors, about 120 ft x 45 ft, containing a large quantity of flour, burned out and fallen down, a building of two floors, about 50 ft x 20 ft, containing flour and machinery, burned out and fallen down, engine house, about 20 ft x 15 ft, burned and fallen down, all buildings adjoining and communicating	Burned itself out (no water available)
Wednesday, 28 July	11 55 a m	12 1 p m	22 Walker st., North Sydney	Unoccupied	Private dwelling	Brick, and iron roof	Tai boiling over	None	Unknown	Ceiling and walls of laundry on ground floor slightly damaged by fire and smoke.	Workmen, with sand
"	10 41 p m	10 43 p m	Buckland st, off George street West, City	E W Beard	Bedding factory	"	Spontaneous ignition	"	"	A small quantity of flock on first and ground floors destroyed by fire	M F B, with one hydrant.
Friday, 30 July	3 4 a m	3 0 a m	84, Dixon street, City	Unoccupied	Private dwelling	Brick, and slate roof	Incendiarism	"	Liverpool and London and Globe, £1,000 on three houses	Flooring of back room on ground floor, and staircase to first floor, severely damaged by fire	" "
"	"	"	88, Dixon street, City	"	"	"	"	"	"	Flooring of back room on ground floor severely damaged by fire. Staircase to first floor destroyed, and first floor severely damaged by fire	" "
"	11 0 p m	11 18 p m	"Glensyra," Glenmore Road, Paddington	Mrs E N Lawson	"	Stone, and slate roof	Hot ashes	Unknown	Unknown	Rubbish fire at rear of dwelling	Police, with buckets of water
Saturday, 31 July	4 40 a m	None rec d	Oakville street, North Willoughby.	John Single	Store	Weather board, and iron roof	Unknown	None	"	A building, about 18 ft x 15 ft of one floor used as store, with contents, consisting of furniture, &, burned, and fallen down	Neighbours, with buckets of water
"	"	"	"	Joseph Jolley	Private dwelling	Brick, and iron roof	"	Liverpool and London and Globe, £250	"	Verandah, also portion of roof, slightly damaged by fire	" "
"	7 44 p m	7 46 p m	181, Daling street, Balmain	W E Dance	Baker	Weather board, and iron roof	Unknown	None	None	A quantity of fodder in loft of stable at rear of premises damaged by fire and water	Balmain V F Co, with one hydrant

* Previous fire, 10th August, 1896 † Claudius Ekim, aged 60 years, slightly burned about the hands ‡ Previous fires at Kent street, City — 22nd April, 1892, 31st January, 1893, 30th August, 1893 § Subsequent fire, 24th December 1897. || Two separate and distinct fires An inquest was held on the 3rd August, at which the following verdict was returned — "That the premises were wilfully set on fire by some person or persons unknown"

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date	When discovered	Time of call	Locality	Name of tenant	How premises occupied	Construction of premises	Origin or supposed cause of fire	Insurances		Extent of damage, &c	Extinguished by
								Contents	Building		
1897 Sunday, 1 August	6 12 p m	6 13 p m	67½, George street West, City	J C Morris	Butcher	Brick, and iron roof	Matches, careless use of	None	Unknown	Small bedroom fire	M F B, with Tozer pump
Tuesday, 3 August	4 15 p m	4 18 p m	18, Market row, City	Henry Hayes	Private dwelling	Brick, and slate roof	Light thrown down	"	"	Small fire in back bedroom, ceilings under damaged by water	Neighbours and M F B, with buckets of water
Wednesday, 4 August	6 43 p m	6 47 p m	Adelaide Bond, Smiths Wharf, City	*Gihes B'os	Bonded Stores	Stone, and slate roof	Unknown	Several offices	Several offices	A large quantity of bonded goods severely damaged by fire and water, in second floor of a store Goods on floors under slightly damaged by water	M F B, with one hydrant
Friday, 6 August	4 33 a m	4 36 a m	32, Castlereagh street, City	Australian Star News paper Co (Ltd), J M Sandeis, manager	Australian Star Publishing Offices	Brick, and iron roof	"	City Mutual, £13,095	Notwich Union, £1,000, Royal, £1,000, Liver- pool & London & Globe, £1,000 —£3,000	A building of four floors, about 47 ft x 70 ft, containing the machinery, plant, &c, used for the printing and publication of the Australian Star newspaper Three top floors and contents nearly burned out, and part of roof off, ground floor and contents very severely dam- aged by fire and water	M F B, with seven steam fire engines and five hy- drants, assisted by several Vol F Cos
"	10 58 p m	11 1 p m	Abattoirs road, Py- mont, City	Roharty & Taylor	Sailmakers	Weatherboard, stone, and iron roof	Light thrown down	None	Unknown	Building of two floors, about 45 ft x 15 ft, used as stable and sail loft, with contents, consisting of a quantity of sailmakers material severely damaged by fire, roof partly burned off	M F B, with one hydrant
Sunday, 8 August	12 10 a m	12 14 a m	Percival road, Peter- sham	Walter McKenzie	Stationer and newsagent	Weatherboard, and iron roof	Lime, slaked by rain	Imperial, £175	"	Front shop on ground floor, with contents, very severely damaged by fire and water rest of building, and con- tents, damaged by fire, heat, and smoke	M F B, assisted by Leich- hardt V F Co, with one hydrant
"	4 0 a m	None rec d	Hill and Catherine Sts., Leichhardt	Arthur W Scott	Stable and coach house	"	"	None	None	A quantity of fodder damaged by fire in stable at rear of premises	Police and inmates, with buckets of water
"	5 10 a m	5 21 a m	Smithfield	†Worters Carter	General store	"	Unknown	Mercantile Mutual, £1,500	London and Lan- cashire, £550	A weatherboard building of shop and six rooms, with con- tents burned and fallen down	Burned itself out
Friday, 13 August	8 26 a m	None rec d	86, Bathurst street, City	D Hadkins	Incubator manu- facturer	Brick and iron roof	Spontaneous ignition	City Mutual, £400	Unknown	Staircase on ground floor in rear of workshop severely damaged by fire, gas engine slightly damaged by heat	"
Sunday, 15 August	1 26 a m	1 27 a m	Taylor lane, off Oxford street, City	W P Fernandez	Photographic studio	Brick, wood, and iron roof	Unknown	Commercial Union, £100	"	A shed building of two floors, about 10 ft x 30 ft, top floor, with contents, consisting of photographic materials, &c, very severely damaged by fire and water	Paddington No 2 V F Co, with one hydrant
Friday, 20 August	1 40 p m	1 43 p m	323, George street, City	Perry and Core	Tailors	Brick, and slate roof	Light thrown down	Phoenix, £1,600	"	Packing case and contents damaged by fire on first floor landing, walls of landing damaged by heat	Employees, with buckets of water
Saturday, 21 August	1 57 p m	1 59 p m	Elsmire street, Kensing- ton	J C M'Dougall	Private dwelling	"	Matches, children playing with	Merct Mutual £942	Merct Mutual, £1,100	Window frame and shelving damaged by fire in back room on ground floor	Inmates, with buckets of water
"	8 5 p m	8 8 p m	Morwick street, Bur- wood	Matthew Fourro	"	Weatherboard, and iron roof	Lamp, in contact with curtains	Merct Mutual, £50	Merct Mutual, £150	Small fire in front bedroom on ground floor	"
Sunday, 22 August	12 47 p m	12 51 p m	13, Pelican lane, City	Michael Maroc	Carpenter	Wood and iron, with iron over single roof	Defect in adjoining chimney	None	Unknown	A portion of stock and side and roof of workshop damaged by fire	M F B, with hand pump
Tuesday, 24 August	8 35 p m	8 40 p m	48, Alfred street, North Sydney	Walter Burnham	Shop and dwell- ing	Brick, and iron roof	Light thrown down	"	"	Front bedroom on first floor and contents damaged by fire, heat and water, ceiling of room under damaged by water	Inmates and M F B, with buckets of water
"	11 45 p m	None rec d	443, Elizabeth street, Redfern	Aloysois Lenehan	Private dwelling	"	Unknown	"	"	A building of two floors, contents of back room on ground floor slightly damaged by fire and water	Inmates, with buckets of water
Wednesday, 25 August	5 10 a m	5 19 a m	56 Alfred street, North Sydney	Gilbert Russell	Tobacconist and stationer	"	"	Nor Union, £150	Australian Mutual, £450	Shop and dwelling of two floors shop with contents, con- sisting of tobacco stationery, &c, on ground floor sev- erely damaged by fire and water	M F B, with one hydrant
Thursday, 26 August	2 30 a m	None rec d	Hilly steet, Concord	Chas Townsend	Private dwelling	Weatherboard, and iron roof	"	None	New Zealand, £200	A cottage of five rooms and kitchen, with contents, burned and fallen down	Burned itself out
"	"	"	"	Mannus Curran	"	"	"	"	"	A cottage of three rooms and kitchen burned and fallen down, portion of contents damaged by removal	"
Sunday, 29 August	3 25 a m	3 29 a m	Curtis street, Balmam	James Dosewell	"	Wood, and iron roof	Incubator, defect in	"	Unknown	Fowl house and incubator at rear of premises severely damaged by fire	Inmates, with buckets of water
Monday, 30 August	7 45 p m	7 47 p m	Railway road, St Peters	J W. Baldwin	"	Brick, and iron roof	Candle	"	None	Small fire in back bedroom on ground floor	"
"	8 45 p m	9 10 p m	Sutherland street, Rook- wood	Newington Asylum	A W Green, Superintendent Caretaker's dwell- ing	Wood	Light thrown down	"	"	A bush house about 40ft x 20 ft in Asylum grounds burned and fallen down	Inmates and Rookwood V F Co, with buckets of water
"	"	"	"	"	"	Wood, and iron roof	"	"	"	Curtain in back bedroom damaged by fire	"
Tuesday, 31 August	9 30 p m	9 36 p m	19, Susan street, New town	†Henry Howard	Private dwelling	Weatherboard and iron roof	Kerosene lamp, upsetting of	None	City Mutual, £100	A cottage of three rooms and kitchen, with contents, nearly burned out	M F B, with one hydrant
"	"	"	21, Susan street, New town	Herbert Pocklington	"	"	"	"	City Mutual, £100	Front verandah and window of front room severely damaged by fire	"
"	10 50 p m	10 55 p m	Queen's Avenue, Kogarah	School of Arts, Robert M'Farlane, Caretaker	"	Brick, and iron roof	Light thrown down	Mercantile Mutual, £250	Australian Mutual, £1,500	Sitting room, kitchen, and ante room, with contents, at rear of building, severely damaged by fire and water, ceiling and furniture of main hall slightly damaged by fire and water	Kogarah V F Co, with one hydrant, assisted by Rock- dale V F Co.

* Previous fire, 13th March, 1895

† Outside M F B area

An inquest was held at which "an open verdict was returned" following verdict was returned — "That deceased met her death through the accidental explosion of a kerosene lamp"

‡ Mary May Howard, aged 4 years and 3 months, burned to death

An inquest was held on 1st September, and the

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date.	When discovered.	Time of call.	Locality.	Name of tenant.	How premises occupied.	Construction of premises.	Origin or supposed cause of fire.	Insurances.		Extent of damage, &c.	Extinguished by
								Contents.	Building.		
1897. Wednesday, 1 September	12:55 a.m.	1:0 a.m.	79, Queen-street, Woolahra.	W. Fmdley	Fish curer	Stone, and slate roof.	Smoke-house, overheating of. Unknown	None	Unknown	Smoke house at rear of premises, with contents, slightly damaged by fire.	Woolahra V. F. Co., with buckets of water.
"	1:47 p.m.	1:50 p.m.	Joseph-street, Rookwood.	Patrick O'Neil . .	Private dwelling..	Weatherboard, and iron roof.	Unknown	"	Australian Mutual, £100	A cottage of three rooms, and contents, burned and fallen down.	Rookwood V. F. Co., with one hydrant.
"	9:45 p.m.	10:2 p.m.	Angel Road, Burwood .	*Patrick M'Andrew . .	"	Brick, and iron roof.	Incendiarism	Colonial Mutual, £150.	Mercantile Mutual, £500.	A dwelling of four rooms and kitchen; back bedroom on first floor, and contents, very severely damaged by fire and water; rest of building and contents damaged by fire, heat, and water.	Burwood and Ashfield V. F. Co's, assisted by M.F.B., with one hydrant.
Sunday, 5 September.	4:55 a.m.	4:58 a.m.	Bray-street, Eiskineville.	Ross Bros. . . .	Glass factory	Weatherboard and iron, with iron roof.	Unknown	Commercial Union, £300.	Commercial Union, £150.	A building used as a glass bottle factory, about 72 ft. x 72 ft., burned, and partly fallen down.	M.F.B., with one steam fire engine and one hydrant.
"	"	"	"	†W. Jackson	Private dwelling	"	"	None	Unknown	Side and roof of dwelling severely damaged by fire and water.	"
Monday, 6 September	7:15 p.m.	7:21 p.m.	Off Botany Road, North Botany.	W. S. Woodward . .	Shed	Weatherboard, and iron roof.	"	"	None	A weatherboard building of two floors, about 27 ft. x 27 ft., used as a pigeon house and dog kennel, burned and fallen down.	M.F.B., assisted by V.F.Co's. with buckets of water.
Tuesday, 7 September.	3:0 a.m.	None rec'd	38, Regent-street, City..	Henry J. Low	Private dwelling.	Brick, and slate roof.	Candle	Victoria, £600	Unknown	Contents of front bedroom damaged by fire and water	Inmates, with buckets of water.
Thursday, 9 September.	1:0 p.m.	"	45, Oxford-street, City..	M. Tierney	Produce store	Brick, and iron roof.	Light thrown down.	None	"	Rubbish fire	"
Friday, 10 Sept.	8:0 p.m.	8:4 p.m.	165 to 169, Palmer-street, City.	†J. M'Carthy & Co	Case and bottle merchants.	Wood and iron, with iron roof	Unknown	Colonial Mutual, £400	London and Lancashire, £230.	About 600 gross of straw envelopes and a number of packing cases severely damaged by fire and water in store	M.F.B., with one hydrant, assisted by Paddington (No. 2) V.F. Co.
"	8:20 p.m.	8:25 p.m.	325, Glebe Road, Glebe	Sophia M'kensie	Private dwelling.	Brick, and iron roof.	Candle	None	Unknown	Small bedroom fire	Inmates, with buckets of water.
Sunday, 12 Sept.	10:12 a.m.	10:17 a.m.	59, Norton-street, Leichhardt.	Ernest E. C. Garrett	Chemist	Brick, and slate roof.	Chemicals, explosion of.	United, £900 . .	"	A quantity of chemicals and a portion of counter in rear of shop damaged by fire and water.	Inmates and Leichhardt Vol. F. Co., with buckets of water.
Wednesday, 15 Sept.	7:30 p.m.	None rec'd.	Lime-street, Ashfield	Mrs. Burford	Private dwelling.	Weatherboard, and iron roof.	Candle	None	Commercial Union, £300.	Small fire in bedroom on first floor	Inmates, with buckets of water.
Saturday, 18 Sept.	5:40 p.m.	5:42 p.m.	Grosvenor Square, City	**"Grosvenor Hotel" Co., §Rudolph Tudor, Manager.	Licensed victualer.	Brick, and iron roof.	Spontaneous ignition.	Several	offices.	A portion of wooden flooring on roof, and side of roof doorway damaged by fire.	"
"	5:45 p.m.	5:50 p.m.	Dorris street, North Sydney.	†John Peterson	Private dwelling.	Weatherboard, and iron roof.	Tar boiling over	None	Australian Mutual, £125.	Back kitchen and contents slightly damaged by fire, smoke, and water	Inmates and M.F.B., with buckets of water.
"	6:12 p.m.	6:14 p.m.	114, Rose-street, Darlington.	Harry Brightwell . .	"	Brick, and slate roof.	Matches, careless use of.	"	Unknown	Back bedroom on first floor slightly damaged by fire and water.	"
Sunday, 19 Sept.	8:55 p.m.	9:0 p.m.	129, Parramatta Road Annandale.	Thomas Myres	Furniture dealer	Brick, wood, and iron roof	Unknown	New Zealand, £100.	Mercantile Mutual, £150	A portion of flooring, and partition in room at back of shop, with contents, slightly damaged by fire, smoke, and water.	Inmates, with buckets of water.
Wednesday, 22 Sept.	6:25 p.m.	6:45 p.m.	Walker-street, North Sydney.	**William Angus	Tobacconist	Brick, and iron roof.	Gas, explosion of	None	Unknown	Small fire in front shop	"
"	6:57 p.m.	6:59 p.m.	244, Victoria-street, City	††W. Furness	Ironmonger	"	Kerosene lamp, upsetting of.	Sun, £500	"	Small fire in front shop on ground floor	"
Sunday, 26 Sept.	12:5 a.m.	2:30 a.m.	Off Mowbray Road, North Willoughby.	Ah How	Private dwelling	Brick, weather board, and iron roof.	"	None	None	A cottage of six rooms, with contents, burned and fallen down.	Burned itself out.
"	11:13 a.m.	11:15 a.m.	99, Regent-street, Redfern.	††F. J. Williams	Butcher	"	Matches, children playing with.	"	Unknown	A portion of roof of stable damaged by fire and cutting away.	M.F.B., with buckets of water.
"	7:40 p.m.	7:43 p.m.	349, Darling-street, Balmain.	Mrs. Moore	Fruitester	Wood, and iron roof.	Unknown	None	"	A portion of counter in front shop on ground floor damaged by fire, and front door broken open.	Balmain V.F. Co., with buckets of water.
Tuesday, 28 Sept.	10:45 p.m.	10:48 p.m.	10, Iris-street, City	F. Gore	Grocer	Brick, and iron roof.	Kerosene lamp, explosion of.	Northern, £100,	"	Contents of shop on ground floor damaged by fire and water.	Inmates and Paddington No. 2 V.F. Co., with buckets of water.
Wednesday, 29 Sept.	1:20 a.m.	1:26 a.m.	12 Ann street, City . .	James Breen	Licensed victualer, "Limerick Castle Hotel."	"	Light thrown down.	City Mutual, £250	City Mutual, £300	A portion of staircase and ceiling in back room in basement damaged by fire.	Inmates, with buckets of water.
Thursday, 30 Sept.	12:5 p.m.	12:10 p.m.	15 and 17, Flinders-street, City.	§§William Scott . . .	Pawnbroker	Brick, with iron roof.	Tar boiling over . .	Commercial Union, £1,100.	Unknown	Back part of shop and contents severely damaged by fire and water; rest of building and contents damaged by heat, smoke, and water.	Paddington No. 2 V.F. Co. and M.F.B., with two hydrants.
Saturday, 2 October.	8:30 p.m.	8:35 p.m.	23, Whaling-street, N Sydney.	W. E. Lloyd	Private dwelling..	Weatherboard, and iron roof.	Candle	None	Royal, £300	Front room on ground floor, with contents, damaged by fire and water.	M.F.B. and neighbours, with buckets of water.
Sunday, 3 October.	9:0 p.m.	9:4 p.m.	257, Bourke-street, City	|||Mrs. L. Lloyd	"	Brick, and slate roof.	Kerosene lamp, explosion of.	"	City Mutual, on 8 houses, £1,000.	Contents of bedroom on ground floor damaged by fire and water; room damaged by heat and smoke.	Neighbours and M.F.B., with buckets of water.
Monday, 4 October.	2:36 p.m.	2:40 p.m.	185 George-street West, City.	A. Sinclair and Co. . . .	Produce store	"	Light thrown down.	None	Australian Mutual, £200.	Two rooms on first floor nearly burned out and part of roof off.	M.F.B., with one hydrant.

* An inquest was held by the City Coroner, at which an open verdict was returned. Patrick M'Andrew was subsequently placed on trial on the charge of wilfully setting the premises on fire, and was acquitted by the Jury at the Court of Quarter Sessions on the 10th November, 1897. † Previous fire 4th May, 1897. †† Previous fire at Little Riley-street, 13th May, 1893. § Previous fires—15th April, 1895; 5th April, 1895; 23rd July, 1894; 2nd May, 1892; 27th March, 1889. || John Peterson slightly burned about the face and hands. ** William Angus, age 21 years, slightly burned about the head. †† Elizabeth Williams, aged about 2 years, severely burned about the arms and body. §§ Harold Parr, aged 20 years, slightly burned on right hand; attended to at home. ||| Mrs. Lloyd slightly burned about the face.

DETAILS of Fires which have occurred within the Metropolitan District—continued

Date	When discovered	Time of call	Locality	Name of tenant	How premises occupied	Construction of premises	Origin or supposed cause of fire	Insurances		Extent of damage, &c	Extinguished by
								Contents	Building		
1897 Monday, 4 October	2 36 p m	2 40 p m	197 George street West, City	Robt Berminghan	Restaurant	Brick, and slate roof	Light thrown down	None		Roof damaged by fire and cutting away Contents of rooms under damaged by water and breakage	M F B, with one hydrant
"	8 0 p m	8 12 p m	16, Smith st, Ashfield	*Friederic Nocentin	Private dwelling	W board, and shingle roof	Kerosene lamp upsetting of	"	Unknown	Dining room and contents on ground floor slightly damaged by fire and water	Inmates and neighbours, with buckets of water
Tuesday, 5 October	2 17 a m	2 21 a m	113, Clarence st, City	W H Golding	Tailor	Brick and slate roof	Unknown	London and Lan cashire, £300	"	Back room and contents on ground floor nearly burnt out and stove destroyed Contents of front shop and first floor damaged by smoke	M F B, with one hydrant
"	3 42 p m	3 42 p m	New South Head Road, Woolahra		Paddock		Burnt rubbish			About 30 feet of fencing destroyed by fire	Woolahra V F Co, with one hydrant
"	7 5 p m	None rec d	441, Elizabeth st, City	Oscar Lofberg	Confectioner	Brick, and iron roof	Candle	Queensland Mutual, £40	Unknown	Window and window curtain damaged by fire in back room on ground floor	Inmates with buckets of water
Wednesday, 6 October	12 35 a m	12 45 a m	Melhn st, N Sydney	Henry Linton and Son	Coal merchant	W board, and iron roof	Unknown	None	None	A weatherboard building 14 ft x 9 ft, and contents used as an office burnt out and fallen down Weatherbridge slightly damaged by fire	M F B, with one hydrant
"	2 14 a m	2 15 a m	533 Elizabeth street, City	*Arthur Reid	Private dwelling	Brick and iron roof	Candle	Unknown	Unknown	Bedroom and contents on ground floor damaged by fire and water	Inmates and neighbours, with buckets of water
Friday, 8 October	8 15 p m	8 20 p m	202, New Canterbury Road, Petersham	W C Grey	"	"	"	Sun, £200	"	A small quantity of kapok damaged by fire in bath room, on ground floor	Inmates, with buckets of water
Sunday, 10 October	9 36 p m	9 40 p m	528, George street, City	Pattinson & Co	Chemists	"	Unknown	Australian Mutual, £1 000	"	Front shop and contents, consisting of chemicals drugs etc very severely damaged by fire, heat, and smoke	M F B, with one hydrant
Wednesday, 13 October	2 50 p m	3 0 p m	204, Rose street, Dar lington	James McInness	Private dwelling	"	"	None	None	Back bedroom on first floor and contents, severely damaged by fire and water Rest of dwelling and contents slightly damaged by heat smoke and water	" "
"	5 12 p m	5 16 p m	167, Sussex street, City	Mark Weinberg	Pawnbroker	Brick, with iron over shingle roof	Spark from flue	Australian Mutual, £600	Mercantile Mutual, £525	Roof of kitchen slightly damaged by fire and cutting away	Inmates with buckets of water
"	9 40 p m	9 44 p m	St Peters street, Wool loomooloo, City	Iris Lamb	Stable	Weatherboard, and iron roof	Candle	None	Unknown	Corn bin and small quantity of fodder damaged by fire and water	M F B and neighbours, with buckets of water
Thursday, 14 October	9 40 a m	9 45 a m	Macquarie street, Parra matta	Mis Michaelis	Laundry	Brick, with iron over shingle roof	Defective flue	"	Victoria £600	A portion of roof damaged by fire and cutting away	Paramatta Nos 1 and 2 Vol Fire Co's, with hydrant
Friday, 15 October	1 20 a m	1 23 a m	91, Clarence street, City	Geo Murray and Co	Printers and stationers	Brick, and slate roof	Unknown	Liverpool Lon don & Globe £1 000 Sun £1 000 Royal Exchange £1 000 Scottish Union £1 000 Aust Mutual £500 Imperial £300 Norwich Union £300 North British £300 Comm Union £300 N Zealand £300 Cornwall £200 Ion & J hre £500 £8 000	Lon Ass Corpor ation, £4,500, Guardian, £4 500, on three buildings— £9,000	A building of four floors and basement, about 30 ft x 66 ft two top floors and contents, consisting of machinery stationery, &c, nearly burned out and roof off, con tents of floors under severely damaged by water	M F B, with six steam fire engines and two hydrants, assisted by several V F Co's
"	"	"	89, Clarence street, City	Pitt, Brown, and Co	Tea merchants	"	"	Royal, £3,700	"	A building of four floors and basement contents, consist ing of tea &c, damaged by water	" "
Saturday, 16 October	1 23 a m	1 27 a m	City Chambers, 243, Pitt street, City	American Clothing Co, J Weinberg, manager	Tailors	Brick, and iron roof	"	Atlas, £500	Roy Imp Norwich Union £25,000	A middle room on top floor used as a tailor's workshop, and contents, newly burned out and part of roof off	M F B, with one hydrant
"	"	"	"	T Corbett	Bookbinder	"	"	"	"	Contents of workroom on top floor damaged slightly by smoke and water	"
"	"	"	"	J Reidy	Tailor	"	"	Manchester, £300	}	Contents of rooms under top floor damaged by water and breakage	"
"	"	"	"	W H Hardingham	Jeweller	"	"	Mer Mutual, £170			
"	"	"	"	Sheerin and Hennessy	Architects	"	"	City Mutual, £1000			
"	"	"	"	Hyam Hains	Auctioneer	"	"	Uninsured			
"	"	"	245, Pitt street	H Oxenham	Tobaccoist	"	"	Unknown	"	Contents of shop on ground floor slightly damaged by water	"
Tuesday, 19 October	12 57 a m	1 0 a m	3, Kensington street, City	Margaret Kelly	Grocer	"	"	Aus Mutual, £380	Aus Mutual, £300	Front shop and contents severely damaged by fire, smoke, and water	" "
Wednesday, 20 October	1 26 a m	1 29 p m	388, Oxford street, Pad dington	†Sarah Hind	Provision shop	"	"	Australian Mutual, £200	Unknown	Back room on ground floor and contents slightly damaged by fire and water	Paddington No 1 Vol F. Co with hydrant
"	1 36 a m	1 38 a m	Parramatta Road and Seamer street Glebe	Nelson & Cullen	Engineers	"	"	Caledonian, £350	Australian Mutual, £150	A shed building, about 30 ft x 40 ft, with contents con sisting of a patent steam motor car and some machinery, severely damaged by fire and water	M F B, with one hydrant
"	9 32 p m	9 36 p m	220, Bourke street, City	Margaret Hopkins	Private dwelling	Brick, and slate roof	Light thrown down	None	Liverpool, Lon don, and Globe	Back bedroom on first floor and contents severely damaged by fire and water	Paddington No 2 Vol F. Co assisted by M F B, with hydrant

* Friederic Nocentin, aged 30 years, burned on right hand through extinguishing fire.

† Esther Reid, wife of occupant, burnt about the body and hands, and taken to the Sydney Hospital

‡ Previous fire, 16th April, 1895.

DETAILS of Fires which have occurred within the Metropolitan District—*continued.*

Date	When discovered	Time of call	Locality	Name of tenant	How premises occupied	Construction of premises	Origin or supposed cause of fire	Insurances		Extent of damage, &c	Extinguished by
								Contents	Building		
1897 Wednesday 20 October	10 0 p m	none rec d	92 Oxford street, Paddington	G Daniel	Dressmaker	Brick, and iron roof	Unknown	None	None	Shop fittings and contents of shop on ground floor slightly damaged by fire and water	Inmates, with buckets of water
Thursday, 21 October	10 50 p m	10 57 p m	15, Lang street, City	Miss M O Shea	Private dwelling	Brick, and slate roof	Light thrown down	"	Australian Mutual, £1,000	Lath and plaster walls and ceiling of empty room on second floor damaged by fire	M F B and inmates, with buckets of water
Saturday, 23 October	6 24 a m	6 27 a m	820, George street, City	William Carey & Co	Painters and decorators	Brick, and iron roof	Spontaneous ignition	Australian Mutual, £7,780	Unknown	A few cases of galvanised iron and small quantity of paint, &c, and back part of premises on ground floor slightly damaged by fire	M F B, with one hydrant
Sunday, 24 October	1 15 a m	1 20 a m	42, Holden street, Ashfield	William Albany	Private dwelling	Weatherboard, and non roof	Candle	Standard, £25	City Mutual, on two cottages, £450	Small fire in back bedroom on ground floor	Inmates, with buckets of water
"	12 53 p m	12 54 p m	Wattle street City	*G & C Hoskins	Ironfounders and engineers	Wood, and iron roof	Spark from chimney	Imperial, £8,225, Scott Union, £8 25	Unknown	An overhead bridge, 40 ft x 20 ft, connecting moulders shop with pipe shop, severely damaged by fire	M F B, with one hydrant
Tuesday, 26 October	7 35 p m	7 41 p m	Liverpool Road, Ashfield	Samuel Chetfield	Private dwelling	Brick, and iron roof	Unknown	Unknown	"	Back bedroom on first floor and contents slightly damaged by fire, ceiling of room under slightly damaged by water	Police and neighbours, with buckets of water
Wednesday, 27 October	1 37 p m	1 40 p m	206, Oxford street, Paddington	John Asher	"	Weatherboard, with non roof	"	None	None	Window and window frame damaged by fire in stable at rear of premises	Inmates, with buckets of water
"	6 42 p m	None rec d	206 George street West, City	J H McDonald	Bank	Brick, and slate roof	Gas bracket	"	Unknown	Small fire in back bedroom, on first floor	" "
"	9 3 p m	9 5 p m	McEvoy street, Waterloo	Charles Vicars	Fishmonger	Brick, weather board, and non roof	Light thrown down	"	"	A building, 30 ft x 12 ft, used as a stable and smoke house, together with some harness, damaged by fire	M F B, with one hydrant
Thursday, 28 Oct	6 58 p m	7 0 p m	Baywater Road, Darlinghurst	Miss M Wilson	Private dwelling	Brick, and slate roof	Gas bracket	North Queens land, £700	"	A small fire in back bedroom on ground floor	Inmates and M F B, with buckets of water
"	11 42 p m	11 44 p m	Kent and Liverpool Streets, City	Tillock & Co	Wholesale grocers	Brick, with non roof	Light thrown down	Several offices, £20,000	Several offices, £7,350	Packing room on first floor and contents severely damaged by fire and water, contents of rooms under damaged by water	M F B, with one hydrant
Friday, 29 Oct	7 12 a m	7 15 a m	65, King st., Newtown	J F Torr	Cabinet maker	Wood and non and iron roof	Unknown	None	None	A building about 45 ft x 12 ft, used as a factory, with contents burned and fallen down	M F B, with two hydrants
"	"	"	67, " "	J G Clegg	Stable	"	"	"	Unknown	Coach house and stable, about 25 ft x 8 ft, burned and fallen down	" "
"	"	"	73, " "	Sydney Simpson	Coachbuilder	Brick, with non roof	"	Australian Mutual	Australian Mutual	Side of building damaged by heat and windows broken	" "
Sunday, 31 Oct	11 10 a m	11 13 a m	415, George street, City	R O Donnell	Hardware and tobacconist	Brick, with non and glass roof	"	Royal, £600	Unknown	Back part of shop and contents nearly burned out and most of roof off rest of shop and contents very severely damaged by fire, smoke, and water	M F B with one hydrant
"	"	"	413, " "	Cowles & Dunn	Gun smiths	"	"	Unknown	"	Doors and windows broken rest of buildings and contents slightly damaged by smoke and water	" "
"	3 0 p m	3 10 p m	Old South Head Road, Woollahra	"	Paddock	Paddock	Light thrown down	None	None	A quantity of bush, grass, and fencing burned	Woollahra and Waverley Vol F Co s, by beating out
"	4 30 p m	4 35 p m	Manly	"	"	"	"	"	"	A quantity of bush, grass, &c, burned	Manly Vol F Co, by beating out
"	8 20 p m	8 29 p m	Holden street, Ashfield	†Henry Schmidt	Private dwelling	Weatherboard, and iron roof	Unknown	Australian Mutual, £150	Unknown	A cottage of four rooms and kitchen, with contents, burned and fallen down, furniture damaged by removal	Ashfield Vol F Co, with one hydrant, assisted by Burwood Vol F Co and M F B
"	8 35 p m	8 35 p m	Rocky Point Road, Rockdale	"	Paddock	"	Light thrown down	None	None	A quantity of bush grass, &c, burned	Rockdale Vol F Co, by beating out
"	9 20 p m	9 20 p m	Castlereagh street, City	W Tilley	'Bus proprietor	Wood	Candle	"	"	Bus (No 369)—fore boot of bus slightly damaged by fire and water	M F B, with buckets of water
Monday, 1 November	6 55 p m	7 1 p m	Lane Cove Road, North Sydney	R E O Connor	Paddock	"	Bush fire	"	"	A large quantity of bush and a portion of fencing destroyed by fire	M F B, with one hydrant
"	7 15 p m	7 20 p m	Blakehurst, Rockdale	Miss Carr	"	"	"	"	"	A quantity of grass destroyed by fire	Rockdale Vol F Co, with one hydrant
"	9 20 p m	9 25 p m	Manly	"	"	"	"	"	"	"	Manly Vol F Co
"	9 25 p m	9 29 p m	131 Annandale street, Annandale	‡Richard Tophin	Private dwelling	Brick, and slate roof	Candle	Unknown	Unknown	Contents of bedroom on first floor damaged by fire and water	Inmates, with buckets of water
"	11 15 p m	11 20 p m	South Head Road, Woollahra	"	Paddock	"	Bush fire	None	Unknown	"	Waverley and Woollahra Volunteer Fire Co s
Thursday, 4 Nov	2 5 p m	2 14 p m	Bahrin Road, Leichhardt	Unoccupied	Private dwelling	Weatherboard, and non roof	Unknown	"	Unknown	A cottage of four rooms and kitchen, about 30 ft x 5 ft, burned and fallen down, about 40 ft of fencing burned	Leichhardt Vol Fire Co, with one hydrant
Friday, 5 Nov	10 45 a m	10 52 a m	Holden street, Ashfield	J G North	Paddock	"	Burning rubbish	"	None	About 3½ acres of grass and a portion of fencing damaged by fire in paddock	Ashfield Volunteer Fire Co, assisted by M F B, with one hydrant

* Previous fires—18th November, 1896, 13th May, 1897, 25th May, 1897.

† Previous fire, 22nd February, 1895.

‡ Mrs King, aged 64 years, slightly burned about the face and hands.

DETAILS of Fires which have occurred within the Metropolitan District—*continued.*

Date	When discovered	Time of call	Locality	Name of tenant	How premises occupied	Construction of premises	Origin or supposed cause of fire	Insurances.		Extent of damage, &c.	Extinguished by
								Contents	Building		
1897. Friday, 5 Nov	11 55 a m	11 58 a m	Mount street, North Sydney	Ellen Goodyear	Private dwelling	Brick, and non roof	Spark from adjoining chimney	None	Commercial Union, £1,300	Front bedroom on first floor, with contents, damaged by fire and water	Inmates, assisted by M F B and police, with buckets of water
"	12 44 p m	12 45 p m	802, George street, City	E J Binns	Restaurant	Brick, with slate roof	Matches, children playing with Bush fire	Alliance, £340	Unknown	Back bedroom on ground floor, and contents damaged by fire and water.	Inmates, with buckets of water
Saturday, 6 Nov	4 5 p m	4 10 p m	Hemietta street, Waverley	Doctor Mantel	Paddock			None	None	A quantity of grass and fencing in paddock damaged by fire	Waverley and Woollahra
"	5 30 p m	5 34 p m	Kent street, City	N S W Government	Engineer's shop	Wood and non	Spontaneous ignition	"	"	A cupboard containing workmen's tools damaged by fire in shed	M F B, with one hydrant
Sunday, 7 Nov	6 17 p m	6 20 p m	No 1 Matthew Terrace, off Kent street, City	J McEwan	Private dwelling	Brick, and shingle roof	Spark from chimney	"	Unknown	A portion of shingle roof damaged by fire and cutting away	M F B, with buckets of water
Monday, 8 Nov	11 5 a m	None recd	46 to 52, Bridge street, City	Winchcombe, Cason, & Co	Woolbrokers	Stone and non roof	Tai boiling over	Scott Union £500 Royal £500 Indemnity, £1,500	"	A small quantity of tai, cowhain and gum damaged by fire on ground floor of warehouse	Employees, with sand
"	6 8 p m	6 10 p m	Wattle street, Ultimo	G and C Hoskins	Engineers	Wood and iron and iron roof	Spark from chimney	Imperial Scott Union	"	A portion of wooden partition between boiler and moulders shop damaged by fire	Employees, with buckets of water
"	7 0 p m	7 5 p m	257, Sussex street, City	Holdsworth, Macpherson, & Co	General merchants	Brick, and non roof	Gas bracket	N Queensland Royal	"	Battery table and storage battery in back part of shop severely damaged by fire	M F B, with one hydrant
"	7 18 p m	7 20 p m	Cemetery, Elizabeth street, City	Cemetery			Light thrown down	None	None	A quantity of grass and bushes burned in cemetery	
"	7 30 p m	7 32 p m	117, King street, City	W H Ions	Meice	Brick, with non roof	Unknown	London and Lancashire, £700	Royal, £1,016	Shop and contents very severely damaged by fire, smoke, and water	M F B, with one hydrant
Tuesday, 9 Nov	2 17 a m	2 20 a m	George street, Parramatta	Mis Butcher	Boarding house	Weatherboard, and shingle roof	"	None	North British	Washhouse and contents, at rear of premises, burned and fallen down	Parramatta No 1 Vol Fire Co, with one hydrant, assisted by Parramatta No 2 Vol Fire Co
"	3 45 a m	3 50 a m	106, Underwood street, Paddington	Mis M Freeman	Grocer		Light thrown down	"	Unknown	A few bags burned in cart, in yard at rear of premises	Paddington No 1 Vol Fire Co, with buckets of water
Wednesday, 10 Nov	4 52 a m	4 55 a m	Windsor street, Paddington	W Kumbel	Private dwelling		"	Unknown	"	A portion of fencing in yard damaged by fire at rear of premises	Paddington Vol Fire Co No 1, and Woollahra Vol Co, with one hydrant
Friday, 12 Nov	11 50 a m	11 50 a m	302, Crown street, City	John Solomon	"	Wood, and iron roof	Matches, children, playing with	None	"	A portion of side of shed at rear of dwelling damaged by fire	Inmates, with buckets of water
Monday, 15 Nov	9 33 p m	9 40 p m	Rocky Point Road, Rockdale	Frederic Royal	"	Weatherboard, and non roof	Candle	United, £100	"	Front bedroom on ground floor, and contents slightly damaged by fire and water	Inmates, and Rockdale Vol Fire Co, with buckets of water
Tuesday, 16 Nov	10 52 a m	10 55 a m	Darling Point Road, Woollahra	Mis J F Mitchell	"	Garden	Burning rubbish	Unknown	"	A quantity of flowers, bushes, &c, damaged by fire, in garden, adjoining residence	M F B, with one hydrant
"	6 7 p m	6 10 p m	Regent and Stewart Streets, Paddington	Unoccupied	Stable	Wood, and non roof	Light thrown down	None	"	A quantity of rubbish burned in stable	Paddington No 1 Vol Fire Co, with buckets of water
Friday, 19 Nov	7 2 p m	7 5 p m	Blackwall Point Road, Five Dock	Arthur Lysaght	Private dwelling	Brick, and iron roof	Candle	New Zealand, £500	"	Back bedroom, on ground floor, and contents damaged by fire and water	Drummond Vol Fire Co, with private hose
"	7 32 p m	7 36 p m	668, Darling Road, Balmain	Patching and Bond	Drapery	"	Gas bracket	South British, £200	"	A quantity of drapery in front part of shop damaged by fire and water	Inmates, with buckets of water
Saturday, 20 Nov	1 47 a m	1 50 a m	321-327, Kent street, City	Parsons Brothers	General merchants	"	Hot ashes	Several offices	Several offices	A small quantity of straw burned in boiler house at rear of store	M F B, with private hose
"	4 40 a m	None recd	Gibbes st., Willoughby	G F Bailey	Tannery	Weatherboard, and iron roof	Unknown	Aust Mutual, £1,125	Unknown	A building of two floors, about 108 ft x 50 ft, with contents, consisting of machinery, leather, &c, burned and fallen down, boiler house and contents very severely damaged by fire	Burned itself out
"	9 57 a m	10 0 a m	Merrylands	† Joseph Kentwell	Private dwelling	"	"	None	"	A cottage of two rooms, with contents, burned and fallen down	Parramatta Nos 1 and 2 Vol F Cos, with one hydrant
"	5 50 p m	5 55 p m	87, Oxford street, City	Samuel Duffy	Confectioner	Brick, and iron roof	Light thrown down	South British, £200	"	A portion of furniture in back bedroom on first floor slightly damaged by fire	Inmates, with buckets of water
"	7 35 p m	7 40 p m	1, Evans street, Balmain	Alex Goodsir	Private dwelling	Weatherboard, and iron roof	Matches, careless use of.	United, £500	"	Dining room on ground floor and contents damaged by fire and water	"
Monday, 22 Nov	9 30 p m	9 35 p m	24, Wells st., Annandale	Thos H Walmsley	"	"	Candle	Notwich Union, £230	"	Back bedroom on ground floor, with contents, severely damaged by fire and water	M F B, with hydrant assisted by neighbours
"	11 0 p m	11 17 p m	Sahsbury st., Hurstville	William Brown	"	"	Unknown	Mercantile Mutual, £65	"	A cottage of three rooms and kitchen, with contents, burned and fallen down	Kogarah and Rockdale V F Cos, with hydrant
Tuesday, 23 Nov	12 16 a m	12 20 a m	179, Oxford street, City	John Daniels	Butcher	Brick, with iron roof	"	None	Unknown	Kitchen at rear of shop and four rooms on first floor, with contents, very severely damaged by fire and water	Paddington No 2 Vol F Co and M F B, with hydrant
"	1 20 p m	1 30 p m	Rangers' Estate, Mossman's Bay.		Vacant ground		Bush fire	"	None	About 50 yards of fencing burned	M F B, with handpump, and beating out

* Previous fires, 18th November, 1896, 13th May, 1897; 25th May, 1897, 24th October, 1897. † Outside Metropolitan area

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date	When discovered	Time of call	Locality	Name of tenant	How premises occupied	Construction of premises	Origin or supposed cause of fire	Insurances		Extent of damage, &c	Extinguished by
								Contents	Building		
1897 Tuesday, 23 Nov	1 10 p m	2 23 p m	Belle Vue Hill, Woollahra	Sir Daniel Cooper	Paddock	.	Bush fire	None	None	A paddock of grass burned in paddock	M F B, beating out
Wednesday, 24 Nov	2 35 p m	2 42 p m	34, Day st., off Eiskine street, City	J McGilvers	Private dwelling	Brick, and non roof	Spark from fire place	"	Unknown	A small quantity of wearing apparel in back kitchen on ground floor damaged by fire	Inmates and neighbours, with buckets of water
"	3 23 p m	8 31 p m	315, Parramatta road, Leichhardt	Mrs A Jolly	Confectioner	"	Unknown	North Queens land, £170	"	Cupboard under stairs, with contents, and a portion of stairs damaged by fire and water	M F B, assisted by Vol F Cos, with one hydrant
Thursday, 25 Nov	3 30 a m	3 35 a m	203, Regent st., Redfern	Alfred Jackson	Undertaker	Wood, brick, and iron roof	"	Colonial Mutual, £1,200	"	A shed building, about 50 ft x 40 ft, used as a coach house, stable, and workshop, with contents, consisting of hearse, coaches, carts, &c., burned out and partly fallen down, two horses burned to death	M F B, with three hydrants, assisted by V F Cos
"	"	"	199, Regent st., Redfern	Robt Collins	Three room private dwelling	Brick, with shingle roof	Spark from chimney	None	City Mutual, £350	Side of outhouse and portion of fence damaged by fire	M F B, with buckets of water
"	4 7 p m	5 10 p m	6, Dean's terrace, off Kent street, City	Julius Aaronson	Private dwelling	Brick, with shingle roof	"	"	Unknown	A portion of shingle roof damaged by fire and cutting away	M F B, with buckets of water
"	4 9 p m	9 9 p m	291, Riley street, City	J Dyson	"	Brick, and slate roof	Kerosene lamp, explosion of	"	"	Floorcloth and under part of stairs slightly damaged by fire in kitchen in basement	Inmates and neighbours, with buckets of water
Friday, 26 Nov	2 53 p m	2 57 p m	205, Elizabeth st., City	G H Taubmann	Seamster	Brick, and shingle roof	Spark from ad joining chimney	"	"	A small portion of shingle roof damaged by fire and cutting away	M F B, with buckets of water
Saturday, 27 Nov	1 15 p m	1 20 p m	23, Bland st., Ashfield	A J Bricly	Private dwelling	Weatherboard with shingle roof	Spark from chimney	Alliance, £625	Comm Union, 2 houses, £3,500	Building, at rear of dwelling, about 50 ft x 20 ft, used as a ball room, with contents, burned and fallen down	Ashfield V F Co, M F B, and Burwood V F Co, with three hydrants
"	"	"	"	"	"	Brick, and slate roof	"	"	"	Dwelling of ten rooms—roof burned off, rest of building and contents severely damaged by water	"
"	"	"	26, " "	Mark Smith	"	"	"	"	"	Cottage of six rooms—roof burned off, rest of building and contents damaged by water and removal	"
"	"	"	"	"	"	Weatherboard, and shingle roof	"	"	"	Shed at rear of dwelling and contents damaged by water	"
Sunday, 28 Nov	1 0 a m	None rec'd	56, Campbell street, City	Yuen Ty	Fancy goods importer	Brick, with non roof	Incendiarism	Unknown	Unknown	A portion of bedding damaged by fire in back part of store	Inmates, with buckets of water
"	10 55 a m	11 0 a m	84, Cameron street, Paddington	Lewis Lassegue	Private dwelling	Weatherboard, and non roof	Light thrown down	United, £300	"	Bedroom on ground floor and contents damaged by fire and water	"
Thursday, 2 Dec	3 35 p m	3 41 p m	72, Simmons street, Newtown	Mrs B A Camp	"	Brick, with shingle roof	Spark from adjoining chimney	Merchants Mutual, £150	"	Roof of cottage nearly burned off, rest of dwelling and contents severely damaged by fire, water, and removal	M F B, with hydrant
"	5 54 p m	5 58 p m	Devonshire street, City	Church of England	Cemetery	"	Light thrown down	None	"	About an acre of grass burned in Cemetery	"
"	10 30 p m	10 31 p m	147, Redfern street, Redfern	Executors of the late Donald McLevin	Bakers	Brick, with slate roof	Unknown	Imperial, £1,200	"	A building, of two floors, used as a bakery, &c., bakehouse, breadroom, and lumber room with contents, severely damaged by fire, and water	M F B, with two hydrants, assisted by Waterloo Vol F Co
Friday, 3 Dec	11 33 p m	11 39 p m	70, Grafton street, Woollahra	Isac Goldwater	Private dwelling	Brick, and slate roof	"	New Zealand, £200	Unknown	Dining room on ground floor, and contents damaged by smoke and water	Inmates, with buckets of water
Sunday, 5 Dec	5 55 p m	6 0 p m	Cemetery, Liverpool street, City	"	Cemetery	"	Light thrown down	Unknown	Unknown	A quantity of grass burned in Cemetery	M F B with hydrant
"	10 25 p m	10 30 p m	154, Victoria street, City	Rev J H Landau	Private dwelling	Brick, and non roof	Candle	Unknown	Unknown	Contents of back bedroom on second floor damaged by fire and water	Inmates, and M F B, with buckets of water
Monday, 6 Dec	12 54 a m	12 57 a m	Rosehill and Boundary Streets, Redfern	Thomas Carnes	Grocer	Brick and weatherboard, non and shingle roof	Light thrown down	North Queens land, £10	Unknown	Front shop and rooms on ground floor, with contents, severely damaged by fire and water, rest of building and contents damaged by heat and smoke	M F B, with hydrant
Wednesday, 8 Dec	2 8 a m	2 12 a m	Parramatta Road, Pterashan	Unoccupied	Building, in course of construction	Brick	Unknown	None	None	A small quantity of flooring boards at rear of premises damaged by fire	M F B, with sand
Friday, 10 Dec	1 0 a m	1 10 a m	Off Adelaide Wharf, Miller's Point, the Harbour	Barque "Socotra" general cargo, registered tonnage 1,597 tons, Captain Hardey	"	Steel	Unknown	Several offices	Several offices	Contents of forehold very severely damaged by fire and water, rest of general cargo in after part of ship damaged by smoke and steam	M F B, with two steam fire engines and one hydrant
Saturday, 11 Dec	1 22 p m	1 25 p m	753, George street, City	Wainer Bros	Bootmakers	Brick, with shingle and non roof	Gas bracket	Australian Mutual, £300	Unknown	A portion of floor under window of shop damaged by fire	Inmates, with buckets of water
Sunday, 12 Dec	12 15 p m	None rec'd	Mowbray Road, Wolloughby	Sun Mow Sing, & Co	Stable	Wood, bag, and bark roof	Unknown	None	None	A stable about 12 ft. x 30 ft with contents consisting of fodder, harness, &c., burned and fallen down. One horse burned to death.	Burned itself out
"	7 20 p m	7 26 p m	17, Loftus street, City	Henry Canilley	Wool broker	Stone, with non and glass roof	Gas bracket	Indemnity	"	A small quantity of paper burned, and wood partition damaged by fire in front office on first floor	Employees with buckets of water
Monday, 13 Dec	1 48 p m	1 52 p m	95, Clarence st., City	Peter Bailhe	Restaurant	Brick, with non over shingle roof	Defective fire	None	Unknown	A portion of shingle roof damaged by fire and cutting away	M F B with one hydrant
Tuesday, 14 Dec	7 53 a m	7 58 a m	20, Selwyn street, Paddington	William Cook	Private dwelling	Brick and stone, slate roof	Light thrown down	"	"	A portion of bedding damaged by fire in bedroom on first floor	Paddington No 2 V F Co with buckets of water
Thursday, 16 Dec	10 20 a m	10 32 a m	Ernest street, North Sydney	Joseph Vincent	Paddock	"	Burning rubbish	"	None	About 40 yards of fencing severely damaged by fire in paddock	M F B with one hydrant

* Outside Metropolitan Fire Brigade area. An inquest into the cause of the fire was held on the 17th instant at which the Jury returned an open verdict.

68-69

69

1451

DETAILS of Fires which have occurred within the Metropolitan District—continued.

Date.	When discovered.	Time of call.	Locality.	Name of tenant.	How premises occupied.	Construction of premises.	Origin or supposed cause of fire.	Insurances		Extent of damage, &c.	Extinguished by
								Contents.	Building.		
1897 Friday, 17 Dec.	2·7 a.m.	2·8 a.m.	Valentine-lane, off George-street, City.	Eden George	Photographer ..	Brick and iron roof.	Matches, careless use of.	Colonial Mutual, £3,000. Royal Exch., £1,050.	Unknown	A building of three floors about 70 ft. x 30 ft. First floor con- taining a quantity of picture framing material, bicycles. Severely damaged by fire and water. Contents of ground floor slightly damaged by water.	M.F.B., with one hydrant.
"	"	1·38 p.m.	Bray-street, Ashfield ..	Michael Terry	Paddock	"	Burning rubbish	None	None	A small portion of fencing damaged by fire in paddock	Neighbours.
"	7·30 p.m.	7·53 p.m.	Berry's Estate, off Bay Road, North Sydney.	Robert Williams	Private dwelling..	Wood and can- vas.	Candle	"	"	Bed, bedding, and wearing apparel destroyed by fire	Neighbours and M.F.B., with buckets of water.
"	8·15 p.m.	8·20 p.m.	East-street, Granville ..	James Muir	"	Brick, and iron roof.	"	"	"	Front bedroom and contents damaged by fire and water ..	Inmates and Granville V. F. Co., with buckets of water.
"	8·30 p.m.	None rec'd.	Devonshire-street, North Sydney.	*George Cramp	"	Stone, brick, and iron roof.	"	London and Lancashire, £600.	"	Cradle, bed, bedding, and furniture damaged by fire in front room on ground floor.	Inmates, with buckets of water.
"	11·18 p.m.	11·20 p.m.	Thomas-street, City....	†G. and H. Hoskins ..	Ironfounders and engineers.	Wood and iron	Spark from fur- nace.	Imperial, £8,225; Scottish Union, £8,225.	Unknown	A wooden and iron partition about 6 ft. x 7 ft. around pipe shop damaged by fire.	M.F.B., with hand pump.
Saturday, 18 Dec.	12·20 a.m.	12·30 a.m.	Riley and Devonshire Streets, City.	‡Adolph Kaminsky	Furniture maker.	Brick and weat- herboard, with iron roof	Unknown	Aachen and Munich, £300.	Australian Mut- ual, £50.	A building of two floors, about 45 ft. x 21 ft., with contents, consisting of bamboo, cane, machinery, &c., burned out and roof off.	M.F.B., with one steam fire- engine and one hydrant, assisted by Vol. F. Coys.
"	"	"	216, Devonshire-street, City.	James Perry	Butcher	Brick, with iron roof.	"	None	Unknown	Windows in gable end of building damaged by fire	
Sunday, 19 Dec.	12·55 a.m.	1·1 a.m.	Harris-street, Pymont	Colonial Sugar Co.	Sugar-works	"	Gas explosion ..	Unknown	"	Gas-pipe in yard damaged by explosion	Employees.
Tuesday, 21 Dec.	9·20 p.m.	9·25 p.m.	274, Crown-street, City	Edward Doney	Photographer ..	Brick, with iron roof.	Matches, careless use of.	"	"	A quantity of paper burned in front room on first floor....	Inmates, with buckets of water.
Thursday, 23 Dec.	8·55 a.m.	9·1 a.m.	4, St. Mary's-street, Balmain.	D. D. Orchard	Private dwelling..	Weatherboard, and shingle roof.	Spark from ad- joining chimney.	None	Royal, £150	Roof and ceiling of kitchen damaged by fire and water, and cutting away.	Inmates and neighbours, with buckets of water.
Friday, 24 Dec.	2·40 a.m.	2·42 a.m.	Buckland-street, off George-street West, City.	§E. W. Beard	Upholster	Wood, and iron roof.	Overheating of steam-pipe.	National Union, £400.	Unknown	A shed building of two floors, about 20 ft. x 12 ft., used as an engine-room and drying-rooms. First floor and about 2 tons of flock, severely damaged by fire and water. Engine-room and contents on ground floor slightly damaged by fire and water.	M.F.B., with hydrant.
"	9·0 a.m.	None rec'd.	38½, Erskine-street, City	¶Pechtor, Wilson, & Co...	Bootmakers	Brick, with iron roof.	Rats at matches..	Imperial, £450 ..	City Mutual, £4,000.	A portion of stock in shop severely damaged by fire and water.	Inmates and neighbours, with buckets of water.
"	"	"	38, " " "	James Thompson	Stationer	"	"	Northern, £350 ..	"	A small portion of stock in shop damaged by smoke and water.	" "
"	9·0 p.m.	"	24, Rose-st., Darlington	||Alexander Murdoch....	Private dwelling..	"	Gas explosion ..	None	None	Rooms on ground floor and contents severely damaged by explosion.	Inmates.
"	11·30 p.m.	11·35 p.m.	Railway Siding, Clyde, Granville.	||N.S.W. Railway Depart- ment.	"	"	Spark from loco- motive.	"	"	Three trucks and contents, consisting of a quantity of chaff, damaged by fire and water.	Railway employees, assisted by Granville V. F. Co.. with private hose.
Saturday, 25 Dec.	12·35 a.m.	1·0 a.m.	Church-street, Parra- matta.	¶Patrick Long	General store....	Brick, with iron roof.	Unknown	North British, £1,300.	Mercantile Mutual, £500.	A building of two floors, about 40 ft. x 75 ft., used as a grocery and produce store; produce store and contents very severely damaged by fire and water; grocery department and contents, and rooms on first floor, severely damaged by heat and smoke.	Parramatta V. F. Co., Nos. 1 and 2, with two hydrants.
Monday, 27 Dec.	12·30 p.m.	12·35 p.m.	Raglan-street, Waterloo	Thomas Leahey	Private dwelling..	"	Spark from chim- ney.	Unknown	Unknown	A portion of roof and ceiling damaged by fire and cutting away.	Waterloo V. F. Co., with buckets of water.
"	"	"	98, Botany-st., Waterloo	Eugene Dorney	"	Weatherboard, and shingle roof.	Unknown	None	"	A portion of shingle roof damaged by fire and cutting away.	Neighbours and M.F.B., with buckets of water.
Tuesday, 28 Dec.	12·35 a.m.	12·39 a.m.	"Tetlingham Cottage," Cook's River Road, St. Peter's.	Charles Macaulley	"	Brick, and shingle roof.	Candle	Commercial Union, £60.	Commercial Union, £500.	Detached bedroom at rear of dwelling and contents damaged by fire and water.	Inmates and neighbours, with buckets of water.
Wednesday, 29 Dec.	2·20 a.m.	2·26 a.m.	104, Morehead-street, Redfern.	Unoccupied	"	Weatherboard, and iron roof.	Matches, children playing with.	None	Unknown	Flooring boards and ceiling under in front room on first floor damaged by fire and water.	Waterloo Vol. F. Co. and M.F.B., with buckets of water.
"	3·36 a.m.	3·40 a.m.	29, Hunter-street, City	**William Harris	Tailor	Brick, and slate roof.	Incendiarism ..	Manchester, £100	"	A small portion of shop and contents on ground floor damaged by fire and water.	M.F.B., with one hydrant.
"	"	"	" " "	††F. Stevens	Ostrich feather importer.	"	"	Scottish Union, £650; London, £250.	"	Front room on first floor and contents slightly damaged by fire and water.	
Friday, 31 Dec.	3·15 p.m.	3·20 p.m.	Loftus-st., Marrickville	W. Barclay	Private dwelling..	Brick, with iron roof.	Boiling over of tar.	None	Australian, Mutual, £200.	Kitchen and contents damaged by fire, smoke, and water; hall and contents damaged by heat and smoke	Inmates and neighbours, with buckets of water.
"	11·40 p.m.	11·45 p.m.	Forest Road, Rockdale	"	Paddock	"	Light thrown down.	"	None	A quantity of bushes in paddock burned	Rockdale Vol. F. Co., with buckets of water.

* Montague S. Cramp, aged 6 months, burned about the body, &c., and died subsequently at the North Sydney Hospital. † Previous fires—18th November, 1896; 13th May, 1897; 25th May, 1897; 24th October, 1897. ‡ Previous fire at Raglan-
street, Darlington, 27th November, 1896. § Previous fire, 28th July, 1897. || James Dunlop and Alexander Murdoch badly injured by explosion and taken to Prince Alfred Hospital. ¶ An inquest was subsequently held, at which an open verdict
was returned. ** Two separate and distinct fires. †† An inquest was subsequently held, at which the following verdict was returned:—"That the premises were wilfully and maliciously set on fire by some person or persons unknown."

1452

34

APPENDIX XI.
SUMMARY of Localities for 1897.

City and Suburbs.	Class of Fire.									Total No. of fires.	False alarms.	Chimney fires.		Grand total.
	Slight.			Serious.			Total destruction.					Attended with engines, and reported as house fires.	Attended with hand-pump only.	
	In-sured.	Not in-sured.	Insur-ance un-known.	In-sured.	Not in-sured.	Insur-ance un-known.	In-sured.	Not in-sured.	Insur-ance un-known.					
CITY—														
Bourke Ward	6	4	1	1	...	...	...	...	...	12	3	1	3	19
Brisbane „	13	11	2	4	...	...	...	...	...	30	8	...	3	41
Cook „	7	12	4	1	...	...	1	...	...	25	1	3	3	32
Denison „	10	7	3	1	1	...	...	1	...	23	9	1	4	37
Fitzroy „	13	5	2	...	...	...	...	...	...	20	6	3	8	37
Gipps „	9	4	0	...	...	...	...	...	...	13	4	3	6	26
Macquarie „	10	10	2	1	...	...	...	...	...	23	4	2	7	36
Phillip „	9	8	1	2	...	...	...	...	...	20	2	1	2	25
Total	77	61	15	10	1	...	1	1	...	166	37	14	36	253
SUBURBS—														
Alexandria	1	4	1	...	...	...	...	...	...	6	2	2	1	11
Annandale	2	3	...	...	...	...	1	...	...	6	...	...	...	6
Ashfield	3	8	1	1	...	...	1	...	...	14	1	...	...	15
Auburn .....	...	1	...	...	...	...	...	...	...	1	...	...	...	1
Balmain	4	13	...	...	...	...	...	...	...	17	5	1	4	27
Botany .....	...	1	...	...	...	...	1	...	...	2	...	...	...	2
Burwood	4	5	...	...	...	...	1	...	...	10	...	...	...	10
Camperdown	2	2	...	...	...	...	...	1	...	5	...	...	...	5
Canterbury .....	...	1	...	...	...	...	...	...	...	1	1	...	...	2
Concord .....	...	...	...	...	...	...	2	1	...	3	...	...	...	3
Darlington	1	3	...	1	...	...	...	...	...	5	...	...	...	5
Drummoyne .....	...	...	...	...	...	...	...	...	...	...	1	...	...	1
Enfield .....	...	...	...	...	...	...	...	...	...	...	3	...	...	3
Erskineville	2	2	...	1	...	...	...	...	...	5	1	...	1	7
Five Dock	1	...	...	...	...	...	...	...	...	1	...	...	...	1
Glebe	3	5	...	...	...	...	1	...	...	9	...	1	2	12
Granville .....	...	3	...	...	...	...	...	...	...	3	...	...	...	3
Homebush .....	...	2	...	...	...	...	...	...	...	2	...	...	...	2
Hurstville	1	...	...	...	...	...	3	...	...	4	...	...	...	4
*Hunter's Hill .....	...	...	...	...	...	...	1	...	...	1	...	...	...	1
Kogarah	2	...	...	...	...	...	...	...	...	2	...	...	...	2
Leichhardt	3	6	...	1	...	...	3	...	1	14	2	1	1	18
Manly .....	...	3	...	...	...	...	...	...	...	3	...	...	...	3
Marrickville	2	2	...	...	...	...	...	...	...	4	3	...	...	7
*Marsfield .....	...	...	...	...	...	...	1	1	...	2	...	...	...	2
*Merrylands .....	...	...	...	...	...	...	...	...	1	1	...	...	...	1
Mosman	1	1	...	...	...	...	...	...	...	2	...	1	...	3
Newtown	8	6	1	1	...	...	...	...	...	16	6	1	4	27
North Botany .....	...	...	...	...	...	...	1	1	...	2	2	...	...	4
North Sydney	9	14	2	...	...	...	1	1	...	27	3	1	1	32
Paddington	4	14	...	...	...	...	1	...	...	19	4	...	2	25
Parramatta	4	1	...	1	...	...	...	1	...	7	...	...	1	8
Penrith .....	...	...	...	...	...	...	2	...	...	2	...	...	...	2
Petersham	3	3	...	...	...	...	...	...	...	6	2	...	...	8
Randwick	5	2	...	...	...	...	1	...	...	8	1	...	...	9
Redfern	2	9	1	2	...	...	...	...	...	14	1	...	...	15
Rockdale	9	2	...	...	...	...	1	...	1	13	...	...	...	13
Rookwood .....	...	3	...	...	...	...	1	...	...	4	1	...	...	5
*Smithfield .....	...	...	...	...	...	...	1	...	...	1	...	...	...	1
Strathfield .....	...	...	...	...	...	...	1	...	...	1	...	...	...	1
St. Peters	3	...	...	...	...	...	...	...	...	3	2	...	...	5
*Vaucluse .....	...	1	...	...	...	...	1	...	...	2	...	...	...	2
Waterloo	2	2	2	2	1	...	...	...	...	9	2	...	1	12
Waverley	3	2	1	...	...	...	...	...	...	6	2	...	...	8
Willoughby .....	...	...	...	...	...	...	3	2	...	5	1	...	...	6
Woollahra	1	8	...	...	...	...	...	...	...	11	3	...	...	14
*The Harbour	2	1	...	1	...	...	...	...	...	4	...	...	...	4
Totals	164	194	26	21	2	...	30	9	3	449	86	22	54	611

* Outside Metropolitan Fire Brigade area.

APPENDIX XII.

SUMMARY of Trades for 1897.

Trades.	Class of Fire.									Totals.
	Slight.			Serious.			Total Destruction.			
	Insured.	Not insured.	Insurance unknown.	Insured.	Not insured.	Insurance unknown.	Insured.	Not insured.	Insurance unknown.	
Asylums		2								2
Bakers	2	1		1						4
Banks		1								1
Baths	1									1
Bedding Manufacturers	2	1								3
Blacksmiths		1								1
Boarding Houses.....	3	3								6
Boat Builders						1				1
Bootmakers and Factories.....	2		1							3
Bridges		2	1							3
Builders and Contractors	1					1				2
Buildings in course of erection		2								2
Butchers		2	1							3
Cab and Omnibus Proprietors.....		1		1						2
Cabinet Makers	1					2	1			4
Carpenters		1								1
Cemeteries		7								7
Chemists	2									2
Coach and Carriage Builders.....	2									2
Coffee Palaces	1									1
Confectioners	3									3
Dairies		2								2
Drapers.....	2	1	1							4
Dyers and Scourers.....		1								1
Engineers	6	1	1							8
Fancy Goods Dealers	1									1
Fishmongers.....		3								3
Flour Mills			1			1				2
Fruiterers and Greengrocers		4				1				5
Furniture Dealers	3			1						4
Glass Merchants	1			1						2
Government Buildings		2								2
Grocers	11	5				3				19
Halls.....	1									1
Ironmongers	1									1
Jam Factories				1						1
Laundries	1	1								2
Licensed Victuallers	8	1					1			10
Merchants, General.....	6	1		1						8
Milliners	2	2								4
Newspaper Offices				1						1
Paddocks, Parks, and Yards		52	2							54
Painters and Decorators.....	2	1	1							4
Paper Factories					1					1
Pawnbrokers	2			2						4
Photographers	1		1	1						3
Produce Merchants.....	2	1		1						4
Picture Frame Maker.....	1									1
Printers and Stationers	4	1		1						6
Private Dwellings	60	67	8	2		17	3	2	159	
Rag Merchants		1								1
Restaurants	5		1							6
Rope Makers	1	1								2
Sailmakers		1								1
Schools	2	1	1							4
Sheds.....		3					2			5
Ships.....	2	1		1						4
Ship Chandlers	1									1
Soap Makers.....	1									1
Stables		10				1	1			12
Sugar Works			1							1
Tailors	5			1						6
Tannerics						2				2
Timber Merchants		1								1
Tobacconists.....	6	1	1	2						10
Undertakers.....	1			1						2
Unoccupied dwellings.....	1	1	2	1		1		1		7
Warehouses	1		1	1						3
Wharfs		1	1							2
Wood and Coal Yards		1			1		1			3
Wool Brokers	2									2
Workshops	1	1								2
Totals.....	164	194	26	21	2		30	9	3	440

APPENDIX XIII.

HOURLY and Daily Summary of Calls for 1897.

Hour.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.	Totals.
A.M., 1.....	6	3	4	6	4	8	5	36
" 2.....	4	3	4	3	2	5	2	23
" 3.....	1	1	1	1	...	4	1	9
" 4.....	3	1	...	2	3	5	2	16
" 5.....	2	...	3	3	...	2	...	10
" 6.....	...	2	1	2	2	...	2	9
" 7.....	...	1	3	1	2	1	...	8
" 8.....	...	...	1	2	...	1	...	4
" 9.....	1	2	2	2	3	2	2	14
" 10.....	4	2	4	...	3	2	1	16
" 11.....	5	6	2	2	1	3	1	20
" 12.....	3	3	6	5	1	4	4	26
P.M., 1.....	2	4	4	3	2	4	5	24
" 2.....	4	3	4	3	5	2	5	26
" 3.....	7	2	5	1	4	2	3	24
" 4.....	2	2	4	2	1	...	7	18
" 5.....	5	8	5	6	5	3	6	38
" 6.....	4	6	5	11	2	7	5	40
" 7.....	10	15	11	9	7	8	12	72
" 8.....	7	8	6	8	5	10	6	50
" 9.....	4	13	5	7	5	3	5	42
" 10.....	6	6	2	7	5	4	...	30
" 11.....	...	7	3	1	4	10	1	26
" 12.....	6	4	5	2	3	3	7	30
Totals	86	102	90	89	69	93	82	611

APPENDIX XIV.

WEEKLY Summary of Calls for 1897.

Week.	False Alarms.	Chimney Fires.	Fires.	Chimney with Engine.	Totals.	Week.	False Alarms.	Chimney Fires.	Fires.	Chimney with Engine.	Totals.
1st ending Jan. 2 ...	5	...	2	...	7	29th ending July 17 ...	2	1	5	...	8
2nd " " 9 ...	...	...	11	...	11	30th " " 24 ...	2	...	6	...	8
3rd " " 16 ...	1	2	9	...	12	31st " " 31 ...	2	5	8	...	15
4th " " 23 ...	3	1	11	...	15	32nd " Aug. 7 ...	1	6	5	...	12
5th " " 30 ...	...	...	10	...	10	33rd " " 14 ...	...	1	4	1	6
6th " Feb. 6 ...	1	1	14	...	16	34th " " 21 ...	...	1	4	...	5
7th " " 13 ...	1	...	15	...	16	35th " " 28 ...	1	...	5	1	7
8th " " 20 ...	1	1	15	1	18	36th " Sept. 4 ...	2	1	8	2	13
9th " " 27 ...	1	...	15	...	16	37th " " 11 ...	3	...	6	...	9
10th " March 6 ...	1	...	10	...	11	38th " " 18 ...	1	1	5	1	8
11th " " 13 ...	3	1	17	...	21	39th " " 25 ...	3	1	3	2	9
12th " " 20 ...	...	1	13	...	14	40th " Oct. 2 ...	...	2	7	2	11
13th " " 27 ...	2	1	9	...	12	41st " " 9 ...	3	2	9	1	15
14th " April 3 ...	1	...	6	...	7	42nd " " 16 ...	2	1	7	...	10
15th " " 10 ...	2	...	13	...	15	43rd " " 23 ...	1	2	7	1	11
16th " " 17 ...	1	...	8	...	9	44th " " 30 ...	3	1	9	1	14
17th " " 24 ...	2	...	9	...	11	45th " Nov. 6 ...	...	1	17	...	18
18th " May 1 ...	...	...	3	1	4	46th " " 13 ...	4	...	9	...	13
19th " " 8 ...	...	1	12	...	13	47th " " 20 ...	1	3	10	...	14
20th " " 15 ...	4	1	5	...	10	48th " " 27 ...	4	...	12	1	17
21st " " 22 ...	2	3	17	1	23	49th " Dec. 4 ...	2	...	6	...	8
22nd " " 29 ...	3	2	7	...	12	50th " " 11 ...	1	...	6	...	7
23rd " June 5 ...	2	...	5	...	7	51st " " 18 ...	2	1	12	1	16
24th " " 12 ...	1	3	7	1	12	52nd " " 25 ...	3	1	8	...	12
25th " " 19 ...	1	...	4	1	6	from 25 to 31 ...	2	1	7	1	11
26th " " 26 ...	2	1	2	...	5						
27th " July 3 ...	...	1	10	...	11		86	54	449	22	611
28th " " 10 ...	1	2	5	2	10						

APPENDIX XV.

MONTHLY Summary of Calls for 1897.

Months.	False Alarms.	Chimney Fires.		Class of Fire.									Grand Totals.
		Attended with engines, and reported to be house fires.	Attended with hand-pump only	Slight.			Serious.			Total destruction.			
				Insured	Not insured.	Insurance unknown.	Insured	Not insured.	Insurance unknown.	Insured	Not insured.	Insurance unknown.	
January	10	.....	3	17	24	1	4	...	.....	2	...	.....	61
February.....	3	1	2	12	31	6	...	...	.....	4	1	1	61
March.....	6	.....	3	17	26	2	2	1	.....	4	1	.....	62
April.....	6	.....	.....	13	14	1	1	1	.....	4	...	.....	40
May.....	9	2	7	17	20	1	...	...	.....	4	...	.....	60
June.....	6	2	5	10	9	1	1	...	.....	...	1	.....	35
July.....	7	2	8	8	14	1	...	...	.....	5	1	.....	46
August.....	2	2	9	10	9	.....	2	...	.....	2	...	.....	36
September.....	9	6	3	11	7	.....	2	...	.....	1	2	.....	41
October.....	9	4	8	19	11	2	3	...	.....	1	2	.....	59
November.....	10	1	2	16	18	5	2	...	.....	2	...	2	58
December.....	9	2	4	14	11	6	4	...	.....	1	1	.....	52
Totals { 1897.....	86	22	54	164	194	26	21	2	.....	30	9	3	611
1896.....	91	13	56	114	103	13	24	3	.....	26	8	.....	451

APPENDIX XVI.

COMPARISON of Calls for the period from 1885 to 1897.

	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	Grand Totals.
Casualties .....	...	...	...	...	...	2	1	1	...	...	2	...	...	6
False alarms	42	32	14	35	33	44	52	47	68	49	82	91	86	675
Chimney alarms	64	40	60	61	45	52	33	75	75	90	82	69	76	822
Fires, slight	160	150	174	222	179	205	216	270	210	206	299	230	384	2,905
,, serious	13	21	18	19	17	12	27	21	23	23	20	27	23	264
,, total destruction	23	34	15	35	29	18	19	23	25	41	48	34	42	386
Totals	302	277	281	372	303	333	348	437	401	409	533	451	611	5,058

APPENDIX XVII.

SUMMARY of Causes of Fires for 1897.

Boiling over of fat, tar, &c.	12	Incubator, overheating of	2
Burning rubbish.....	12	Lamp, kerosene, explosion of	6
Bush fires.....	15	,, ,, upsetting of	13
Candle, careless use of	53	Light thrown down	86
Chemicals, explosion of	1	Lime slaked by rain	3
Clothes, in contact with fire	1	Matches, careless use of.....	11
Doubtful or Unknown	110	,, children playing with	19
Fire, careless use of	2	,, rats at	3
Fireworks.....	4	Smoking tobacco.....	2
Flue, defect in.....	6	Spark from furnace	3
Foul chimney	76	,, chimney	26
Furnace, overheating of.....	3	,, fireplace	9
Gas bracket or burner	15	,, locomotive	3
,, explosion	4	Spontaneous ignition	6
,, pipe, defect in	1	Stove, overheating of.....	7
Hearth, defect in	1		
Hot ashes.....	5	Total	*525
Incendiarism	5		

* This includes 76 chimney fires.

APPENDIX XVIII.

APPENDIX XVIII.

SUMMARY of how Fires were reported to the Brigade for 1897.

Calls given by.	Fires.	False Alarms.	Chimney Alarms.		Totals.
			Reported as House Fires.	Attended with hand-pump only.	
Citizens at Fire Stations	152	18	9	28	207
Fire Alarm Telephones	165	49	12	13	239
G.P.O., per telephone	95	14	1	6	116
Newspaper report	2	.....	.....	.....	2
Police, per telephone	20	1	.....	1	22
Police, at Fire Stations	8	.....	.....	.....	8
Railway Department, per telephone	4	.....	.....	.....	4
Seen from Stations .....	.....	4	.....	6	10
Seen when Returning from another Fire	1	.....	.....	.....	1
Watchmen, per telephone	1	.....	.....	.....	1
Watchmen, at Fire Station	1	.....	.....	.....	1
Totals	449	86	22	54	611

1898.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PHARMACY BOARD OF NEW SOUTH WALES.

(REPORT OF THE PROCEEDINGS OF, FROM 1ST JULY TO 31ST DECEMBER, 1897.)

*Printed under No. 1 Report from Printing Committee, 30 June, 1898.*Report of the Proceedings of the Pharmacy Board of New South Wales from
1st July to 31st December, 1897.

Richmond Terrace, Domain, Sydney, 1 January, 1898.

THE Pharmacy Act having become law on the 1st July, 1897, a Pharmacy Board was appointed by Government on the 12th August, 1897, and met for the first time on the 18th August, 1897. The members of the first Board appointed by Government were Messrs. Dr. J. Ashburton Thompson, R. T. Bellemev, H. S. Brothwood, C. Butcher, W. G. Jones, C. A. Marshall, Ll. P. Williams, and I. R. Willows.

Mr. R. T. Bellemev was elected president, Mr. H. S. Brothwood, hon. treasurer, and Mr. A. Forster, registrar to the Board.

Mr. C. A. Marshall resigned his seat on the Board, but up to the present no person has been appointed to fill the vacancy.

The Board have held 11 meetings with the following attendance:—Dr. J. Ashburton Thompson, 5; R. T. Bellemev, 11; H. S. Brothwood, 9; C. Butcher, 11; W. G. Jones, 10; C. A. Marshall, 3; Ll. P. Williams, 10; I. R. Willows, 6.

The first work of the Board was to frame regulations under section 20 of the Pharmacy Act, and this was accomplished on the 9th September, after four meetings having been held for the purpose. The regulations were at once submitted to the Treasury, and were returned to the Board on the 5th October for some alterations, which were effected immediately, when the regulations were again sent to the Treasury on the 8th October, and having been confirmed by His Excellency the Governor, with the advice of the Executive Council, the regulations were gazetted in accordance with the requirements of the Act on the 12th November, 1897. Everything having been prepared for this event, notices and application forms were at once despatched, with the result that up to the 31st December, 1897, 521 applications for registration under the Act were received and dealt with.

Of these applications, 434 were granted, 71 were postponed for further inquiry, and 16 were refused.

Besides the above 521 applications there were 97 applications which have not yet been placed before the Board, on account of being incomplete or informal, or because the prescribed fee had not yet been paid.

The Board had to contest against the reckless manner in which certificates, recommendations, &c., have been given to candidates for registration under the Act.

The Board, seeing the necessity for providing the required accommodation for holding examinations, classes, &c., as provided for under the Pharmacy Act, waited upon the Hon. the Premier and Colonial Treasurer for the purpose of inducing him to grant the free use of the old building known as the Government Stores, in Lower George-street. The Premier, recognising the justice of the request, said the Board should have the use of the building if it were available, but later on informed the Board that they would have to pay £150 rent per annum for the use of the place. As this Board is not in a position to pay any such rent they are deprived of the necessary means for carrying out the examinations, &c., for qualifying candidates for registration as pharmacists. The Board desire to point out that though they are at present in possession of something like £450, which amount has been received for fees, &c., this will nearly be the total sum likely to be received for many years, as there is no other source of revenue at the disposal of the Board, and this amount will soon be expended for salaries, expenses, &c., so that in a year or two the Board will be absolutely without means, and would, therefore, not be justified in incurring the expenditure of £150 for rent. The Board desire to point out that in all other colonies ample accommodation has been provided by Government for the use of the various Pharmacy Boards.

FINANCE.

<i>Receipts :</i>						£	s.	d.	
Fees for registration under the Act	...	...	...	...	...	593	5	0
Registration of indentures	...	...	...	...	...	1	1	0
Poisons licenses	...	...	...	...	...	6	6	0
Exchange remitted with cheques	...	...	...	...	...	3	8	0
Postage	...	...	...	...	...	0	0	2
Total	...	...	...	...	...	£604	0	2
<i>Expenditure :</i>						£	s.	d.	
Returned fees	...	...	...	...	...	2	2	0
Unpaid cheques	...	...	...	...	...	3	3	0
Exchange paid on cheques	...	...	...	...	...	3	10	6
Registrar's salary	...	...	...	...	...	75	0	0
Housekeeper's wages	...	...	...	...	...	10	8	4
Seal	...	...	...	...	...	5	2	6
Advertising	...	...	...	...	...	4	5	6
Stationery and printing	...	...	...	...	...	24	4	5
Office utensils and sundries...	...	...	...	...	...	11	7	6
							139	3	9
Cash in bank on 31st December, 1897	...	...	...	...	...	464	16	5
Fees to be returned	...	...	...	...	...	14	14	0
Balance at the disposal of the Board	...	...	...	...	...	£450	2	5

RECIPROCITY WITH OTHER COLONIES.

Negotiations were entered upon between New South Wales and Victoria for the purpose of recognising the certificates issued in the two colonies, but as the Victorian Board declined to register those persons who are admitted under clause 11, section D, of the New South Wales Pharmacy Act—that is to say, apprentices and assistants who have served a certain period before the passing of the Pharmacy Act of 1897, and who are registered in New South Wales without examination—the negotiations at present have fallen through.

R. T. BELLEMEY, President.
 CHAS. BUTCHER.
 H. S. BROTHWOOD.
 I. R. WILLOWS.
 LL. P. WILLIAMS.
 WILLIAM G. JONES.
 J. ASHBURTON THOMPSON.

Sydney, the 1st day of January, 1898.

1898.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

HAY IRRIGATION TRUST.

(STATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR 1897.)

Printed under No. 1 Report from Printing Committee, 30 June, 1898.

STATEMENT of the Receipts and Expenditure of the Hay Irrigation Trust, for the Year, 1897.

I, JAMES NEWTON, of Hay, in the Colony of New South Wales, do solemnly and sincerely declare that the attached exhibit marked "A" is a return showing the cost of management, together with a full account of all receipts and expenditure of the Hay Irrigation Trust, for the year ending 31st December, 1897.

And I make this solemn declaration, conscientiously believing the same to be true, and in virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled "An Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

JAMES NEWTON

Made and signed before me, at Hay, this 5th day of March, 1898,—

W. H. BARBER, J.P.

HAY IRRIGATION TRUST.

("A.")

STATEMENT of Receipts and Expenditure of the Hay Irrigation Trust, from 1st January, 1897, to 31st December, 1897.

RECEIPTS.	£	s.	d.	EXPENDITURE.	£	s.	d.
To Balance at Credit, Old Trust	128	15	8	By Liabilities, Old Trust	4,477	17	3
Advance from Colonial Treasurer	8,331	1	1	Engine-house and engineer's cottage	401	13	5
Rent and grazing fees	44	10	0	Excavation channels	731	1	9
Deposits on allotments	39	0	0	Fencing channels, &c.	198	18	1
Sale of iron, &c.	9	13	3	Piping, excavation and laying	1,746	1	8
Unpresented cheques	14	10	4	Bridges and culverts	482	1	10
				Weirs, measuring boxes, &c.	96	16	3
				Firewood	30	8	0
				Law costs	31	18	6
				Postage, stationery, advertising, &c.	28	7	7
				Secretary—salary, &c.	72	14	2
				Miscellaneous	153	15	8
				Balance, as per bank pass book	115	16	2
	£8,567	10	4		£8,567	10	4

We, the undersigned, duly appointed Auditors, do hereby certify that we have examined the accounts of the Hay Irrigation Trust, and vouchers in support thereof, and find the same correct; and the foregoing is a true and correct statement.

Hay, 31st January, 1898.

M. ARMITAGE, }
JOHN GEGG. } Auditors.

Exhibit marked "A," referred to in declaration of Jas. Newton, made 5th March, 1898, before me,—
W. H. BARBER, J.P.